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ON THE COVER: Kent Pietsch of Minot, North Dakota, taxis out in his 1942 Interstate Cadet to perform his comedy routine at EAA AirVenture Oshkosh. He and his brother, Warren, are both in the air show entertainment business, and fly for major air carriers. Kent Pietsch's air show act is sponsored by Jelly Belly®. Warren Pietsch flies a 1946 Taylorcraft, which he modified by reducing the wingspan 14 feet to become a Clipped-Wing Taylorcraft. He and his wife, Jolene, also operate Pietsch Aircraft Maintenance & Service in Minot. To learn more about the Pietsch family, log on to their website www.pietschaircraft.com.

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



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EAA Founder & Friend, Paul Poberezny

September 14, 1921 – August 22, 2013



by Dave Weiman

(L/R) Paul Poberezny with his friend and former assistant, Henry Ogrodzinski, at EAA AirVenture Oshkosh 2013. Ogrodzinski is now president of the National Association of State Aviation Officials (NASAO).

Jim Koenig Photo

Experimental Aircraft Association (EAA) Founder Paul Poberezny, 91, passed away August 22, 2013 at Evergreen Retirement Village in Oshkosh, Wisconsin, after a battle with cancer. Just three weeks prior, Paul attended his last EAA AirVenture, and gained strength from everyone and everything he saw.



The Poberezny family has expressed their deep appreciation for all the support shown to them, and especially to Paul and Audrey, over the past five months:

"As Paul often said, he considered

himself a millionaire because through aviation, he made a million friends."

Paul Poberezny leaves an unmatched legacy in aviation and can best be remembered by all the people who discovered aviation through his inspiration to create EAA.

He was an inspiration to all pilots, aircraft restorers, aircraft builders, and aviation leaders. He will be remembered by everyone he touched, and in unique and personal ways.

For Peggy and I, we will never forget his first phone call after he received a copy of the first issue of the magazine in December 1978. His support and encouragement then and over the past 35 years, meant a lot to us. Both Paul and Audrey could relate to our work

and what we were trying to accomplish.

Whether it was a handshake, a hug, a photograph, an autograph, a few words of encouragement, or working side by side with someone in his shop building an airplane, or in the trenches working on industry affairs, Paul definitely touched many lives, and will live on in each of us through our future good deeds and involvement in aviation.

Memorials in honor of Paul's life and legacy can be made to any of the following organizations: EAA Aviation Foundation, PO Box 3086, Oshkosh, WI 54903; Evergreen Foundation, Inc., 1130 North Westfield St., Oshkosh, WI 54902; or the American Cancer Society, Northeast Wisconsin, 790 Marvelle Lane, Green Bay, WI 54304. □

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Dave:

Thank you for covering so well Minnesota Governor Mark Dayton's signing of legislation to change the aircraft registration fee and taxes on aviation fuel, parts and labor. This legislation is promising. It did appear that general aviation was on the brink of no return. However, I would like to see more support by the airlines for reliever and municipal airports.

Minnesota's general aviation and the outlying airports are a big part of the infrastructure of the major airlines and MSP (Minneapolis/St. Paul International Airport). This is more true today than in the past due to the simple fact that essentially general aviation no longer has access to MSP. This could be a good thing for the airlines, but the question remains, how far do we go with subsidizing the infrastructure of the airlines before it negatively affects general aviation? To make the system work, we all need to give a little of what we want, so others can have a little of what they want, and in the end, we all have more to give.

Dirk Ellis

Engineering Administrator

Tanis Aircraft Products

Flying Cloud Airport, Eden Prairie, Minn.

Dave:

Good article (about Minnesota Governor Mark Dayton signing a bill to change the state tax on aviation), but you missed an opportunity to point out that after the annual registration rate, it stays that way even 25 years down the road when the aircraft only has a value of \$200K.

Rich Dalquist

President, Plane Solutions

Eden Prairie, Minnesota

Dave:

Read your article on Minnesota revamps taxes on aviation. Well done/ good info. Thanks!

Robert W. O'Brien, Jr., AAE

Executive Director

Wisconsin Airport Management

Association (WAMA)

Blue River, Wisconsin

Dear Dave:

I just received a complimentary copy of *Midwest Flyer* – August/September (2013) issue – and there are some great articles in it.

I did see a great article entitled **"Giving That First Ride In An Airplane"** by Jim Hanson that I plan to share with our EAA folks who are promoting the *"Adult Eagles"* program. Very nice!

Would *Midwest Flyer* be willing to send some complimentary copies for our fly-in on August 17? We average 80-90 pilots flying in when the weather cooperates. Additional information about Mason Aviation Day and shipping info is attached.

Thank you for your consideration.

Vickie Vandenberg

Membership /Events Coordinator

EAA Chapter 55 - Mason Aviation Day

Mason, Michigan

Dave:

I received the August/September 2013 issue of *Midwest Flyer Magazine* and read your article entitled **"Hidden Treasure At Lake In The Hills Airport,"** featuring Ole Sindberg and his "Prescott Pusher." Is it possible to get contact information for Ole? Our EAA Chapter 1365 has a fly-in on August 31, 2013 and I would like to give Ole a personal invite. I think his aircraft would be a huge hit if he could make it.

In addition, I'd like to invite you and your family to our fly-in. This is our 11th annual and we'd like to have you join us for the event. Come for breakfast only or spend the whole day. There is a lot to see and do.

In closing, I have to comment on your magazine. *Midwest Flyer Magazine* has to be the best aviation magazine I get. Maybe a lot has to do with the fact that it is a "regional" magazine, but bar none, it is the best I get and I not only speak for myself, but for a number of other pilots in our EAA Chapter 1365 located on Mauston/New Lisbon Union Airport (82C).

Thank you!

Thomas G. Chudy Jr.

Accratech, Inc. - Necedah, Wisconsin

Dave:

As a subscriber since 1978, I don't understand how you can keep getting better and better. The quality of *Midwest Flyer Magazine*, the articles and graphics are first rate! I look forward to many years to come.

Gregory G. Gorak

Gaits Aviation Seminars

Milwaukee, Wisconsin

Hi Dave:

Long time since we did our "crash and splash" poker run at the Eagle River Seaplane Fly-In, Eagle River, Wisconsin.

Looking at your masthead, I see that my old high school classmate, Don Winkler, is still on the job. Keep him jumping, so he doesn't get into trouble.

Just a comment on the EAA fly-in articles and Curtiss Wright Airport. I was working on the line in 1954 when Gran-Aire's Bill Lotzer (John's dad) told me there was going to be a huge fly-in over the weekend and he needed me to be on the line all weekend. That it would be from early morning till sunset. It really sounded exciting to be part of that 2nd Annual EAA Fly-In. Bill said that we could expect a lot of planes, maybe as many as 25 or 30, flying in. I think our actual count was 22 or 23 total.

EAA and Oshkosh sure have come a long way since then. We all owe a debt of gratitude to Paul, Bill and all those old-timers who were so much a part of the exciting and historical Midwest U.S. aviation picture.

Blue skies to you and yours!

Ray Perry

Brookfield, Wisconsin

P.S. The name change from Curtiss Wright Airport to Lawrence J. Timmerman Airport was not without controversy. County policy dictated that a person had to be dead for a period of years before the naming of county property would be considered. He prevailed. I don't know if today, death is still required to have something named after you.

Where Can An IA Perform An Inspection?

by Greg Reigel

A mechanic, who holds an Inspection Authorization (IA) certificate, recently asked me this question.

Since the FAA issues the certificate, and the certificate itself doesn't contain any geographic limitations, the mechanic thought the answer to the question should be "anywhere in the U.S." Well, the mechanic was right, sort of.

To answer the question, we need to look at 14 C.F.R. 65.95. Section C provides: If the holder of an inspection authorization changes his fixed base of operation, he may not exercise the



Greg Reigel

privileges of the authorization until he has notified the FAA Flight Standards District Office or International Field Office for the area in which the new base is located, in writing, of the change.

This language doesn't prevent an IA from exercising privileges in any geographic location. However, if an IA wants to work somewhere other than his or her fixed base of operation, the IA needs to provide notice to the FAA office responsible for that new area. Although some may argue that this requirement is simply the FAA over-controlling where an IA can work, it does make some sense when you consider that once an IA receives his or her IA Certificate, he or she applies for and is issued renewals of the certificate through the local FSDO, rather than through Oklahoma City.

What happens if an IA fails

to provide the required notice?

Unfortunately, the sanction guidance contained in Order 2150.3B: FAA Compliance and Enforcement Program doesn't provide a proposed sanction addressing this specific type of violation. However, depending upon the circumstances, I wouldn't be surprised to see a sanction of suspension from 15 days up to indefinitely, pending compliance.

Thus, although it may seem like a nuisance and an improper exercise of authority, IAs need to be aware of this requirement and ensure that they provide the appropriate notification if they plan on working outside their home base of operation. Better to give the notice than to have to deal with an enforcement action.

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

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

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Asiana Airlines Flight #214 – Pilot or System Error?

Plus Part II of Getting Established On Approach & Procedure Turns

by Michael J. “Mick” Kaufman



Michael J. Kaufman

With the long summer evenings of flying now behind us, and the world's largest aviation event, EAA AirVenture Oshkosh, a memory, we can start to look forward to a hopefully colorful autumn of flying.

Several major aviation items have happened since my last column – one of them being the Asiana Airlines accident at San Francisco International Airport of a Boeing 777 (Flight #214), which has triggered a lot of interest. I am focusing a portion of my column to that accident. I will also continue my series on getting established on an instrument approach

and the procedure turn.

I am extremely saddened by the loss of life that occurred by the crash of Asiana Airlines Flight #214 and many blame the crew for this unfortunate accident. I personally do not put the blame on the “crew,” but rather on a failure of the “system.” Most of the knowledgeable aviation experts would agree that if the ILS had been working that day, there would have been a 99.99% chance that this accident would not have occurred. To add further to the criteria leading up to that accident, a report said the VASI/PAPI visual approach system was not working, either. I have made that approach into San Francisco on several occasions years ago and remember the situation of landing on a somewhat elevated runway with an over-water approach. It was difficult to judge my approach path with all of the visual illusions while over the water.

If I am making an approach into a strange airport at night, I always prefer a precision instrument approach, or at least the help of a VASI/PAPI light system. The training departments of all of the major airlines are looking at this accident very closely and commenting silently that **“it could have happened to our airline,”** but thankfully, it hasn't. Most of the airlines' training departments are revising their programs to keep such an accident from happening again.

Several days after the accident, I received a call from Dave Monti of Minden, Nevada, director of the maintenance training department for “Bonanza/Baron Pilot Training,” the company we both work for. We shared some mutual thoughts, and we both agreed that our company needs to put some basic airmanship back in our syllabus. As much as I enjoy flying



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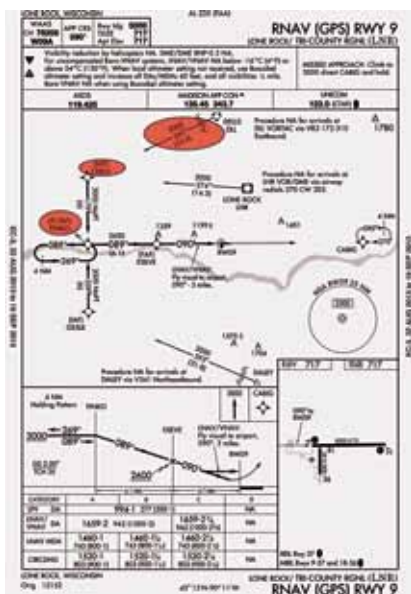


Figure 1

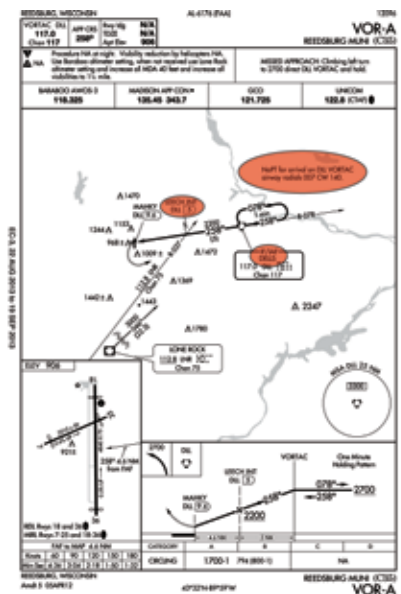


Figure 2

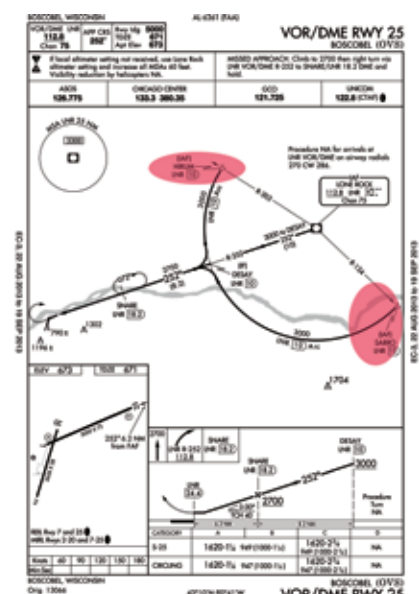


Figure 3

technologically advanced aircraft and writing about those magic black boxes, I continue to write and emphasize the importance of basic airmanship and good flight training.

In the last issue of *Midwest Flyer Magazine*, I started a series on getting safely and legally established on an approach. To recap a bit from that article, we had been covering the procedure turn, which we said must be done *unless* one of the following conditions exist:

1. We are getting radar vectors.
2. We are in a holding pattern.*
3. We are on a no-procedure turn transition.
4. We are flying a DME arc.
5. There is no procedure turn shown on the chart.

We covered the first two conditions in detail in that issue, and now we will cover the last three *“ways to eliminate a procedure turn.”*

Note: Due to the limited size of each figure above, it would be best to follow along using the approach charts on your iPad.

On many of the newer RNAV/GPS approaches, we have a choice where we would like to begin the approach or choose doing a holding pattern entry or do the NoPT transition. In **Fig 1**, you can see that the pilot has a choice of his entry that he/she can make, which should be made based on the direction from which you are approaching.

You may notice that FINKO has IF/IAF (Intermediate Fix/Initial Approach Fix) above it. If you have chosen to do the holding pattern method of entry the first time you crossed FINKO, it was the IAF. Upon completing the holding pattern procedure turn the next time you cross FINKO, it becomes the IF with the next listed fix “ESEVE” being the FAF. Should your arrival be from the north, I would have chosen CEBLU as my IAF with FINKO then being my FAF. The label course “3000 NoPT” is our no-procedure turn transition.

Many pilots have asked me about the relevance of the 3000 in the no-procedure turn transition (NoPT). This is the minimum altitude you may fly once ATC has “cleared you for the approach.” It is imperative that you maintain your last assigned altitude by ATC until you receive your approach clearance. You may also notice a routing in Fig 1 from the DLL and LNR VORs that have a published altitude as well. If you are flying these exact routes and receive approach clearance, you may descend to these minimum altitudes as well.

There are numerous versions of the “no-procedure turn transition” with another example in **Fig 2**. I refer to this as the “blanket transition” as it covers arrivals over a wide area and eliminates the procedure turn. This makes the DLL VOR both the initial and intermediate fix for the approach if you arrive at the

VOR from the north 007 degree radial to the southeast 140 degree radial. You can then proceed directly to the LEECH intersection, the final approach fix, once you cross the DLL VOR.

Our next method of eliminating a procedure turn is via a DME ARC. The rules say that you are not to do a procedure turn if you are flying an ARC even if the ARC is not labeled NoPT (No Procedure Turn). There are very few ARCs that do not have this label, but one of my customers did find one for me. **Fig 3** shows a DME ARC and we will reference this chart to better understand it.

ARCs are used by ATC to funnel aircraft into airports with minimum delays and are especially useful at airports that have poor or minimal radar coverage. For that reason, it is important for the pilot to keep track of his/her position on the ARC. ATC may ask you what radial you are crossing or request you to report crossing a certain radial while on the ARC. This is for traffic separation. If ATC asks you to fly the ARC, you are required to proceed to the IAF at the beginning of the ARC.

There has been much controversy about the pilot joining the ARC anywhere along it. My interpretation is it is acceptable if ATC assigns a heading or radar vector to join the ARC. As with the no-procedure turn transition, the pilot must fly his last assigned altitude until the approach clearance

has been received. Do not confuse a clearance to join the ARC with an approach clearance. ATC may clear you for an approach via the ARC or may assign the approach clearance once your aircraft is established on the ARC.

It is sometimes a challenge to use your panel-mounted approach certified GPS to set up an ARC intercept if not joining the ARC at the IAF. I will highlight a procedure I use with the Garmin 430/530 GPS units. After loading and activating the approach the GPS wants to fly you to the IAF. Select the procedure button and your GPS will display all of the waypoints associated with the approach. Push the waypoint select button and scroll to highlight the ARC. Next, press the "Direct To" button. Your GPS may give you an error message, but don't give up. Your GPS needs to determine if the heading you are flying will actually intercept the ARC. If you receive the error message, fly a few miles further and try again. If

you do not get the error message, press enter to select the ARC as your next waypoint. Some autopilots will allow you to fly a heading until you intercept a published course. If yours does, it is really cool to watch it intercept and fly the ARC without any further input from the pilot.

The last method of eliminating the time and gas consuming procedure turn is selecting or being assigned an approach that does not have one published. At many airports, radar is required and it always used to get us established on the approach or the approach is laid out in a manner that we would not need one. Look on your chart and if no procedure turn is shown, fly to the IAF or follow radar vectors to get established, then proceed inbound.

In concluding my series on getting established on an approach and the procedure turn, I would like to mention a sad ending to misunderstood communications. This flight involved a

pilot of a Cirrus in mountainous terrain who asked to fly to the FAF, thereby eliminating the IAF and procedure turn. The reply from ATC was "**cleared as requested.**" On contact approaches and when flying direct to a waypoint on a non-published route or procedure, the pilot is responsible for avoiding obstacles and terrain, and he flew into a mountain. Had the pilot requested or been given radar vectors, air traffic control would have provided ground and traffic separation.

Blue skies until the next issue of **Midwest Flyer Magazine!**

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 or call 817-988-0174.



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New Procedures Cut Red Tape, No Ill Effects Anticipated

by Dr. Bill Blank, M.D.

I want to talk about four subjects, which I think will be of interest to airmen: CACI, stents, over-the-counter medication side effects, and MedXPress.

CACI or **Conditions AMEs Can initially Issue**. These conditions previously required a Special Issuance (SI). The SI process was conceived to safely certify airmen who might have previously been permanently disqualified. The initial SI had to be issued by the FAA. A few years ago the process was changed to allow AMEs to issue subsequent SIs provided that the applicant had met the requirements in the SI authorization letter. The AME forwarded the medical records to Oklahoma City for review, but was permitted to issue as long as he felt that the requirements had been met. This is called an AASI (AME Assisted Special Issuance).



Bill Blank

In order to further improve the process, the FAA has reduced the number of conditions requiring SIs. The goal is to reduce delays in certification for airmen and decrease the FAA's workload without compromising safety. This will free up time for the FAA to evaluate complicated cases more quickly.

Worksheets have been developed for these conditions. They can be found and printed out from the AME Guide, which is available online. The conditions, which have already been released include: arthritis, asthma, hepatitis C, hypertension, hypothyroidism, pre-diabetes, migraine and chronic headaches, renal cancer, testicular cancer, and prostate cancer. Another group of worksheets will be issued later this year. The conditions included will be: kidney stones, carotid artery stenosis, colitis and irritable bowel syndrome, bladder cancer, leukemia, and Hodgkin's disease and lymphoma.

If you have one of the conditions covered by the already issued worksheets, take the worksheet to the physician treating that condition within 90 days of your flight physical. Ask him/her to complete the worksheet, sign it, and date it.



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Bring it to your AME for your flight physical. If you meet the requirements spelled out in the worksheet, your AME will issue your certificate. All he needs to do is write in the comment section (box 60) of the 8500-8 Form: "Airman meets certification requirements for (name of the disease)." If you previously had an SI, he should write: "Airman had previous SI for this condition and now meets the regular issuance criteria for (name of disease)." Your AME is not required to submit the worksheet to the FAA or keep it unless he wants to do so. If you do not meet the requirements, he will defer your exam and forward your records to the FAA for consideration for special issuance.

Stents – For most airmen who have had stents implanted, the waiting period prior to certification has been decreased from 6 months to 3 months. This is for all classes.

Over The Counter (OTC) Medications Side Effects

– The GA Joint Steering Committee has recently sent a letter to all pilots warning them about the sedative effects of some OTC medications. Benadryl, for example, can cause significant drowsiness. The National Transportation Safety Board (NTSB) has investigated several accidents, which seem to be related to the use of OTCs. If you are taking one of these medications, you are advised not to fly until five (5)

times the dosing interval has passed.

MedXPress – Some pilots are still not aware that as of October 1, 2012, the 8500-8 form **must** be filled out online prior to seeing your AME. You are no longer permitted to fill it out by hand at the office. It is valid for 60 days. If you do not see the AME during that period, you will need to recomplete the form. When you complete the form, you will be given a confirmation number, which you **must** bring to the exam. I strongly recommend that you print two (2) copies **after** you click on **submit**. Keep one copy for your records and take the other one to your AME. If you make an error, the AME can correct it.

EDITOR'S NOTE: William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Blank holds an Airline Transport Pilot Certificate and has 5300 hours. He is a Certified Instrument Flight Instructor (CFII), and has given over 1200 hours of aerobatic instruction. In addition, Blank is an active airshow performer and has held a Statement of Aerobatic Competency (SAC) since 1987, and for Level 1 Surface since 1989. He has completed 200 performances throughout his career. □



The advertisement is split into two main visual sections. The left section has a dark orange background with silhouettes of three people. It features a circular logo with the number '85' and the text 'Building a Better World for All of Us'. Below this, the word 'aviation' is written in large, bold, white letters. The right section shows a family (a man, a woman, and a young child) walking through an airport with their luggage. The child is holding the man's hand. The man is pulling a blue suitcase, and the woman is pulling an orange suitcase. The child is wearing a pink jacket. The SEH logo is in the bottom right corner of the right section.

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Big Win Fuels Future Reforms...

by *Bryan Budds*
Manager, AOPA Great Lakes Region

As we approach the end of the year, AOPA's state advocacy team is reflecting on its successes around the country and is beginning to explore opportunities for the quickly



Bryan Budds

approaching legislative sessions beginning in January. Part of this process includes outreach to local aviation groups, which are so essential to our advocacy on the state level to discuss opportunities to work together on some of the most important issues facing each state. In the Great Lakes Region, much of this discussion has centered around the AOPA-championed fuel tax reform achieved in Indiana – which eliminated the state's 7% sales tax on both 100LL and jet fuel. During the same session, Indiana also exempted aircraft parts from the State sales tax as well.

We have heard from local organizations, pilots, airport managers, economic development officials, and many others that Indiana's bold step to protect the aviation industry is drawing the admiration and ire of neighboring states that still assess sales tax on aviation fuels including Michigan, Ohio, and Illinois. Thankfully, pilots in Minnesota, North Dakota, South Dakota need not worry as these states do not charge sales tax on aviation fuel,

which can add up to \$0.40 or more per gallon of fuel. This is where AOPA will set its sights in the coming months. We will continue to ensure that state taxes on aviation fuel are equitable, fair, and dedicated to the aviation system which collected that revenue.

AOPA Welcomes New President From Great Lakes

You may also have read that AOPA's Board of Trustees has selected long-time pilot, businessman, and Minnesotan Mark Baker as AOPA's new President and CEO. Mark assumed the pilot seat on September 6, replacing Craig Fuller as AOPA's fifth president. As with any time of transition, it's a bittersweet moment as AOPA members and staff say farewell to Craig and thank him for his relentless advocacy and dedication to member services. Undoubtedly, Mark, with his Great Lakes heritage, will continue this great tradition and build an even stronger association. Craig – *clear skies!* Mark – *welcome aboard!* □

Busy Fall Ahead!

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

by *Yasmina Platt*
Manager, AOPA Central Southwest Region

Well, you've heard it! AOPA has a new President and CEO. I want to thank Craig Fuller for all his work during the last five years and welcome Mark Baker as only the fifth president of AOPA in the organization's 74 years of existence. I



Yasmina Platt

am excited to meet him and to continue to work for general aviation under his leadership.

The 1st Kansas Aviation Expo occurred on September 27, 2013 in Wichita, with pre and posts events: Wichita Aero Club event on Thursday night and Wichita Flight Festival on Saturday. It was a great event geared towards bringing together the aviation family in Kansas, including all aspects of aviation-related businesses, as well as discussing the current and future climate and challenges facing general aviation.

AOPA was represented in a significant way, participating in several panel discussions and seminars. To recognize this event and aviation's great contributions to the state of Kansas (aviation is the second largest contributor to the state's economy!), Governor Sam Brownback proclaimed

September 2013 as "Aviation Appreciation Month."

I cannot begin to tell you how excited I am that the annual AOPA Summit is coming to AOPA's Central Southwest Region this year for the first time. It will be just "plane" fun!

I am hoping to see a lot of you there so we can show our great camaraderie and hospitality to the rest of the country. So, see you in Fort Worth, Texas, October 10-12. FMI and to register, visit: <http://www.aopa.org/summit/>.

Bring a non-flying friend with you so we can share the exciting world of flight with him/her.

If you want to learn more about our region or your specific state, visit <http://www.aopa.org/Advocacy/Airports-and-State-Advocacy.aspx>, follow me on Twitter @AOPACentralSW, or e-mail me at yasmina.platt@aopa.org. □

Allow Me To Introduce Myself!

by Mark Baker

President & CEO

Aircraft Owners & Pilots Association

I am excited to be AOPA's new president, only the fifth in our association's nearly 75-year history.

I may be new to this role, but I'm definitely not new to general aviation or to AOPA. I was one of those kids who rode his bicycle to the airport just to watch the planes take off and land. Back then you could walk up to the fence, if there was one, talk to the pilots and even bum a ride sometimes. I took my first ground school class in high school and earned my certificate in my twenties.

All that means I've been flying a long time. Like many of you, there was a time when I had to quit flying for awhile—work, kids, and finances kept me grounded. But I returned to flying as soon as I could and I've never looked back.

I have been lucky to own many airplanes over the years. Different types of flying required different types of



Mark Baker

planes, and buying older planes, fixing them up, and passing them along has become something of a hobby for me. My hands-down favorite airplane is a Piper Super Cub that I've owned for more than 20 years. In my opinion, you just can't have a bad day when you're in a Super Cub.

If you haven't already guessed it, I love being part of GA. Weekends and holidays find me at a local airport or seaplane base. Whenever I travel, even if it's not by plane, I make sure to stop by the local airport and take a look around.

I think getting to talk to pilots where they fly is not only fun, but also

very important. I am looking forward to meeting with aviators and enthusiasts in small groups at airports all around the country. I want to learn what really matters to you—your hopes for the future of GA as well as your concerns.

That's why AOPA is launching a grassroots effort to get out to more airports than ever before. Over the next year I'll be making stops at airports nationwide. We'll hold Saturday morning get togethers so I can talk to pilots about their priorities and how AOPA is working to meet those critical goals. We'll also offer a learning opportunity with an entertaining and educational seminar, and we'll sit down together to enjoy a hot dog or burger on AOPA. I think it's in informal environments like this that I get the most honest feedback, and that's what I want.

We're still finalizing details on these events, so I'll let you know more as our plans take shape, but I hope you'll come out and meet me when I'm in your area. And I hope you'll bring a friend who's interested in aviation, even if he or she isn't a pilot. The more people who get the chance to visit a GA airport and discover what we're all about, the better. □

Minnesota Native Named AOPA President & CEO

FREDERICK, MD – Mark R. Baker, a longtime general aviation (GA) pilot, has been named president and chief executive officer (CEO) of the Aircraft Owners and Pilots Association (AOPA), the world's largest aviation association. Baker is only the fifth AOPA president since the association's founding nearly 75 years ago.

"We are pleased to announce that Mark Baker has been selected as the next president and chief executive officer of AOPA," said Bill Trimble, chairman of the AOPA Board of Trustees. "He has all the tools this job demands. Mark brings 35 years of involvement in the GA community as a pilot and decades of experience in leadership positions in the home

improvement industry, such as Scotts Miracle-Gro Company and The Home Depot. He has an extraordinary understanding of the importance of serving our membership and advancing

their needs. He is well-suited to build on the foundation established by his predecessors and move AOPA forward."

A native Minnesotan, Baker, 55, became a pilot in his twenties and has logged more than 7,500 hours of flight time. The pilot community and his close flying friends are the reason he



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can be found at an airport or a seaplane base nearly every weekend. An aircraft owner, Baker enjoys flying everything from light seaplanes to turbines to helicopters, but his favorite airplane continues to be his Piper Super Cub. Baker and his wife, Vickie, have four children and six grandchildren. Not only did he encourage his father to learn to fly, but two of his sons-in-law have their pilot certificates and his own son will become a pilot soon as well.

Trimble thanked outgoing president Craig Fuller for his efforts: "On behalf of the Board of Trustees, I want to thank Craig Fuller for his five years in the left seat at AOPA. He served as a formidable advocate on behalf of the general aviation community, helped to forge partnerships with other aviation associations, and provided important guidance at a challenging moment in our history. We wish him well as he moves on to the next stage of his distinguished career." Trimble has led

AOPA's Board since 2005.

The AOPA Board of Trustees' search committee began looking for AOPA's new leader earlier this year, after Fuller informed the Board of his intent to move on to other opportunities.

Through the years, Baker worked his way up through the home improvement business and brings a sharp focus on customer service that will translate well to a membership association. Most recently, he served as CEO of Orchard Supply Hardware Stores Corporation, a leading retailer of home improvement and garden products. Baker also served in senior executive roles at Scotts Miracle-Gro Company, Gander Mountain Company and The Home Depot. Earlier in his career, he also worked for HomeBase, Scotty's Home Improvement Centers, and Knox Hardware and Lumber. He is an alumnus of the University of Minnesota.

Baker enjoys flying EAA Young

Eagles, youth between the ages of 8-17, who are interested in aviation and are given the opportunity to fly in GA aircraft, and has donated time and resources in the past to other Experimental Aircraft Association initiatives. He also has served on several corporate boards and has been involved in leadership roles with nonprofit organizations including City of Hope, a leading biomedical research, treatment and education institution in Duarte, California, which he has supported since the 1980s.

With this appointment, Baker also will become chairman of AOPA's Political Action Committee, chief executive officer of the AOPA Foundation, and publisher of "AOPA Pilot" magazine.

Baker officially assumed his position on September 6, 2013, following formal appointment by the Board of Trustees at the Annual Meeting of Members in Frederick, Maryland. □

AOPA Announces New Focus On Grassroots Events In 2014

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA) has decided to suspend holding its annual Aviation Summit in favor of reaching more members "where they fly." The AOPA Aviation Summit in Fort Worth, Texas, October 10 - 12, 2013, will be held, but convention plans for 2014 have been cancelled.

While the AOPA Aviation Summit, previously called AOPA Expo and before that named Plantation Party,

was a very good way for AOPA to meet with members and engage with valued industry partners, it no longer made sense for the organization and its members to invest in a single large event. AOPA plans to redirect the time and resources previously spent on the Summit to meeting members at community airports and hosting more grassroots events.

"One of my biggest priorities is to meet members in venues that truly

spark their passion. I want our members to make a personal connection with AOPA, and that is best achieved by meeting them where they fly," says Mark Baker, AOPA's new president and CEO. "We now have a wonderful opening to visit general aviation airports and engage pilots in a much bigger way that is also more affordable and accessible for members."

In 2014, AOPA will host a series of enhanced pilot town halls and fly-ins. These Saturday events will give members the chance to share in a discussion with Mark Baker and other AOPA leaders, partake in an educational forum, and enjoy a burger or a hotdog on AOPA, in celebration of AOPA's 75th anniversary in 2014.

More details about next year's pilot town halls and fly-ins, as well as activities around AOPA's 75th anniversary year, will be released as they become available.

Learn more about AOPA Aviation Summit in Fort Worth: <http://www.aopa.org/summit/> □

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Dive Right In

When you have the facts, there's no point in waiting around to do something about them. I believe in gathering information and taking action.

So in my first full week as AOPA's new president, I found myself spending a lot of time on Capitol Hill, talking to congressional leaders about some of the issues that matter most to pilots.

Protecting the freedom to fly has always been at the heart of AOPA's mission, and it still is. Getting the job done means working closely with the elected representatives, regulatory officials, and government agencies that make decisions affecting how we fly.



On this occasion, I went to Congress to talk about a number of issues facing general aviation, including a problem we've had with GA aircraft being stopped, and sometimes searched, by Customs and Border Protection agents and local law enforcement acting on requests from CBP. All these aircraft were on flights entirely within the borders of the United States, and none of the more than 40 searches we've learned about have turned up any evidence of criminal activity.

This is a complicated issue and we've been actively seeking answers about what authority CBP has to take this action, but the answers haven't been very satisfactory. The good news is that there seem to have been fewer incidents since we started asking questions. The bad news is that our requests made under the Freedom of Information Act have received generalized responses after long delays. We need something better.

Now we've asked our friends in Congress for help, and they haven't hesitated to step forward. Congressman Sam Graves, who co-chairs the House General Aviation Caucus, has sent a letter asking for an inspector general investigation into the CBP's actions.

This is an important step in determining whether CBP is exceeding its authority, and we will continue to work with Congress to get answers and find solutions.

We'll keep you up to date with our progress in our magazines, electronic newsletters, webcasts and on our website. In the meantime, we've created a kneeboard checklist that tells you what to do if you are stopped by law enforcement. Print it out and carry it with you. It's free and available at www.aopa.org.

A handwritten signature in black ink, appearing to read "Mark R. Baker".

Mark R. Baker
President & CEO, AOPA

AirVenture 2013... Looking Back & Looking Forward!



At a press conference on opening day, EAA Chairman Jack Pelton explained why EAA paid the Federal Aviation Administration \$447,000.00 for air traffic control services for the week of EAA AirVenture Oshkosh. Pelton said all options are being explored for AirVenture 2014. Congress received 25,000 letters from EAA members objecting to the fees. Pelton went on to say that hosting music concerts like "Chicago" on opening night helps fulfill EAA's "mission to bring people into aviation." He went on to state that motion pictures like Disney's Planes, "will help change attitudes about kids and aviation, so we get the next generation into aviation." Pelton said that he fully intends to continue as chairman of EAA as a volunteer, and that there is no search for a new president at this time.

Dave Weiman Photo



The air traffic control tower at Wittman Regional Airport was open for business during EAA AirVenture Oshkosh 2013, but not as usual.

Dave Weiman Photo



When you see beautiful formation fly-overs like this, you know you are at EAA AirVenture Oshkosh.

Dave Weiman Photo

Paul Poberezny's P51 Mustang on display in front of the EAA Chapters & Young Eagles Pavilion.

Dave Weiman Photo



by Jim LaMalfa

Dave Weiman, Contributing Editor

Standing at the main gates to EAA AirVenture Oshkosh 2013, July 29 thru August 4, one had to recognize and give thanks to the efforts of a young National Guard aircraft mechanic named Paul H. Poberezny, who gathered some friends in his basement in Hales Corners, Wisconsin and at Gran-Aire, Inc. at Milwaukee Timmerman Field, and started a new aviation organization for aircraft builders and restorers called the **Experimental Aircraft Association** some 60 years ago. In honor of Paul, a special tent was set up featuring his P-64 pre-World War II pursuit plane and his #4 P-51 North American Mustang, a razorback with the Allison engine. Read more about EAA's beginnings at <http://www.midwestflyer.com/?p=6213>

Looking forward, we were able to view the aircraft designs that have evolved over the decades since then, including Honda, Piper, Cessna, Cirrus, Beech, Daher-Socata, Epic, Eclipse, and Mahindra Aerospace aircraft.

18 OCTOBER/NOVEMBER 2013 MIDWEST FLYER MAGAZINE

We also visited with engine manufacturers such as Pratt & Whitney Canada, Lycoming, Continental and Rotec; and avionics manufacturers such as Rockwell-Collins, Motorola, Avidyne and Garmin. Garnering a great deal of interest this year were the new electronic apps that convert our iPads to color weather radar, which can provide current weather for a fraction of the cost of conventional aircraft weather radar equipment.

HONDAJET

Honda Aircraft President and CEO Michimasa Fujino-san held a press conference amidst two of his FAA-conforming HA-420 HondaJet aircraft, and received a rock star reception from convention-goers. EAA Chairman Jack Pelton introduced Fujino to the crowd, stating that he has

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Wings Insurance wishes to congratulate Nathan “Nate” Bruss, 16, of Dayton, Minnesota, for successfully soloing 10 airplanes on his 16th birthday, August 16, 2013, making him the only person in history known to have achieved such a feat in tricycle gear aircraft. The event took place at Flying Cloud Airport, Eden Prairie, Minnesota, and was sponsored by Wings Insurance.

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Two conforming HondaJet aircraft flew in formation during the air show on opening day. *Dave Weiman Photo*

Honda Aircraft President & CEO Michimasa Fujino autographed photos of the HondaJet.

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



the final specifications of a production HondaJet.

The \$4.5 million light jet seats up to six in a standard configuration (one crew and five passengers or two crew and four passengers) and includes a private aft lavatory. Honda Aircraft Company is targeting the end of 2014 for FAA certification.

Honda Aircraft Company is headquartered in Greensboro, North Carolina. Refer to the *Midwest Flyer Magazine* archives for more news and information on the HondaJet and HondaJet Midwest: <http://www.midwestflyer.com/?s=hondajet>

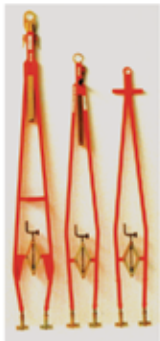
Honda Aircraft Company once again brought a stage show to its pavilion with its humanoid robot, "ASIMO." Between ASIMO, the Disney's film "PLANES," playground equipment provided by Ford Motor Company, and all of the activities at Pioneer Airport to explore aviation, kids had it made at AirVenture 2013.

PIPER

Piper Aircraft rolled out a beautiful Mirage 800 and other general aviation aircraft in their current line. Air show performer, Kirby Chambliss, who performs aerobatics in the Red Bull USA Zivko Edge 540 mid-wing monoplane, was on hand outside the Piper Pavilion to meet fans, sign autographs, and talk airplanes.

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The two conforming aircraft flew in tight formation during the air show on opening day.

"EAA AirVenture Oshkosh has special significance for me," stated Fujino. "This event is where I introduced the proof-of-concept HondaJet to the world for the very first time. It was truly the beginning of Honda's exciting venture into aviation. I am very excited that EAA AirVenture Oshkosh has once again provided the setting for the first public appearance and demonstration flight of not one, but two FAA-conforming HondaJets." Conforming aircraft meet

Chambliss flies a Piper Meridian from air show site to air show site, and from his home at "Flying Crown Ranch," located between Tucson and Phoenix, Arizona.

Chambliss flies the Meridian about 200 hours a year, and says that he appreciates the pressurization, fuel economy, speed and altitude capabilities of the turboprop aircraft.

The Meridian is a single-engine turboprop that seats six with club seating. It is powered by the P&WC PT6A-42A 500 shp engine and has a 260 KTAS / 482 km/h max cruise speed and a range of 1,000 nm / 1,885 km. The Meridian is equipped with the Garmin G1000 avionics suite.

Chambliss was raised racing motocross, but always knew he would become a pilot. He began flying at age 13 and by 24, became the youngest commercial pilot at Southwest Airlines. By the time he made captain at 28, he was already polishing his aerobatic skills, an interest acquired during aerobatic training for his job flying a business jet.

To date, Chambliss is a five-time U.S. National Aerobatic Champion (FAI World Aerobatic Championships, bronze and team bronze in 2005, silver and bronze in 2003, bronze and team silver in 1998). Named one of the top 15 aerobatic pilots in the United States, Chambliss was invited to compete in the first Red Bull Air Race events held in 2003. Chambliss is a two-time Red Bull Air Race World Champion.

Chambliss' wife and fellow pilot, Kellie, and their daughter, were part of his support team during AirVenture, as was Piper President and CEO Simon Caldecott.

Piper Aircraft Inc. is headquartered in Vero Beach, Fla., and manufactures both single-engine and twin-engine aircraft, including the single-engine M-Class series – the Meridian, Mirage and Matrix – the Twin Class Seminole and Seneca V, and the Trainer Class Archer TX and Arrow. All Piper models feature advanced Garmin avionics.



(L/R) John G. Lowe of Chicago Piper; Kirby Chambliss of Team Chambliss air shows; Simon Caldecott, President & CEO of Piper Aircraft, Inc.; and John Textor of Des Moines Flying Service. Chambliss flies a Zivko Edge 540 in air shows, and a Piper Meridian cross-country.

Dave Weiman Photo

Cessna Aircraft Company has introduced three (3) new single-engine models during the past year including the Grand Caravan EX, the Turbo Skylane JT-A, and the all-composite Cessna TT. Also featured at Oshkosh was the new

CESSNA



Cessna Citation CJ4
Jim LaMalfa Photo

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The jet-powered truck "Shockwave" races Matt Younkin in his Beech 18.

Adam Glowaski Photo

Citation CJ4 corporate jet, pressurized and able to cruise at 41,000 feet. The 50-foot swept wings and 53-foot length of this sleek twin corporate jet, contrast with the Citation Mustang's straight-wing design.

FLIGHT DESIGN

Flight Design is offering its slick little two-place Sport Light with a loaded glass cockpit called "Skyview" with ADS-B, which allows the pilot to monitor weather, traffic and Temporary Flight Restrictions (TFRs). I chatted with Flight Design sales representative, Tom Baker, a southern Illinois dealer for Flight Design.

"Our aircraft are certified in LSA category, but if you



Flight Design's four-place C4 mockup display.

Jim LaMalfa Photo



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hold a private pilot's license, you can do IFR training with them. In the cockpit you have GPS, synthetic vision and a moving map. You could add color radar. We can add the AFD (Aviation Forecast Discussion) module, so you can get current weather. Being that it's an LSA aircraft, we're not going through FAR 23 certification. The mockup (on display) is our new four-place airplane – the C4. We'll start deliveries in 2015. This ship will have a useful load of 1320 lbs and an empty weight of about the same, 1200 nautical mile max range, and you can carry four adults with full tanks." The C4 will feature a ballistic parachute, IFR certification, carbon fiber components, and cruises at 160 kts.



The wings of the Aerotek fold for easy storage and transport.

Jim LaMalfa Photo

AEROTEK

Aerotek offers four models of their LSA category with tri-gear or tail dragger configurations, and features a 30-foot wing, 40-mph stall speed, useful load of 580 lbs, cruises at 120 mph, and sells for around \$85K. The wings fold for storage, so you could conceivably trailer your aircraft behind an SUV or truck. It is powered by a Rotax 100 hp 912 ULS engine. There are dealers in Bloomfield, Indiana and San Francisco, Calif.

CIRRUS

I have watched the growth of Cirrus Aircraft over the last 30 years as they have moved themselves into the forefront of the general aviation market with over 5000 sales to date. A big selling point for the Cirrus SR series has been its all-composite airframe, speed and ballistic parachute. Its newest selling point is that it seats up to five (5) people. Now, Cirrus is poised to enter the light jet market in 2015 with its Vision SF 50 V-tailed jet (shades of the old Beechcraft Bonanza).

I watched the press conference at AirVenture 2013 on opening day as Cirrus co-founder and board chairman, Dale Klapmeier, and other company executives, laid out their plans for improving the SR series and the forthcoming jet. Not only are the SRs selling well in general aviation, but they are being purchased by government entities, including the U.S. Air Force and foreign militaries, plus several universities for flight training.

Seventy-six (76) lives have been saved to date by deploying the ballistic chute. The SR's useful load has been increased by 200 pounds, making it a five-place aircraft. You can order the SR with advanced Garmin avionics.

Cirrus will build three Vision jets for their certification program, C-0, C-1 and C-2, and expect to begin selling the aircraft in 2015. To date, Cirrus has received 500 pre-orders. Who needs an Italian sports car when you can cruise at 500 kts at 40,000 feet above snarled traffic on the ground?



Epic

Jim LaMalfa Photo

EPIC

Epic Aircraft rolled out its turboprop, which features a true airspeed of 325 kts, climbs to 34,000 feet in 15 minutes, has an 1170 lb. payload with full tanks, and a 1650 nm range at economy cruise.



Sky ranch "Bush Cat"

Jim LaMalfa Photo

SKYRANCH

The Sky ranch "Bush Cat" is an attractive LSA, and looks like a zebra on floats. The sleek Panther Sport Aircraft has a gross weight of 1150 lbs, uses anything power-wise from 60 to 160 hp engines, and is stressed to 6 + g's and 4.4 negative g's.

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Sonex JSX-1
Jim LaMalfa Photo

SONEX

Sonex would like to sell you a simple-to-build kit with a fan up front, but they would also like to sell you one of their JSX-1 mini jets!

RANS

The RANS S20 Raven is a kit-built Experimental Category bird that is just the ticket for flying to your favorite aircraft restaurant on a lazy summer day. All the plane needs is fabric, lacing and dope!

ROTEC

If round engines are your thing, Rotec has several including a seven-cylinder R2800 that puts out 110 hp.

WARBIRDS

No real pilot who has been interested in flying machines can fail to feel his or her pulse quicken when the warbirds make a pass on the north-south runway at Wittman Field, and AirVenture had some beauties this year.

Featured opening day was a beautiful PBV Catalina called "Dumbo" during World War II, and the savior of many a downed Navy pilot. Next to Dumbo was a gleaming F7F Grumman "Tigercat" twin-engine fighter-bomber. Looking south we spotted a B24 Liberator, parts of which were manufactured in Menominee, Michigan, and sent to the Ford Motor Company's mile-long assembly line at Willow Run,



PBV Catalina "Dumbo"
Jim LaMalfa Photo



A P51 Mustang ready to roll.
Tony LaMalfa Photo

Michigan during World War II.

Crossing the taxiway into the warbirds paddock, we spotted the P-51 "Little Horse," and a P-51 razorback version painted up in honor of the Tuskegee Airmen, which is part of the Commemorative Air Force Red Tail Squadron.

One of the few genuine A6M2 Nakajima-built model 21 Zero fighters in flying condition was featured in "Warbirds Alley." A carrier version, it belongs to the Texas Flying Legends Museum. The aircraft has hinged wingtips to facilitate storage aboard a carrier.

Several North American B25 Mitchell bombers were on display, including "Betty's Dream." General Kenny modified the B25 in the Pacific war theater during World War II by installing 14 50-caliber machine guns. The tough twin-engine bombers would attack Japanese ships Indian file, literally sawing them in half. Several beautifully restored Grumman TBF Avengers were parked in the warbirds tie-down area, with their extensive "plumbing" was visible with the wings folded back.

JETMAN

EAA always seems to come up with something new and novel to show conventioners and this year the prize must go to Yves "Jetman" Rossy, 54, of Neuchatel, Switzerland. An engineer and pilot, his flight on Tuesday, July 30, 2013 at Wittman Field was the first in the United States. He flew in formation with EAA's B17, "Aluminum Overcast." Rossy literally straps a wing and jet engines on his back and becomes the living personification of *ROCKET MAN*.

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A helicopter takes the Jetman to altitude.

MGN Photo



Jetman in flight.

MGN Photo

Another air show act that caught our eye were the Red Stars – a group of air show performers who fly Yak 9s and other Russian fighters in formation.

VOLUNTEERS

No report would be complete without a tip of the hat to the many volunteers who make AirVenture run smoothly. In addition to the hundreds of individuals who lend a helping hand, EAA Chapters, the Wisconsin Wing of

the Civil Air Patrol (CAP), and the Boy Scouts of America Explorer Posts from across the country devote time parking planes, and tracking down ELTs that spontaneously go off throughout the week for one reason or another.

EAA YOUNG EAGLES

Speaking of volunteers, EAA Chairman Jack Pelton announced July 31 during EAA's general membership meeting that air show performer, Sean D. Tucker, was named the new honorary chairman of EAA Young Eagles, replacing co-chairmen Chesley "Sully" Sullenberger and Jeff Skiles. Tucker said that he looks forward to motivating young people to embrace flying as he performs at air shows throughout North America, and pledges to personally fly one Young Eagle each week. Other past honorary chairmen have included Cliff



Air show performer, Sean D. Tucker, was named the new chairman of EAA Young Eagles. *Dave Weiman Photo*

Robertson, Chuck Yeager, and Harrison Ford. EAA's Gathering of Eagles benefit auction raised \$2.679 million this year alone.

Leading the list of contributors was Ford Motor Company, which donated a one-of-a-kind 2014 Ford Mustang that was auctioned off for \$398,000. The car was painted in U.S. Air Force Thunderbird colors. More



One-of-a-kind Ford Mustang sold at EAA Gathering of Eagles auction for \$398,000. *Ford Motor Company Photo*

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

EAA AirVenture Oshkosh

than 1.6 million young people have been flown through the EAA Young Eagles Program since 1992.

CHICAGO PERFORMS OPENING DAY



CHICAGO performed on opening day.

Dave Weiman Photo



CHICAGO shared their evening concert with a hot air balloon glow.

Dave Weiman Photo

While most people attend EAA AirVenture Oshkosh for their love of aviation by day, come evening when their feet are tired from walking miles at Wittman Regional Airport, the evening concerts kick in full gear. Ford Motor Company

presented the band "Chicago" on opening day, July 29, and the group was in top form. The concert was free to all AirVenture attendees that day and was held on the Ford Stage on Phillips 66 Plaza following the afternoon air show.

Also featured on the Ford Stage during the week was country star and pilot Aaron Tippin, and actor/musician Gary Sinise's "Lt. Dan Band." Sinise's band raises money to support American veterans.



Gary Sinise and his "Lt. Dan Band."

Dave Weiman Photo

EAA honored Viet Nam veterans this year with another honor flight from Oshkosh to Washington, D.C., sending 114 Vietnam veterans to Washington to visit the Viet Nam Memorial.

An Evening With Bob Hoover

It was a "Who's Who In Aviation," as 200 of some of Bob Hoover's closest friends joined him at a special dinner during AirVenture, July 31, 2013, in yet another salute to the man who enthralled air show audiences for decades with his Shrike Commander, Sabreliner and P-51 Mustang performances.

Among those in attendance was Dr. Rob Liddell. Dr. Liddell is the Australian physician who issued Hoover an Australian airman medical certificate after the Federal

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Bob Hoover
Dave Weiman Photo

Aviation Administration revoked his U.S. medical certificate in 1994. After a lengthy legal battle, Hoover's U.S. medical certificate was reinstated in 1995. The FAA received thousands of letters supporting Hoover during the ordeal.

The dinner at AirVenture was sponsored in part by Honda Aircraft Company.

OVERCOMING ADVERSITY

EAA AirVenture Oshkosh 2013 succeeded in overcoming some of the most daunting challenges the annual event has faced in its 61 runs. Among them the federal sequester that put a halt on any military participation, and the Federal Aviation Administration fee charged to EAA for air traffic control services in the amount of \$447,000.00 (<http://www.midwestflyer.com/?p=6355>).



Terrafugia Transition
Larry LaMalfa Photo



Capt. Paul Cassel (left), Senior Vice President of Flight Operations at FedEx Express, with the crew of the Airbus A320 that flew to AirVenture for the day. Cassel owns a private airpark south of Memphis where he keeps his own fleet of 14 general aviation aircraft, including J3, J4 and J5 Piper Cubs, and a Tiger Moth. Before joining FedEx, Cassel flew in Viet Nam and started his commercial airline career with the Flying Tigers in 1972. He joined FedEx in 1973.

Dave Weiman Photo

"There are so many things that make this year's AirVenture memorable," said EAA Chairman Jack Pelton, "such as the first public flights of Jetman and the Terrafugia Transition, to the screening of Disney's Planes, to all the aviation innovations we've seen unveiled at Oshkosh." Some of the more memorable display aircraft included the Commemorative Air Force B29 "FiFi," and a Federal Express Airbus 320, which was the only large transport aircraft open for public tours this year.



"Planes"
Disney Photo



Commemorative Air Force B29 "FiFi"
Photo by Geoff Sobering: Moving-Target-Photo.com

"Once again the spirit of aviation within EAA helped us overcome challenges to make this the world's greatest aviation celebration," noted Pelton, who gave special thanks to the hundreds of volunteers for their service to make the event a success.

EAA AirVenture Oshkosh had the highest number of commercial exhibitors ever this year with over 800.

AIRVENTURE DATES THROUGH 2020

EAA AirVenture Oshkosh has set its dates through 2020. While the 61st annual fly-in will be held July 28-August 3, 2014, future years will schedule the event to run completely in late July. That slight schedule shift affects only three or



Scott Wicks of Wicks Aircraft Supply of Highland, Illinois, was promoting the Dynon Avionics "Skyview" glass cockpit at EAA AirVenture Oshkosh.

Dave Weiman Photo



(L/R) John "Lites" Leenhouts, President & CEO of Sun 'n Fun in Lakeland, Fla., and Rick Garcia, President & CEO of Gulf Coast Avionics and Sun 'n Fun Board Member, took pride in the cover of the August/September 2013 issue of Midwest Flyer Magazine, which featured Sun 'n Fun.

Dave Weiman Photo



Chuck Wiplinger of Wipaire, Inc. (right), stopped by the Schweiss Door indoor display during AirVenture to visit with fellow Minnesota manufacturer, Mike Schweiss (left). Between Schweiss, Wipaire and Cirrus Aircraft, Minnesota's presence at EAA AirVenture Oshkosh was strong.

Dave Weiman Photo



Mike and Jacky Hoffman of Huff's Airport Windsocks brought the whole family to EAA AirVenture Oshkosh.

Dave Weiman Photo



Tanis Aircraft Products of Eden Prairie and Glenwood, Minnesota, rewarded Dillon Barron of Perry, Missouri, for having restored a 1954 Cessna 170B on his own, by giving him a complete Tanis Preheat System. Dillon won "Reserve Grand Champion" at EAA AirVenture Oshkosh 2012, having just started the project two years prior at age 15. Barron's airplane was featured on the cover of the February/March 2013 issue of *Midwest Flyer Magazine*. (L/R) Tanis President & CEO Doug Evink; Dillon Barron and his father, Mike; and Christine Wetherell of Tanis.

Dave Weiman Photo



four years out of every seven, with a goal of ending on the last Sunday in July each year.

"We realize that the dates of EAA AirVenture affect yearly schedules for the entire aviation community, as well as events throughout Wisconsin and the Midwest, so we want to secure these future dates to minimize conflicts," said Rick Larsen, EAA's vice president of marketing.

The dates for EAA AirVenture Oshkosh through 2020 are as follows:

28 OCTOBER/NOVEMBER 2013 MIDWEST FLYER MAGAZINE

2014: July 28-August 3

2015: July 20-26*

2016: July 25-31

2017: July 24-30

2018: July 23-29

2019: July 22-28*

2020: July 20-26*

(*denotes change from previous schedule format)

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“Oh my gosh, how’d they do that?”



General Observations of AirVenture 2013

by Harold Green

This year EAA AirVenture, July 29 thru August 4, 2013, provided an opportunity to consider the impact of this event on General



Harold Green

Aviation. I spent most of my two days there just wandering around viewing the activities and vendors. First, to share my perspective on it, I have never attended the Paris Air Show, but have attended both Farnborough and Düsseldorf. In terms of attendance, breadth of interests, general organization, and smoothness of operation, AirVenture far exceeds either of those. The organization of the event is superb when one considers the number

(L/R) Ryan Klapmeier with his dad, Dale Klapmeier, at the new Cirrus Aircraft Pavilion at EAA AirVenture Oshkosh. Ryan is the inquiry administrator in the marketing department. Dale Klapmeier is co-founder and chief executive officer. *Dave Weiman Photo*

of attendees, volume of air traffic, etc. To follow are observations on certain aspects of AirVenture and on the impact of this and other organizations on General Aviation.

AirVenture appears to have matured significantly in recent years. One indication of this was the presentation made by Dale Klapmeier, co-founder of Cirrus Aircraft, Duluth, Minn. Cirrus held an event for Cirrus Training/Maintenance Centers, Cirrus Standardized Instructor Pilots (CSIP) and invited guests on Sunday prior to opening day, which, as a CSIP, I attended. Klapmeier made the obligatory statements regarding Cirrus' growth, but most of the presentation was a tribute to EAA history from its inception to today. In response to a question by Dale, it was slightly disconcerting to find that there

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were only three of us present who had attended the EAA fly-in in Rockford, Illinois before its move to Oshkosh. This attitude of respect for EAA history seemed to evidence itself in many of the vendors present this year.

The extent and breadth of vendor participation was outstanding, providing an opportunity to view products and discuss with manufacturers their aircraft, avionics, simulators, training materials and virtually everything relating to General Aviation. As usual the FAA folks were quite helpful with seminars and providing medical professionals to answer questions. The Aircraft Owners & Pilots Association (AOPA) was also available to inform and assist members.

On the other hand, and much to its credit, EAA retains the homebuilt and little guy emphasis with workshops, seminars, and a focus on flying. The number of homebuilt aircraft grows every year. A walk along the aircraft parking area is like an aviation archeological adventure. Homebuilt aircraft from the early days of the movement to the latest RVs are available for inspection. It was interesting to note that airplanes that at one time were considered the epitome of beauty could appear somewhat dowdy by today's standards. Wonder what tomorrow's airplanes will look like? Workmanship, while varying somewhat, only goes from merely good to *"Oh my gosh, how'd they do that?"* All told it was well worth the walk through the area.

For some, the warbird section provides great appeal, even though most of these machines are too costly to operate to qualify as "little guy" machines these days. There is nothing like the throaty rumble of a large radial or the sexy growl of a Merlin to make the blood race even in those of us who will probably never get the chance to fly one of their mounts. "FIFI," the last B-29 flying, made several passes over the field triggering memories of U.S. Air Force operations in the Mediterranean in the mid 1950s. Their maintenance was an issue then, as it is now. It wasn't unusual to have a "29" land with one or more engines out. At the other warbird extreme, a gentleman flew a Ryan PT-22 in from Texas. Since these little 160 horsepower beauties did not have the greatest cruise speed or fuel capacity, it took him 15 flying hours and 10 gas stops to make it to Oshkosh. What an adventure he must have had. He was to be envied. I didn't ask him how much oil was consumed, but those Kinner engines, as do all radials, like to drink oil, hence an oil reservoir reckoned in gallons. His airplane had a Kinner R-55 engine, which meant that every so often he had to grease the rocker arms. The R-56 did not have that issue. As you can tell, I miss the one I used to fly.

The classics and antique areas provided sights and sounds of days gone by. It was also noted that some of the classics were line aircraft not too many years ago. Again, the restoration level was generally excellent, or in some cases, they were what the automotive folks call "survivor" airplanes, pretty much as they were when they left the factory.

The Light Sport Aircraft (LSA) on display showed a level of sophistication in performance and avionics that was impressive. These airplanes represent a new opportunity for General

Aviation and the new avionics and construction materials will contribute greatly to their acceptance. Based on observations of the customers viewing the planes, they are beginning to attract attention from more than the "Oh heck, I'm not going to pass my physical" crowd.

The factory guys were there with their latest offerings as well. Perhaps it was just me, but the reps appeared to be more interested in talking with potential customers this year, as were the presidents of some manufacturers. It will be interesting to watch what happens with Cessna's diesel-powered aircraft. Hopefully, it will be a success because diesels have the potential to alleviate, but not eliminate, pollution and fuel cost and availability issues.

The "avionics folks" were there in force with the usual crowd of interested pilots who gathered around interesting displays. They also conducted numerous training seminars. Their products were generally an outgrowth of existing technology, which in itself is amazing!

Finally, the sea of airplanes parked as their owners either camped under the wings or just parked for the day is astounding and esthetically pleasing! That alone is one of the greatest sights at Oshkosh and a real contrast to the hustle and bustle of Wittman Field.

Now for the conclusion: Presently General Aviation is



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under pressure from a variety of sources. Developers eye our airports hoping to acquire the real estate. Homeowners without the foresight to recognize when they are building near an airport, cannot be expected to have the integrity to admit their own mistake, so they want the airport removed to compensate for their own short sightedness, regardless of any loss to the community. Environmentalists are concerned about the lead content of our fuel and would like to see it banned. Politicians eye us as a source of revenue -- never mind the fact that the fees they would impose have virtually destroyed aviation in other countries around the world, while our aviation industry is the envy of the world and significantly reduces our trade imbalance through both exports and training of foreign nationals. Each of these attacks on GA has some sound foundation for concern.

We do need to ensure that our

aircraft fuel consumption does not disturb the environment any more than absolutely necessary. We need to communicate more effectively with our urban neighbors regarding the value of our activities to the community and to the nation. While it is necessary to fund aviation, the politicians must be put on notice that inappropriate taxes and misuse of aviation funds for other activities will not be tolerated without a vigorous public debate.

Wisconsin Governor Scott Walker appeared at AirVenture, as he has every year since he was elected, and made a welcoming speech. Given the revenue brought into the area by AirVenture, his appearance is only to be expected. However, it would be nice to have more of our elected folks spend a day or two walking around the area and talking to attendees, rather than just to the folks who shepherd them around the grounds. They might be astounded to find out

what a diverse background they would find among the attendees. Since money talks, it would be interesting to know the total net asset value of the companies exhibiting at AirVenture. Better yet, the total net asset value of attendees. That alone might give them pause when they realize that not only all those votes, but also all that campaign money could be at jeopardy.

As EAA and AOPA grow, we should all recognize that they carry considerable clout with government as organized representatives of hundreds of thousands of members. While we very probably don't agree with everything these organizations do at times, we should remember that they are a key element in keeping our flying activities the most free and effective in the world, and we need to support them accordingly.

Until EAA AirVenture 2014, fly well, stay tuned and stay engaged! □

The SubSonex – When You Feel The Need For Speed!

by Woody Minar

Sonex Aircraft, LLC of Oshkosh, Wisconsin, introduced the "SubSonex Personal Jet" at EAA AirVenture 2013 with a flight demonstration on July 29th. Sonex announced

SubSonex JSX-1 Personal Jet
Woody Minar Photo



that refundable kit reservation deposits of \$10,000 were being accepted for the personal jet with deliveries anticipated to begin mid-year 2014. A guaranteed price of \$125,000 is being offered for the first 10 deposit-holders to include the SubSonex Ultra-Quick Build Kit, along with the PBS TJ-100 turbojet engine with installation accessories. The kit is planned to minimize tasks for the builder.

The engine weighs 40 lbs and produces 247 lbs of thrust. The jet has a retractable nose gear, fixed mains, and large flaps with 15, 30, and 45-degree ranges. Fuel capacity is 42 gallons for 90 minutes (350 miles) of endurance, plus a VFR reserve.

Rotation is at 80 mph with a best climb speed of 140 mph at 2000 fpm. The 22-plus gallon fuel burn tapers off to 18 at 10,000 feet and 14 at 17,500 feet at a cruise speed of 190 mph TAS. Slow it down and the SubSonex becomes a completely aerobatic jet – a ballistic parachute is included just in case. Takeoff distance is 1200 feet.

An advertisement for Bolton & Menk Engineers & Surveyors. The top half features an aerial photograph of an airport with several hangars and runways. The bottom half is a green banner with white text. On the left, it says "Airport Planning, Environmental, Design, Construction, and Surveying Services". In the center, it lists the phone number "952-890-0509", the website "www.bolton-menk.com", and a blog URL "bolton-menk-aviation.blogspot.com". On the right is the company logo, which is a circular seal with "BOLTON & MENK" around the top and "Engineers & Surveyors" around the bottom, with a stylized "M" and "B" in the center.

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Sonex says this is “the aviation equivalent of a high-performance crotch rocket. There’s no room for golf clubs, suitcases, or even a large sack lunch. The aircraft is for those times when you feel the need for speed! The gross weight is

850 lbs with a useful load of 434 lbs.

Sonex Aircraft is celebrating its 15th anniversary this year and is known for their single- and two-place experimental kit planes, along with their Xenos sport motorglider. More information can be found at www.SonexAircraft.com. □

An ICON At EAA

by Woody Minar

ICON Aircraft once again displayed its two-seat, light-sport aircraft (LSA), amphibian ICON A5, which just received a weight exemption from the FAA. The exemption increases the gross weight to accommodate safety features, such as a spin-resistant airframe. It also allows the A5’s takeoff weight to rise as high as 1,680 lbs, 250 lbs above the 1,430 lb. limit for amphibious LSAs. This required increasing the wing size and, consequently, the empennage, changes that put the aircraft’s weight over the LSA amphib limit, but make the aircraft safer, so that’s why the FAA went along with the exemption.

The ICON A5 is made from carbon fiber, has 20-ft wings that fold manually or at the touch of a button, and is designed to travel on a trailer, like a ski boat or a jet ski. The A5 is only 16 feet long.

The A5 can enter the water at a boat ramp and won’t require airport hangar space. It has a new fuel-injected 100 hp Rotax 912 iS engine, standard night lighting package, attitude indicator, and Garmin’s 796 GPS system. ICON also plans to equip the A5 with a BRS parachute recovery system.

The standard useful load of the ICON A5 is 430 lbs; an option increases it to 530 lbs. The aircraft holds 20 gallons of auto gas or avgas, and has a range of 300 nm at a maximum speed of 105 kts. Takeoff and landing distance is only 750 feet.

The company currently has more than 900 refundable deposits of \$5,000 each. According to Amy Julian, ICON’s marketing coordinator, the estimated price is \$189,000, but is understandably going up as options are added. Production has started and the first aircraft made with production tooling will be off the line in the spring of 2014, with customer deliveries expected in mid to late 2014. Look for an even more busy seaplane base on Lake Winnebago after that. □



ICON A5 Amphibian
Woody Minar Photo

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**EAA AirVenture Oshkosh
dates for 2014 are**

July 28 - August 3.

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Murphy Renegade Makes Appearance At EAA Seaplane Base



John "Snaps" Knapp and his Murphy Renegade.

by Woody Minar

A popular spot each year during EAA AirVenture is the *EAA Seaplane Base* on Lake Winnebago, about 5 miles from Wittman Regional Airport, Oshkosh, Wis. Through Paul Poberezny's efforts and EAA's, the seaplane base has been in operation since 1973. The land is privately owned and is open to the public only during EAA AirVenture.

If you have been to Oshkosh, you know it's busting at the seams with activity. The seaplane base is quite the contrary – a very serene, peaceful location, not unlike a quiet walk in the park with only the sounds of an occasional seaplane arriving

or departing. The evenings are filled with entertainment by those camping on the site, along with many of the 300 seaplane base volunteers.

Each year for the past 4 years, the Seaplane Pilots Association (SPA) hosts a corn roast fundraiser, and the "Watermelon Social."

It was here that I met John "Snaps" Knapp of Bath, South Carolina, who is a SPA field director and the head seaplane judge at Sun 'n Fun and Oshkosh. In past years, John brought his "Micromong" kitplane, but this year he had his "Murphy Renegade" biplane on display. The Murphy Renegade is a family of "scratch-built" aircraft, which are differentiated from "kit-built" aircraft, in that one builds the plane based solely on a set of plans. The builder purchases his own raw materials, builds his own jigs and molds, fabricates his own parts, and from that, a plane is built.

John said "It took me 3,000 hours and three and a half years to build this baby." The Murphy Renegade is powered by a Rotax 670 engine (snowmobile conversion) that produces 110 hp. It has a manual centrifugal clutch prop so the engine can be running, but the prop can be stopped. "It's great for docking," he said. He built the floats himself – they displace 1000 pounds and weigh only 32 pounds apiece. With a gross weight of 950 pounds and a useful load of 462 pounds, the Murphy Renegade cruises at 85 knots and is aerobatic, capable of +10 to -6 g's. More information about the Murphy Renegade can be found at <http://www.murphyair.com/murphyair/default-2.html>. □

2013 National GA Award Winners

OSHKOSH, WIS. – The Federal Aviation Administration's General Aviation Awards Committee named William Thomas "Bill" Fifles, A&P / IA, of Honolulu, Hawaii, "Aviation Maintenance Technician of the Year" at ceremonies held during EAA AirVenture, August 1. Fifles represents the Honolulu Flight Standards District Office and the Western Pacific Region. He is director of maintenance at Kamaka Air, Inc., was recently hired by United Airlines, and is relocating to California. He enjoys mentoring youth and young technicians.

Bruce Allan Lundquist of Willis, Michigan, was named Avionics Technician of the Year during the same awards program. Lundquist represents the East Michigan (Detroit) Flight Standards District Office and the FAA Great Lakes Region. He is employed by Pentastar Aviation at the Oakland Pontiac Airport. Lundquist has been the lead technician and supervisor for more than 30 years.

Dean W. Eichholz of Soldotna, Alaska, was named Certificated Flight Instructor (CFI) of the Year. Eichholz represents the Anchorage Flight Standards District Office and

the Alaskan Region. Eichholz is an independent flight instructor and FAA Designated Pilot Examiner, as well as a broker for Falcon Insurance Agency of Alaska, Inc.

Mark Madden of Anchorage, Alaska, was named FAASTeam Representative of the Year. Madden is a three-time Master Certified Flight Instructor and represented the Anchorage Flight Standards District Office and the



Master Flight Instructors and GA Awards Program coordinators, Sandy and JoAnn Hill. The Hills were recognized for their service and will be stepping down as coordinators after 2013.



(L/R) John M. Allen, FAA Aviation Safety Director, presented the 2013 Avionics Technician of the Year Award to Bruce Lundquist of Willis, Mich. The emcee for the program was aviation safety and security consultant, Gregory Feith of Golden, Colo.



AMT of the Year, Bill Fifles of Honolulu, Hawaii.



CFI of the Year, Dean Eichholz of Soldotna, Alaska.



FAASTeam Representative of the Year, Mark Madden of Anchorage, Alaska.

Alaska Region. Madden is a professor of aviation technology at the University of Alaska. He is a leading safety educator with the local FAAS Team, the university, and the Alaskan Aviation Safety Foundation.

An awards luncheon that followed the presentations was sponsored by Sikorsky Aircraft Corporation.

The mission of the General

Aviation Awards Program is to recognize individual aviation professionals on the local, regional, and national levels for their contributions to aviation, education, and flight safety.

The program is a cooperative effort between more than a dozen general aviation industry sponsors and the Federal Aviation Administration (www.GeneralAviationAwards.org). □

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Wheeling It To Canada's Lake Country



Midwest Flyer Magazine Makes Seventh Trip To Northern Ontario

by Dave Weiman

Some pilots think of a Canadian fishing fly-out as flying a floatplane to some remote outpost on some gorgeous, clear water, lake. But unknown to many are the few select Canadian lodges that have their own private airstrips, and which are accessible by both floatplanes and aircraft on wheels. Such is the case with

Miminiska Lodge, located 196 nm north of Thunder Bay, Ontario, on the Albany River chain of lakes.

Miminiska Lodge is remote enough that you know you are definitely in the Canadian bush, yet it is close enough to the U.S./Canada border for an easy one-day flight from most Midwest cities. The airstrip at Miminiska Lodge is 2400 feet long by 50 feet wide and features an east/west turf runway (CPS5).

Aircraft parked on the turf runway at Miminiska Lodge, Ontario.

Mark Peterson Photo

Participants in this year's trip, August 13-18, 2013, enjoyed good weather, excellent fishing for Walleye and Northern Pike, daily shore lunches, fine evening meals, and the best in pilot camaraderie! They came from Michigan, Wisconsin and Iowa and flew to Thunder Bay International Airport (CYQT) on Tuesday, August 13, 2013 to clear Canada Customs. We flew as a group to the lodge using Canada's convenient "Flight Notification Procedures," rather than file individual flight plans with Winnipeg Flight Service.

In Canada, you are required to file a flight plan with Flight Service if 25 miles beyond your departure airport, unless a "responsible person" at your destination airport is expecting you, and can contact Flight Service to initiate search and rescue if you do not show up within 1 hour of your ETA. We have found Flight Notification

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Mark Peterson of Oregon, Wisconsin with a 39-inch Northern Pike.
Phil Peterson Photo



(L/R) Bob Carew of Green Lake, Wis., and Greg Stratz of Fond du Lac, Wis., fish for Brook Trout at Snake Falls on the Albany River.
Dave Weiman Photo

more convenient than trying to contact Winnipeg Flight Service in the air or on the ground in remote locations.

The owner of Miminiska Lodge – *Wilderness North* – has an office in Thunder Bay, so in advance of the trip, we provided the managers with a complete description of our aircraft, the names of each pilot and passenger onboard, and contact information. Once we were ready to depart Thunder Bay, we made a quick call to Wilderness North and the office manager emailed Miminiska Lodge so the manager there knew when we departed. Once we arrived at Miminiska, the lodge manager emailed the Thunder Bay office and informed its manager that we had arrived safely.

Since there is no “Flight Following” or other radar advisories at low altitude, our group remained in contact with one another on the preferred aircraft-to-aircraft frequency 122.75 Mhz and reported our positions about every 50 miles or so. Departing with the fastest aircraft in the lead, each aircraft was adequately separated from one another.

All but two pilots in our group who filed instrument flight plans, followed Flight Notification procedures again when we departed Miminiska Lodge for Pickle Lake, Ontario (CYPL - 61 nm west) on our return flight home. We then filed VFR flight plans with Winnipeg Flight Service from Pickle Lake to Ely, Minnesota (KELO), where we cleared U.S. Customs. It is important to note that this trip is intended to be flown VFR, although an IFR option does exist, but there are no instrument approach procedures at Miminiska Lodge. Additionally, a minimum altitude of 10,000 feet MSL is needed to even communicate with Winnipeg Center. Even at 10,000 feet MSL, radar separation is not available in the region, so if flying in instrument conditions, you are flying blind in uncontrolled airspace.

The accommodations at Miminiska Lodge have not been compromised by the remote location of the lodge. Guests

stay in either one of two chalets with accommodations for 12 people – six in each of the upper and lower levels – with their own private entrances and staircases. A four-suite building accommodates groups of eight. Three four-person cabins offer privacy along the lakeshore. A woodstove supplies heat in the

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Boats at Shore Lunch Island.

Mark Peterson Photo



Cessna 185 at the docks.

Mark Peterson Photo

chalets and the four-plex. An eight-plex has electric heat. All buildings are close to the lakeshore and within easy walking distance of the main lodge, docks and the airport. A sauna is located on the beach near the lodge. The lodge is equipped with WiFi Internet, satellite television, a bar, and a pool table.

We had a good mix of people with varying backgrounds again this year. Some take their fishing very seriously, and can advise the more novice fishermen on the best tackle, techniques and bait to use. Two of us were fortunate to catch 39-inch Northern Pikes this year, and the group as a whole caught hundreds of Walleyes, some exceeding 20 inches in length.

A nice feature at Miminiska is that “fishing guides” are not necessary, and the lodge provides detailed maps of the Albany River chain of lakes, bays and islands that identify the best fishing spots. The “Walleye Mine” continues to be a favorite!

As pilot Mike of Michigan so eloquently stated the day prior to our departure from Miminiska Lodge on Sunday, August 18, 2013, *“it’s not the fishing that makes this trip exceptional...it’s the people that participate.”*

The dates of the **2014 Canadian Fishing Fly-Out** will be August 10-13 at Miminiska Lodge in Ontario, and August



Gathering in the lodge for dinner and pilot camaraderie.

11-16 at Elk Island Lodge, in Manitoba. For additional information, email info@MidwestFlyer.com.

DISCLAIMER: The Canadian Fishing Fly-Out To Miminiska Lodge was a service of Miminiska Lodge and its parent company, Wilderness North. The information provided herein or elsewhere was provided strictly as an overview of one pilot’s experience flying from the United States to Canada and should not be relied on for future trip planning purposes. For trip planning, pilots are encouraged to refer to the Canada Flight Supplement, navigational charts, and information available from the Federal Aviation Administration, Nav Canada, U.S. Customs & Border Protection, Canada Customs, Aircraft Owners & Pilots Association, Experimental Aircraft Association, and other sources. □

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AOPA's Flying Club Network Surpasses 400 Mark

FREDERICK, MD – The Aircraft Owners and Pilots Association's (AOPA) campaign to grow the number of flying clubs in the United States reached a new milestone recently when the 400th club joined AOPA's Flying Club Network.

AOPA has also just launched a new version of the online "Flying Club Finder," which allows individuals to find a club in their area (<http://www.aopa.org/finder>). A map-based interface shows details of 415 clubs in the AOPA Flying Club Network, plus another 133 clubs currently in the process of formation.

AOPA established the Flying Club Network to share information and best-practices among clubs, and to give a stronger collective voice to flying clubs. AOPA is also working on programs to assist flying clubs with marketing, insurance, financing and legal support.

There is no charge to be a member of the Flying Club Network.

AOPA's own research has shown that many new pilots abandon flying due to the cost or the absence of a local flying community. Since flying clubs provide the most economical means to fly, and a social network, they are being promoted by AOPA. □

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Making A Difference...

Doc Mosher Receives Navy League's Aviation Excellence Award

by Ed Leineweber

EAA AirVenture Oshkosh is often the venue for "firsts," as well as a place to honor tradition and decades-long service. The 3rd Annual Aviation Celebration staged by several Midwest chapters of the U.S. Navy League captured both as Donald A. "Doc" Mosher became the first to receive the Aviation Excellence Award at a ceremony on July 2. For Doc, this honor came after a 75-year commitment to the development and preservation of general aviation.

Whether in flying, maintaining



Ed Leineweber



While many know Doc Mosher from his later-day commitments to the Pietenpol community, most are not aware of his long career in corporate and charter aviation, or his early involvement in the development of the sport of soaring in the United States.

and managing the most advanced and luxurious of corporate executive aircraft of the day, as Doc did in the 1950s through the '70s, or publishing the *Brodhead Pietenpol Association (BPA) Newsletter* and volunteering at EAA's Pioneer Airport, as he still does today, Doc truly exemplifies aviation excellence.

Nor was this the first time Doc's contributions have been recognized. He holds both the FAA Wright Brothers Master Pilot and Charles Taylor Master Mechanic Awards. Only a very small and elite group in the nation hold both awards, and only a very few people in Wisconsin. While pooh-poohed by Doc as mere "longevity awards," a lifetime of aircraft wrenching and management of corporate flight departments, as well as over 21,000 hours of flight time in a wide variety of aircraft, large and small, without a single incident blemishing his record, seems to me to be achievements

worth honoring.

While I've known of Doc by reputation through shared contacts in the homebuilt community, I've only recently had the opportunity to get acquainted with him personally, along with his wife, Dee, his co-editor and publisher of the *BPA Newsletter*. It has been a delightful experience.

Here's Doc's account of his lifetime in aviation, mostly told in

his own words. For the record, Doc was born in 1925, which makes him a youthful 88 years young as of this writing:

As a kid growing up in the "Glider Capitol of America," Elmira, New York, I was riding my bike to the various soaring sites around the area, especially during the National Soaring Contests in 1937 and later. That allowed me to get acquainted with the best sailplane pilots and designers. They eventually got to trust me with helping to assemble and disassemble their sailplanes. I owe a lot to those guys who took a bit of an interest in a lone kid. The now famous names were just nice guys to me, although even at the time I was in awe.

After high school, I entered the New York State aviation ground school, right there in Elmira. Today, guys pay a lot of money to get what I had in one tuition-free year at Elmira Aviation



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Ground School (EAGS), learning about building and repairing airplanes and engines from great instructors. Before and after my school days at EAGS, I worked part-time at the Schweizer sailplane factory in the same building, turning out military training gliders.

As I got out of ground school, World War II was in full swing and of course I wanted to fly and took all the tests. I had already soloed in gliders. But the Army Air Force had other ideas. I was designated a "skilled aviation technician" at age 18, and was immediately assigned

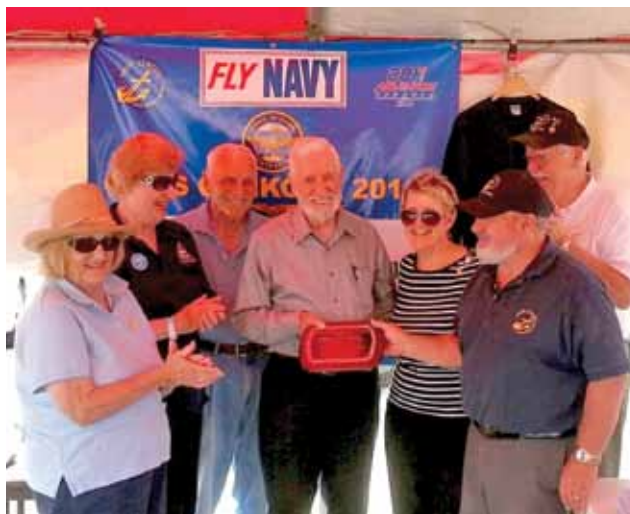
to an Air Force training base in Lafayette, Louisiana, as a mechanic of primary, basic and advanced training planes – PT23s, BT13s and AT6s. I was always ready for test flights as a "maintenance observer," although some of the instructors let me do some of the flying.

I took the CAA tests for airplane and engine mechanic and passed them – A&E in those days. Within a year, I was transferred to another Air Force facility in the middle of the Everglades -- Riddle Field -- a training base for British pilots. That's where I and another mechanic bought my first airplane – an Aeronca C-3.

After all the pilots were trained, I transferred to the Air Force Training Command at Pan American Field in Miami, where we operated Douglas DC-4s all over the world.

As the war wound down, I sold the C-3 and returned home to Elmira to set up an airplane repair shop. Corning Glass Works, Corning, N.Y., was operating a Douglas B-23 and a Beech 18, and I was hired as a co-pilot/mechanic. Corning later got a DC-3. These were four-course range and DF and ADF days. I also ran the Link trainer for Corning, so I got even with some of the tougher captains when I had them in the box! The chief pilot had been a pilot for the RCAF ferry command, flying airplanes all over the world. We had heavier DC-3 maintenance done at Canadair in Montreal, so I spent a lot of time there with those former ferry command pilots. Along the way, I got my Commercial Pilot Certificate and my Instrument and Multi-engine Ratings.

My days atop Harris Hill with sailplane champions paid off job-wise as I was looking to leave Corning Glass. One soaring champ, Emil Lehecka, told me about a company in New York City that had just purchased a Douglas B-23 and was looking for a copilot/mechanic. Emil told me that the contact guy was a vice-president of National Distillers and Chemical Co. named Art Ramer. It didn't hurt that Art



Donald A. "Doc" Mosher, first recipient of the Navy League Aviation Excellence Award, and holder of both the FAA Wright Brothers and Charles Taylor Awards, is congratulated by local Navy League officials at EAA AirVenture Oshkosh 2013.

remembered me from those days back in 1938-40 on the glider field. The pilot, already hired, turned out to be a flight instructor from Riddle Field, the guy who sold us the Aeronca C-3. Small world, aviation!

The seven years at Teterboro were another real learning experience. At that time, Teterboro was a hotbed of corporate aviation, so I met lots of names as they came and went. Twist of fate... Arthur Godfrey's pilot, Frank La Vigna, always treated me as a somewhat lesser personality because he was a captain and I was

still officially a co-pilot. Years later, I hired him when I was basing a JetStar and a new Gulfstream II at Teterboro. Irony!

Got myself invited to the New York QB hangar where I met a lot of aviation people, especially Clyde Pangborn. Clyde had been the major domo for the RCAF ferry

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I became very much involved with the Grumman people as they brought the Gulfstream I into the corporate fleet, as National Distillers was buying two of them.

Emil Lehecka and I even built a 48-foot sailplane on the ramp at Teterboro, with the FAA office upstairs over us. We towed it with a Mooney Mite!

The last large piston-powered corporate airplane was the distinctive Howard

Super Ventura, and the company bought two of the early versions. I was closely involved with Dee Howard and Ed Swearingen in San Antonio as they were developing the Super Ventura and later the Swearingen PT-6 turboprop Merlin.

Flew a lot in the Super Ventura, perhaps my favorite airplane of all time; at least the last of the great pistons. Later, as Ed was developing the turboprop Merlin, I operated two of the first ones. Did a lot of demo flights in each airplane. The potential customers were a class of individuals unto themselves – kings and thieves.

National Distillers was setting up a new flight operation in Champaign, Illinois, in 1956, and I was sent there “for a year” to set up a safe flying operation for the company. It turned into 13 years, but gave me a great opportunity to do lots of neat stuff, including lots of soaring. Met lots more interesting people in my travels.

During those years we operated Beech Twin Bonanzas, Queen Airs, King Airs, and the Swearingen turbo Merlins. Meanwhile, I was still involved with the Teterboro-based airplanes. These included two Gulfstream IIs, a DH-125, an early JetStar, several Falcons, and two Gulfstream IIs. I was back and forth to Teterboro, and the planes stopped at



Dee Moshier, Doc's wife and co-editor/publisher of the Brodhead Pientenpol Association newsletter, is his biggest fan. Even a short conversation with Doc makes it apparent the feeling is fully reciprocated, and then some.

Champaign quite often. Because of the P&W PT-6 engines used in the Champaign airplanes, we developed an FAA-approved repair station that was rated for hot section repairs.

While living in Champaign, I became a Schweizer dealer and bought six sailplane kits from the Elmira factory and finished them and got them type-certificated by the FAA. Try that today! That also got some sailplanes into the Champaign area,

especially for the university glider clubs. I actually ran a glider flight training school for several years.

I was the chairman of the Soaring Society of America's Airspace Committee, and assembled a great team of names from the soaring community, both national and international. We really had to stand up to the FAA ('Jeeb Halaby at the time) to demand our airspace rights. Did a lot of work with Chicago Center regarding IFR in thunderstorms, including the still-standing soaring altitude record for Illinois – some 17,000 feet (no oxygen). [Author's note: Doc received SSA's Exceptional Service Award in 1965, the first year it was presented.]

When National Distillers in 1971 no longer needed the Champaign operation due to changes in its business, I had no desire to move back to Teterboro with the company, so I took a job with John Morrell & Company, a meat packer in Chicago. We started with a Queen Air, added a twin in Iowa, and added a Jet Commander to go to Latin America (Chiquita Banana).

Morrell was a subsidiary of United Brands Co. and I was called to New York (New York again!) to run all the UB airplanes and revamped the company planes in Latin America – Panama, Honduras, Costa Rica. That reversed the accident rate and brought costs down dramatically. We added a new Gulfstream II and a JetStar based at Teterboro. I had a corporate office on the 27th floor of 30 Rockefeller Center! (Not my style.) I left UB due to my unhappiness with management decision-making.

From there my employment history tells the rest: charter operations at Teterboro and Ronkonkoma in New York, great fun at Oklahoma City with North American Rockwell, which morphed into Gulfstream Jet Commander. Managed all flight operations – flight testing of three new models of Turbo Commanders, ferry flights, pilot training, etc. Worked with Bob Hoover. When the plant closed, I moved to Denver to sell Turbo Commanders.

I got sidetracked from airplanes to own the “world famous”

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Glory Hole Tavern in Central City, Colorado. More great experiences and people and stories! Sold the business and left Colorado to come to Oshkosh, where my wife grew up.

Back to aviation once settled in Wisconsin. Got a call to go to Milwaukee to start up a new FAA repair station for C-130 parts. Stayed an extra year to run it. Today, it is a multi-million dollar business. Again, happy days, but no flying. So I went to Dekalb, Illinois, to start a charter operation with Aero Commanders and King Airs. At age 67 I was still flying charter! Decided it was time to stop flying for a living.

Finally, moved to Neenah, Wisconsin. Lots of interaction with EAA. Lots of flying at Pioneer Airport; in charge of airplane maintenance there. Very active in the local EAA Chapter (newsletter, president, etc.) And now publishing the Brodhead Pietenpol Association Newsletter with Dee. We've gone from about 125 to 700 members!

Through it all. I never had an airplane accident, nor did any operation that I was associated with. Over 21,000 hours of safe flying. I attribute my successful record to firm, friendly discipline, lots of good people, and lots of good luck. [This ends Doc's reminiscence.]

Great lifetime aviation story, isn't it? Doc's wife, Dee, calls him the "Forrest Gump of Aviation." Like Forrest, a straight shooter who just wanted to do the right thing and stay out of trouble, but who seemed always to show up in the background when great historical events occurred. Doc personally witnessed so much the rest of us just read about. "Doc was there," Dee says. "His entire life has been spent around the difficult birth, exciting youth, challenging teen years, and historical adulthood of the 'Golden Years' of aviation."

So, thanks to the Madison, La Crosse, Green Bay/Fox Valley and Glenview, Illinois chapters of the Navy League of the U.S., and to the Hangar One Foundation, which has seen fit to honor Doc Mosher with its first "Aviation Excellence Award." It would have been hard to find a more deserving recipient to initiate this distinction.

EDITOR'S NOTE: Ed Leineweber is an aviation, litigation and business attorney practicing in Madison, Wisconsin. He is a Certified Instrument Flight Instructor (CFII) and holds a Light Sport Repairman Maintenance Certificate. A retired Wisconsin Circuit Court Judge, Leineweber once operated two fixed based operations and managed the airports where they were located. □

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Encouraging The Dream of Flight

The Unlikely Meeting Between Seventh-Graders and NASA Officialdom

by Philip Handleman

Spring was in the air. March winds swept across the northeastern Ohio flatlands carrying the balmy and aromatic scent of the thawing countryside. Incipient crocus and daffodils showed the tinctures of verdure in their annual ritual, penetrating the obdurate soil to enliven the tawny palette of our backyard gardens and herald the welcome sensation of new beginnings.

In 1963, America's infatuation with the mythology of the Kennedy White House was in full swing. The Middle East oil embargo was a decade away; our car's gas tank could be filled for less than five dollars. Domestic strife and a creeping foreign war drew heightened attention, yet the populace had room in its consciousness to keep tabs on the ambitious program that called for landing men on the moon.

At my junior high school, I and a couple seventh-grade classmates regularly spent our lunch hour on the roof peering at the moon through the lens of a telescope installed with National Science Foundation funds advanced in the aftermath of the launch of Sputnik in October 1957. A scant half-dozen years following that jolt, America was catching up to the Soviet Union in an all-out space race. The mesmerizing launches of Alan Shepherd, John Glenn and other Mercury Seven astronauts had already occurred.

The chunky, rabbit-eared televisions wheeled into our school system's gyms so that assembled students could witness each of those liftoffs offered only static-laden, black-and-white imagery. It was enough, though, to spark a passion in young souls. Everyone I knew at school yearned to be an astronaut. The heavens beckoned and, like our space-suited heroes seen in grainy news clips, we were determined to join in the exploration of what the



A portrait of Dr. Robert C. Seamans, Jr., Associate Administrator of NASA in 1963.

NASA Photo

President had so aptly termed the New Frontier.

With the junior high's Easter-time trip to the nation's capital about to occur, my two buddies and I composed a letter to the Administrator of the National Aeronautics and Space Administration (NASA). We would be in Washington on our school trip and, as aspiring astronauts, we twelve-year-olds hoped to have a meeting with the agency's head honcho. I don't remember exactly how we worded it, but when the response came in an official NASA envelope, the chief of protocol wrote that if scheduling permitted on the day of our visit, the Administrator, James E. Webb, would gladly meet with us.

That knocked our socks off. We were so young and naïve that we didn't know any limits, and our audacity was paying off. Come to think of it, we were kind of like NASA itself.

At last, the morning of our highly-anticipated NASA visit had arrived. My friends and I nervously entered the big rectangular office building in which the nation's cutting-edge air and space

endeavors were managed. In an instant we were unceremoniously lost in the bowels of the bureaucracy.

We knew that somewhere inside this labyrinth was the gentleman who had sent us the offer of a meeting. After scurrying up and down corridors and poking our curious heads into people's offices, we were vectored to the right place. The chief of protocol was waiting for us and he didn't waste any time.

Administrator Webb was testifying before Congress. So, much as he would have liked to meet us, the explanation went, his schedule made it unworkable. We were told that the next in line in the NASA hierarchy would have liked to meet us as well, but the Deputy Administrator, Hugh L. Dryden, had been admitted to the hospital. The grand old man of aeronautics, a towering figure in the field, was just too ill.

I was saddened and deflated; our visit might prove a bust. However, after a pause, we heard the positive news that the third-ranking official, Robert C. Seamans, Jr., was available. I will never forget the next words: "Dr. Seamans will see you now."

We walked down another corridor and turned into a suite of offices. We passed a secretary's station and the door at the end was open. With rising trepidation, we walked in. There we stood, front and center before NASA's Associate Administrator. Could this really be happening?

Seamans was impervious to our presence; he continued marking papers spread out on his desk with an intensity rivaling the greatest of surgeons engrossed in an intricate transplant operation. We could have stood there all day and the brilliant engineer/manager would have remained oblivious. The chief of protocol cleared his throat, the kind of fake cough geared expressly to gain one's attention.

Nothing happened. It took a few more deeply-guttural hacks before the senior official's concentration broke. As soon as Seamans looked up and realized he had three anxious seventh-graders staring at him, he rose, walked

around his desk and greeted each of us with a hearty handshake. A warm smile softened the rigidity exuded by his horn-rimmed glasses.

He leaned towards us with folded arms when fielding our questions. That lent a relaxed genteelness that belied his reputation as a stern taskmaster, especially when program schedule delays threatened. After all, the manned lunar mission's timeline before the end of the decade had been proclaimed in public and a fleeting six years remained on the clock.

For the next ten minutes it was as if the point man for so many consequential decisions on NASA's pathway to the moon had no acute worry or pressing responsibility. The kids from Cleveland drew his undivided attention.

He graciously led us to conversation pieces strewn about his office starting with a scale replica of the Saturn IB, the stepping-stone booster for the later Saturn V that would hurtle brave space explorers farther than any humans had ever traveled. Then he showed us a glass-encased model of the lunar lander, an early version of the toy-like vehicle with spider legs that was designed to transport two of the Apollo crew to the lunar surface and back to their orbiting ship.

The visit was magical for there we were, old enough only to ride our bicycles yet dreaming of flights to other worlds, encouraged by a member of NASA's famous "management triad," the team of three leaders who guided the agency in what came to be viewed as its glory years.

Webb was the lawyer-statesman, a one-time Marine aviator who brought a wealth of managerial experience from his time at Sperry Gyroscope, the oil industry and the Bureau of the Budget. Dryden, a prodigy who entered Johns Hopkins at age fourteen, applied his genius to aerodynamics and headed NASA's precursor, the National Advisory Committee for Aeronautics. Seamans was a Harvard engineering graduate who had earned his master's degree in aeronautics at MIT and then a doctorate in instrumentation under the tutelage of MIT's super-brainy Charles Stark Draper. Between his fledgling teaching career at MIT and his stint at NASA, Seamans had managed RCA's Airborne Systems Laboratory.

Little did anyone know at the time that Seamans would rise further at NASA, serve as Secretary of the Air Force and crown his illustrious career as Dean of MIT's School of Engineering. When word of his passing on June 28, 2008, just shy of his ninetieth birthday, rippled through the aerospace community, I harked back to our brief but inspiring



(L/R) Robert C. Seamans, Jr., Associate Administrator of NASA, with Wernher von Braun explaining the Saturn launch system to President John F. Kennedy at Cape Canaveral, Florida in November 1963. NASA Photo

meeting a half-century ago. That memory has become an internal spring and a resource to kindle a sense of new beginnings.

Likely explanations for Seamans' commitment to mentorship of young people were evident in his 1996 memoir. At boarding school, he was required to spend several weekends digging ditches as punishment for an infraction of the rules. The school's headmaster, who had meted out the penalty, came to dig alongside his chastened

student. Seamans wrote that his headmaster "had an influence on my sense of values." Indeed!

As an undergraduate, Seamans was inspired by a civil engineering professor who counseled him to consider aeronautical engineering rather than medicine, to which he had been leaning. Later, Professor Draper, the eminent MIT experimentalist, took Seamans under his wing and taught him how advanced mathematics can be a means to solving seemingly intractable problems.

Like his mentors, Seamans kept his office door open to star-gazing youth, which in my case made an impression that has lasted a lifetime. With each introductory plane ride I give to a young person, the chain of transference is exercised, potentially stirring the raw emotion of flight to enable the passing of the torch yet again to animate the next wave of dreamers. Those of us who fly are undeniably lifted on wings infused with the goodwill of others who cared enough to share the keys to the glorious kingdom of the sky.

EDITOR'S NOTE: Philip Handleman, the author or editor of twenty-two aviation books, has been a pilot of antique airplanes for many years. He resides in Birmingham, Michigan. □

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Wisconsin Aviation President, Jeff Baum, To Be Inducted Into Wisconsin Aviation Hall of Fame



Jeff Baum

WATERTOWN, WIS. – Jeff Baum will be among several Wisconsin leaders to be inducted into the Wisconsin Aviation Hall of Fame on Saturday, October 26, 2013 at the EAA AirVenture

Museum in Oshkosh, Wisconsin.

Baum established Wisconsin Aviation, Inc. in 1981, which has since become the state's largest full-service fixed base operation and provider of general aviation services. Wisconsin Aviation has three locations: Dane County Regional Airport in Madison (KMSN), Watertown Municipal

Airport (KRYV), and Dodge County Airport in Juneau (KUNU).

Baum has served on numerous state and national aviation committees, and through his leadership, Wisconsin Aviation has received numerous local, state and regional awards, as well as national recognition for outstanding service.

Baum was named "Business Person of the Year" by the Wisconsin Aviation Trades Association (WATA) in 1988 and again in 1997, and "Aviation Person of the Year" by the Wisconsin Airport Management Association in 2003. In addition, *Corporate Report* named Wisconsin Aviation "Best Air Charter Company" in Wisconsin in 2012.

In addition to these noteworthy achievements, Jeff Baum has logged

more than 17,000 hours of flight time throughout his career as a pilot, and has grown Wisconsin Aviation from a handful of employees in 1981 to over 150 today. Baum resides in Watertown with his wife, Krys.

Other inductees will include: Governor Walter Kohler, known as Wisconsin's "Flying Governor," who logged some 7,200 miles throughout the state during his term.

Bill Adams of Watertown, Wisconsin, known as a performer with the Cole Brothers Air Show and his own Bill Adams Air Shows.

Arnold Ebnetter of Monroe and Portage, Wisconsin, who holds the world distance record of 2,327 miles for a Class C-1a gross weight airplane – the E-1 aircraft, which he designed and built.

Ron Scott of Tomah, Wisconsin, who as a member of the EAA Board of Directors and volunteer, coordinated EAA's Spirit of St. Louis tour from 1977 – 80.

For additional information, refer to www.wisconsinaviationhalloffame.org. □

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Ask Pete!

by Pete Schoeninger

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Email your questions to
Pete@Flymilwaukee.com □

Outagamie County Regional Airport Names New Director

APPLETON, WIS. – Outagamie County conducted a four-month nationwide search to replace its airport director, Marty Lenss, who left in May to become the director at Rochester



Abe Weber

International Airport in Rochester, Minnesota. In the end, the county selected who they felt was the best person for the job – assistant airport director, Abe Weber.

Weber began his career at Outagamie County Regional Airport in 2005 as an intern. He was hired to supervise maintenance and custodial services. He later became Landside Operations

Supervisor and Airport Security Coordinator.

Weber is stepping forward amid a great deal of economic development at the airport, which was initiated by Lenss.

First, the airport has completed construction of a new \$3.6 million general aviation terminal, and a \$650,000, 12,000-square-foot hangar. The flight center – *Platinum Flight Center* – is owned by Outagamie County (www.PlatinumFlightCenter.com). In addition, Fox Valley Technical College is building a \$32.5 million public safety training facility at the airport. More projects are in the works, and it will be Weber's job to bring them to fruition.

Weber is a private pilot and has earned degrees in Aviation Flight and Management from Southern Illinois University. He was an intern with the

Boeing Company prior to moving to Appleton.

While working full-time as the Landside Operations Supervisor at Outagamie County Regional Airport, Weber earned his Master's Degree in Business Management along with his LEAN Enterprise Certification. Weber is a certified member of the American Association of Airport Executives (AAAE), and serves on the executive board of the Wisconsin Airport Management Association (WAMA).

Weber has effectively managed several large projects, including construction of a \$7.5 million parking lot expansion, \$3 million security system upgrade, runway and taxiway rehabilitation projects, and the first Net-Zero general aviation terminal in the nation. □

General Mitchell International Airport Gets Expedited TSA Security Screening

MILWAUKEE, WIS. – General Mitchell International Airport (MKE) officials have announced that the airport has been selected by the Transportation Security Administration (TSA) for inclusion in the expansion of the TSA PreCheck program. Now pre-approved travelers will be able to leave on their shoes, belts and other items in select screening lanes, as well as keep their laptop in their cases and their 3-1-1 compliant liquids/gels bag in a carry-on.

TSA's PreCheck Program is an expedited screening program for pre-approved airline passengers. To date, more than 15 million passengers have experienced TSA PreCheck since it launched in October 2011.

Four airlines serving MKE are currently enrolled in the program including American Airlines, Delta Air Lines, United Airlines and U.S. Airways. Southwest Airlines, MKE's largest carrier, is expected to join the program in the future.

For more information on TSA Precheck, visit <http://www.tsa.gov/tsa-precheck>.



General Mitchell International Airport

Dave Weiman Photo

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Minnesota Aviation Trades Association Board Sets Goals For 2013 & 2014

EDEN PRAIRIE, MINN. – The entire nine-member board of directors of the Minnesota Aviation Trades Association (MATA) met August 22, 2013 at Thunderbird Aviation at Flying Cloud Airport in Eden Prairie to elect officers and set goals for the remainder of 2013 and 2014.



Greg Reigel

Directors present included Greg Reigel of Reigel Law Firm; Doug Evink of Tanis Aircraft Products; Nancy Grazzini-Olson of Thunderbird Aviation & Academy College; former FBO manager and aircraft loan specialist, Al Lange; Michael Lawrence of Key Air-Twin Cities; Alison Wynne of Hays Companies; Steven Bruss of Wings Insurance; Dave Weiman of *Midwest Flyer Magazine*; and Barb Wiley of Wiley Properties. Director terms were noted.

Officers elected include Greg Reigel, president; Alison Wynne, vice president; Dave Weiman, secretary; and Nancy Grazzini-Olson, treasurer.

President Reigel listed five (5) main objectives for the organization, which were confirmed by the board: 1) Communications, including but not limited to the MATA website and email correspondence. Work is being initiated to update the website and develop a Facebook page. 2) Charitable Giving (i.e. grants and scholarships). 3) Annual Conference. A one-day conference is in the works for **Friday, March 21, 2014** in Bloomington, Minn. Details to follow. 4) Advocacy (Government Affairs, Lobbying). Greater emphasis will be placed on the “2014 Minnesota Aviation Day At The Capitol.” 5) Membership Benefits. A Workman’s Compensation Insurance Program and Legal Services Plan are being explored by the newly created “Membership Benefits Committee” chaired by Lawrence and Evink; Bruss will chair the Communications Committee; Reigel and Grazzini-Olson will co-chair the Advocacy Committee; Wiley will chair the Charitable Giving Committee; and Grazzini-Olson will chair

the Annual Conference Committee.

In other business, the board will hold meetings every other month and utilize teleconferencing services for any board member who is unable to physically attend meetings. Upcoming board meetings are scheduled for the following dates: October 22, 2013, December 17, 2013, February 18, 2014, April 22, 2014, June 24, 2014, and August 19, 2014. All meetings will be held at Thunderbird Aviation at Flying Cloud Airport, Eden Prairie, until further notice from 10:00 am to 1:00 pm.

The board is planning to hold separate meetings with the new Minnesota Director of Aeronautics, Cassandra Isackson, at the Minnesota Office of Aeronautics, and representatives of the Metropolitan Airports Commission (MAC), Federal Aviation Administration Flight Standards District Office (FSDO), Minnesota Business Aviation Association (MBAA), and Minnesota Council of Airports (MCOA), as deemed appropriate.

President Reigel summed up the meeting by saying, *“If we accomplish these goals, the benefits of membership will be obvious, but it will take the efforts of each and every board member to be successful.”*

Membership in MATA is open to all reputable aviation businesses. Applications are available at www.mnaviationtrades.org.

For additional information contact Greg Reigel at (952) 238-1060 or via email at greigel@aerolegalservices.com. □

16-Year-Old Solos 10 Airplanes In A Single Day!

EDEN PRAIRIE, MINN. – Nathan “Nate” Bruss, 16, of Dayton, Minnesota, successfully soloed 10 airplanes on his 16th birthday, August 16, 2013, making him the only person in history known to have achieved such a feat in tricycle gear aircraft.

Bruss, who has flown with his father since



Nate Bruss



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he was two years old, first soloed in a Cessna 152, performing three full stop landings beginning at 8:00 am CDT at Flying Cloud Airport in Eden Prairie, Minnesota. He then transferred to a second Cessna 152, a Cessna 162 Skycatcher, four Cessna 172s, two Piper PA-28-161 Warriors, and a fifth Cessna 172, completing his feat at 5:15 pm. Upon landing the tenth airplane, Bruss was surrounded by fellow pilots, friends, family, photographers, and his father and flight instructor, Steve Bruss,

to record the moment for entry into the "Guinness Book of World Records."

When asked why he made the attempt, Bruss said he hopes it will inspire other young people to become involved in aviation, and achieve their goals and dreams through hard work and perseverance.

Bruss finished the day with a ride in a Beechcraft T-34 Mentor and made a victory pass over the airport with the aircraft's smoke system on. Cake and hardy congratulations followed.

To qualify to fly solo, Bruss flew each airplane several times in the weeks leading up to the attempt. Prior to Bruss' attempt, there was not a category for tri-cycle gear aircraft records in the Guinness Book of World Records. Bruss is now awaiting final acceptance of his feat by Guinness officials.

Wings Insurance, which is headquartered at Flying Cloud Airport, sponsored the solo flight attempt. Steve Bruss is president of the company (www.wingsinsurance.com). □

"The Miracle Landing"

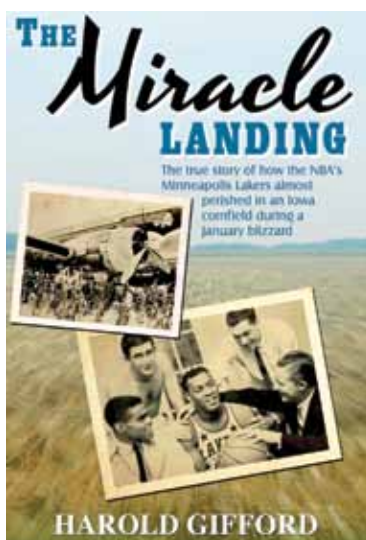
A True Story of How The Minneapolis Lakers Almost Perished & The Crew That Saved Them

The Minneapolis Lakers national basketball team may have perished in a flight over Iowa on one cold, winter night, had it not been for some quick thinking in the cockpit.

It was a rough couple of years for the NBA's Minneapolis Lakers. But at least the 1959-60 season had a promising start. Team owner Bob Short had drafted college standout Elgin Baylor the year before and was rebuilding his team around this future superstar. Adding Jim Pollard as the new coach with a dose of hometown enthusiasm, had fans looking up. The team even bought a DC-3 so they could play teams further away in the newly expanding National Basketball Association (NBA). Then something happened that almost changed everything the evening of January 17, 1960, following a game in St. Louis. The Minneapolis Lakers boarded the team's DC-3 for the flight home, piloted by Captain Verne Ullman and copilot Harold Gifford.

The weather that night was not good and called for a good chance of icing, but the crew boarded the team and took off, anyway.

They were flying in pitch darkness when the crew lost both generators and the plane's batteries were drained. The only emergency procedure they could follow was to fly the plane and find a safe place to land as soon as possible.



Buddy Holly, Ritchie Valens and the Big Bopper perished in an Iowa cornfield only 11 months earlier. Would this incident be a repeat of this accident?

What went wrong on this flight... what went right to make for a safe landing? Any pilot who has experienced instrument flight conditions at night in the winter will be able to relate to this incident – the rest of us will be able to learn from it as copilot Harold Gifford of Woodbury, Minnesota, gives his account of what happened.

Gifford has had a very diverse career in military and commercial aviation. He is a World War II veteran of the U.S. Army Air Corps and after a 29-year career, he retired as a Lieutenant Colonel in the United States Air Force Reserve.

The Miracle Landing (ISBN: 978-1-935991-97-7, 174 pages, \$13.99, Non-fiction/Sports History), published by Signalman, is available in paperback or as an ebook at Amazon.com, Barnes & Noble.com, the Apple iBookstore, and wherever fine books are sold. □

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Events Across Michigan Highlight Aviation Month

LANSING, MICH. – Citing aviation's vital role in Michigan's economy, Gov. Rick Snyder proclaimed September as "Aviation Month In Michigan."

More than a dozen events across the state highlighted aviation's value during the month. The Michigan Department of Transportation (MDOT) Office of Aeronautics supports aviation by developing and preserving a safe, high-quality statewide air transportation



Gov. Rick Snyder

system.

The governor's proclamation notes that aviation-related activities contribute more than \$10 billion annually to Michigan's economy. The state is home to 235 public-use airports, 6,800 registered aircraft, 16,000 licensed pilots, 225 licensed aircraft dealers, 70 licensed flight schools and five aircraft manufacturers.

Aviation events in September included:

- * The 84th Annual Michigan Air Tour, where pilots flew to airports in Tuscola County, Presque Isle, Sawyer International and Greenville, September 19-22, 2013 to highlight each airport's

services and economic importance. The public was invited to view the aircraft, meet the pilots and learn about general aviation.

- * Seven "dawn patrol" events at airports in Alma, Fowlerville, Jackson, Marshall, Midland, Parchment and Sidnaw.

- * An Airport Fun Day on September 7 at Dalton Airport in Flushing.

- * A Fiesta Fly-In at Houghton Lake-Roscommon County Airport on September 14.

For additional information, visit http://www.michigan.gov/aero/0,4533,7-145-52412--M_2013_9,00.html



Aeronautics Commission Honors Two Northern Michigan Aviators, National Cherry Festival Air Show Committee

TRAVERSE CITY, MICH. – On September 11, 2013, the Michigan Aeronautics Commission (MAC) presented its Award of Excellence to two longtime northern Michigan aviators and the National Cherry Festival Air Show Committee.

Paul Welke, a Beaver Island resident and currently director of operations for Island Airways, has worked in aviation for nearly 40 years. Under his leadership, Island Airways has grown into one of the largest charter operations in Michigan. The commission saluted Welke for providing safe, efficient and valued air service to and from the Beaver Island community, and demonstrating how aviation provides essential services to communities across the state.

Aaron Cook, of Traverse City, has served as director of Northwestern Michigan College's aviation program since 2006. Cook was recognized for implementing numerous best practices and innovative processes to

dramatically improve productivity within the aviation program, and for successfully securing support for the implementation of an Unmanned Aerial Vehicle training curriculum that is one of the first of its kind.

The National Cherry Festival Air Show Committee was recognized for producing free air shows for more than 25 years, including this year's inaugural night air show. The award honors the committee for demonstrating that a broad cross section of community volunteers can bring exciting family entertainment and significant economic impact to their community and the state.

Every year since 1990, the Michigan Aeronautics Commission has recognized individuals and organizations whose innovative contributions have significantly improved facilities, operations or public relations for aviation in Michigan. The commission provides general supervision of all aeronautics within Michigan.

The book cover for 'The Miracle Landing' features a collage of three black and white photographs. The top photo shows a basketball player in mid-air. The bottom left photo shows a group of people, and the bottom right photo shows a man in a cockpit. The title 'The Miracle Landing' is in a large, stylized font, and the author's name 'HAROLD GIFFORD' is at the bottom.

The true story of how the Minneapolis Lakers almost perished.

On a cold winter evening in 1960, following a game in St. Louis, the Minneapolis Lakers basketball team boarded their DC-3 for the flight home.

For the first time in print, the copilot of that aircraft, Harold Gifford, tells what went wrong, and what went right in the cockpit to make their landing a miracle!

Available in paperback at Amazon, Barnes & Noble.com, and as an ebook for the Amazon Kindle, the Barnes & Noble nook, and Apple iBookstore.

The Miracle Landing (ISBN: 978-1-935991-97-7, Trade Paper, 174 pages, \$13.99, Non-fiction/Sports History)

www.signalmanpublishing.com

Ann Arbor Pilot To Emcee "Oscar Night of Aviation"

DAYTON, OHIO – The National Aviation Hall of Fame (NAHF) has announced that renowned air show announcer and pilot, Danny Clisham of Ann Arbor, Michigan, will be the master-



Danny Clisham

of-ceremonies of the 51st Annual Enshrinement Dinner & Ceremony on Friday, October 4 in Dayton, Ohio. Clisham is a 30,000-plus-hour retired airline captain, and was a test pilot on the development of the Boeing 747 supertanker used to fight forest fires. This will mark Clisham's first time as emcee for the National Aviation Hall of Fame. He was inducted into the Air Show Hall of Fame in 2007.

National Aviation Hall of Fame inductees will include the late C. Alfred "Chief" Anderson, widely recognized as the father of African-American aviation; U.S. Army (Ret) Medal of Honor recipient and a top helicopter pilot of the Vietnam War, Major General Patrick H. Brady; USN (Ret) fighter and test pilot, engineer and veteran Space Shuttle Commander, Capt. Robert L. "Hoot" Gibson; and the former President, Chairman and CEO of Cessna Aircraft Company, Dwane L. Wallace (www.nationalaviation.org). □

Ohio Aviation Industry News

Doolittle Raiders To Make Final Toast

DAYTON, OHIO - The U.S. Air Force will host the famed Doolittle Tokyo Raiders' final toast to their fallen comrades during an invitation-only ceremony November 9, 2013 at the National Museum of the U.S. Air Force.

On April 18, 1942, 80 men achieved the unimaginable when they took off from an aircraft carrier on a top-secret mission to bomb Japan. Led by Lt. Col. James H. "Jimmy" Doolittle, these men came to be known as the Doolittle Tokyo Raiders. Today, just four of the men survive: Lt. Col. Richard E. Cole, co-pilot of Crew No. 1; Lt. Col. Robert L. Hite, co-pilot of Crew No. 16; Lt. Col. Edward J. Saylor, engineer-gunner of Crew No. 15; and Staff Sgt. David J. Thatcher, engineer-gunner of Crew No. 7. At this time, all four Raiders are planning to attend the event.

In 1959 the City of Tucson, Ariz., presented the Doolittle Raiders with a set of silver goblets, each bearing the name of one of the 80 men who flew on the mission. At each of their past reunions, the surviving Raiders would conduct their solemn "Goblet



Doolittle Tokyo Raiders Goblet Ceremony

Ceremony." After toasting the Raiders who died since their last meeting, they would then turn the deceased men's goblets upside down. The November 9 event will mark their final toast.

The public will also have an opportunity to celebrate these World War II aviation heroes that day through events that include a wreath-laying ceremony at the Doolittle Raiders memorial and a flyover of B-25 aircraft (www.nationalmuseum.af.mil/doolittle.asp). □

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Tall Tower Program Roles In Wisconsin

by Justin Hetland

*Airspace Engineering Specialist
WisDOT Bureau of Aeronautics*

When you think about protecting airspace from tall towers and other obstructions, does the Wisconsin Department of Transportation (WisDOT) come to mind? Certainly the Federal Aviation Administration (FAA) must have a role in airspace protection, but what role does WisDOT have in protecting Wisconsin's airspace? To understand the department's role, we must first understand the FAA's role.



Justin Hetland

For several years, the FAA has done studies on tall towers – issuing determinations of either 'hazard to air navigation' or 'no hazard to air navigation.' These determinations, while advisory in nature, give the proponent guidance on issues such as marking and lighting; ways to make a hazard to air navigation become a non-hazard to air navigation; and when to file a Notice To Airmen (NOTAM), if necessary.

It is important to remember that FAA airspace determinations are not building permits, approvals or denials; they are advisory only! FAA airspace determinations are designed to assist tall structure proponents and permitting authorities to better understand the safety implications of the proposed structure, and ways to ensure the

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structure is safely compatible with the national airspace system. The entire process is completed online at the FAA's Obstruction Evaluation website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

This website offers valuable information, including a 'Notice Criteria Tool,' which allows a proponent to self-determine whether they are required to file a study under Part 77.9 of the Code of Federal Regulations. The proponent can simply plug in a few key pieces of information – latitude and longitude, site elevation and structure height – and the Notice Criteria Tool will inform the proponent if they are required to file an airspace

study with the FAA.

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoticeRequiredToolForm>.

So what role does the state have in issuing permits for tall towers?

Wisconsin Statute 114.135 lays out the rules for when a permit is required from the Bureau of Aeronautics (BOA). This power does not apply to objects that are less than 150 feet above the surface at the location of the object or to objects that are located within areas that have locally enacted height limitation zoning ordinances (HLZOs). Upon receipt of an FAA determination on a tall structure, BOA will issue permits to those towers IF they have determinations of 'no hazard to air navigation' and meet the requirements stated in Wisconsin Statute 114.135. It is important to remember that it is the proponent's responsibility to know whether their proposal will meet any of the requirements stated in Wisconsin Statute 114.135, and should contact BOA for a WisDOT Tall Structure Permit Application.

Beyond state-issued permits for tall structures, height limitation zoning ordinances (HLZO) are the most effective tool to control the height and placement of towers close to public-use airports. Wisconsin Statute 114.136 Airport Approach Protection, authorizes municipalities owning airports to enforce and maintain HLZOs, controlling the height of structures within three (3) miles of their airport's boundary. With the passage of the new state budget on July 1, 2013, a provision to loosen restrictions on cell tower placement was added. The new law makes it easier for cellular

companies to place new towers in locations they would not have been able to in the past. It also makes it more difficult for local municipalities to deny the placement of a cell tower due to poor aesthetics. However, this new law does not affect already existing airport and airspace protection laws such as Wisconsin Statute 114.135 or

locally enacted height limitation zoning ordinances. These laws are independent and exclusive of any other authority granted in the state statutes.

Ultimately, there are three ways to protect airspace from the federal level down to the local level, and they all rely on each other to be successful. Without HLZOs, public airports would have

their airspace encroached by hazardous obstructions. Wisconsin state law requires public airports to adopt and maintain HLZOs to be eligible for state and federal airport improvement dollars. In addition, Wisconsin's state law works with FAA obstruction studies to protect airspace outside the limits of locally enacted HLZOs. □

Upcoming Flight Instructor & Mechanic Seminars

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics

The next WisDOT Flight Instructor Refresher Course (FIRC) is scheduled for November 9 and 10, 2013 in Oshkosh, Wisconsin at the FAA Safety Center.



Jeffery Taylor

The course is open to all pilots; we can renew certified flight instructors whose certificates expire in November and December 2013, and January and February 2014. Other pilots can audit the course at a reduced fee and receive a certificate of completion. For more information, visit the WisDOT website at: <http://www.dot.wisconsin.gov/news/events/air/firc.htm>, where you can find a link for online registration and payment.

The 2014 *Mechanics Refresher and Inspection Authorization (IA) Renewal*

Seminar will be held in Stevens Point on February 8, 2014 at the Holiday Inn Hotel and Convention Center. WisDOT holds the refresher course annually for A & P mechanics, with inspection authorization, needed to fulfill their annual training requirement. Around 30 vendors will be on hand to discuss their products and services during break periods. Registration is \$30, which includes lunch. More information is on the WisDOT website at: <http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm>. □

Meet Terry Ripp.....

Airport Engineering Specialist
WisDOT Bureau of Aeronautics

Terry Ripp joined the Wisconsin Department of Transportation's Bureau of Aeronautics in April 1985. For more than two decades, Terry worked as an engineering specialist, assisting airport project managers. In 2007, she became the project manager for seven general aviation airports in Wisconsin, the largest being Wittman Regional Airport in Oshkosh. Her duties include helping airports put a capital improvement plan together and contracting with consultants for planning, design and construction engineering services for airport projects. The projects Terry has managed include: snow removal equipment buildings, terminal buildings, pavement reconstruction



Terry Ripp

of runways, taxiways and aprons, new hangar development areas with taxiways, perimeter fencing, and airport perimeter roads, along with building a new air traffic control tower at Wittman Regional Airport.

Terry is originally from Dane, Wisconsin and currently lives in the Cross Plains area. She graduated from Lodi High School in 1977, and began her career as a state employee in 1978 as a typist. Terry got married in 1982 and raised four boys, who are less than four years apart. She is very proud of her family, their farm, and her hard-working sons. Fortunately, they have their mother and father's work ethic. She has two daughters-in-law, both of whom are expectant mothers and due this fall (and Terry can hardly wait!), and a stepdaughter who brought three grandchildren into the family.

Terry enjoys being around family, friends, shooting pool, motorcycling, camping, gardening, watching the kids play ball, helping others and always being there when friends and family need her. □

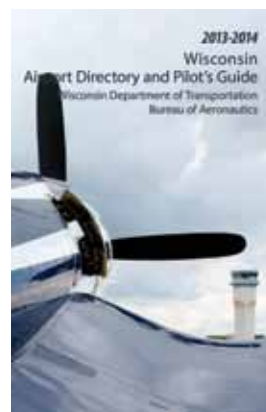
2013-14 Wisconsin Airport Directory & Pilot's Guide Now Available!

by Jeffery Taylor

Aviation Consultant

WisDOT Bureau of Aeronautics

The 2013-2014 Wisconsin Airport Directory and Pilot's Guide is here! In addition to the typical updating of airport information at the 133 public-use airports in Wisconsin, this guide includes updated and improved aerial imagery of each airport.



Adam Tyksinski Photo

CONTINUED ON PAGE 62



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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The Colors of The Season

by *Cassandra Isackson*

Director, Minnesota Office of Aeronautics

We have had a fabulous summer overall, the kind we brag about to people in other locales. Warm, sunny days, brilliantly colored sunsets, and comfortable, calm evenings, have made this late starting summer one to remember.



Cassandra Isackson

Now we can see the colors of fall almost everywhere. We feel the change in the cool, crisp mornings and see bright blue skies dotted with fast moving popcorn clouds heralding the new season. What a beautiful time it is to take advantage of all that aviation has to offer and to receive some exciting news about aviation in Minnesota.

Minnesota's airport inspection season is coming to a close in early

October. We are happy that those airports inspected this year have continued to do a good job at keeping up with maintenance and safety issues. Thanks must go to airport management for their great efforts at keeping our airports in good condition. Just remember to keep the vegetation down early next spring, especially in the primary and approach surface areas.

Your (MnDOT) Office of Aeronautics, and Federal Aviation Administration Airports District Office (FAA-ADO) personnel, are available for Capital Improvement Program (CIP) outreach meetings from mid-August through September. This is an opportunity to put faces to names, regarding grant requirements, time lines, and to review the projected needs of airports for state fiscal year 2015 and beyond.

Please understand that this is not a required meeting. Meeting opportunities are provided to answer your questions about the airport planning process, airport funding and

development.

There has been a recent improvement for the CIP program. Airport managers/owners are now able to update their CIP in a fast, efficient manner online! It is easier for airports to enter and adjust their information, and allows airport management to see the most current information they have entered. Now airport management can see exactly what the Minnesota Office of Aeronautics and FAA sees. The new electronic system makes the process more efficient, while also saving time and money for everyone.

There is a tutorial on the CIP at: <http://www.dot.state.mn.us/aero/avoffice/airdev.html>. Click on "Capital Improvement Program" at the top of the page.

This is also a great time to remind pilots to use caution when they prepare for flying as the season changes. Remember that soon we will see frost in the morning and the potential of black ice on roadways, taxiways and runways. Please stay alert and stay safe, while you enjoy the colors of the season. □

Minnesota Revamps Taxes On Aviation...

Changes Expected To Be More Fair & Vitalize Aviation In State

ST. PAUL, MINN. – Minnesota Governor Mark Dayton signed a 2013 Omnibus Tax Bill into law May 23, 2013, which includes several provisions that are intended to boost aviation activity in the state, make registration fees more equitable among aircraft owners, and enhance funding sources for the State Airports Fund through an

increase in the jet fuel tax for general aviation.

First, beginning June 30, 2013, the sales tax paid on the purchase of aircraft in Minnesota is being deposited into the State Airports Fund, rather than the State General Fund. This change puts aviation in line with the other modes of transportation that receive their sales

tax to support their infrastructure.

Effective July 1, 2013, aircraft owners and operators operating under FAR Part 91 or 135, are no longer paying a state sales tax on aircraft parts or the associated installation labor. This enables Minnesota maintenance facilities to be more competitive with neighboring states and the growing number of states that have already eliminated their state sales tax on aircraft parts and labor.

Aircraft registration fees will change, too, effective July 1, 2014, from a “percentage rate” to a “flat rate” based on the cost of aircraft when new.

The current registration fee is 1 percent of the list price for the first year of ownership, decreasing to .25% over 7 years. Even if you buy a used aircraft, the registration fee is based on the price of the aircraft when it was new. The new **flat rate** will still be based on the list price of the aircraft when it was new, regardless of how much you paid for it, and regardless of its age, but the rate is much more reasonable.

For example, the registration fee for an aircraft valued at \$5 million is currently \$50,000 for the first year, \$45,000 the second year, \$37,000 the third year, \$30,000 the fourth year, \$22,500 the fifth year, \$15,000 the sixth year, and \$12,500 the seventh year.

In comparison, the owner of a \$5 million aircraft under the new flat rate will pay only \$7,500 per year for as long as they own the aircraft.

The chart below shows the new registration fee for aircraft ranging in price from \$0 to over \$40 million:

Base Price	New Registration Fee
Under \$499,999	\$100
\$500,000 to \$999,999	\$200
\$1,000,000 to \$2,499,999	\$2,000
\$2,500,000 to \$4,999,999	\$4,000
\$5,000,000 to \$7,499,999	\$7,500
\$7,500,000 to \$9,999,999	\$10,000
\$10,000,000 to \$12,499,999	\$12,500
\$12,500,000 to \$14,999,999	\$15,000
\$15,000,000 to \$17,499,999	\$17,500
\$17,500,000 to \$19,999,999	\$20,000
\$20,000,000 to \$22,499,999	\$22,500
\$22,500,000 to \$24,999,999	\$25,000
\$25,000,000 to \$27,499,999	\$27,500
\$27,500,000 to \$29,999,999	\$30,000
\$30,000,000 to \$39,999,999	\$50,000
\$40,000,000 and over	\$75,000

While this change in registration fees may result in a minimal increase to some aircraft owners and operators in the near term, it will encourage the purchase of new aircraft or an upgrade to larger aircraft. This change will impact all aircraft registered in Minnesota except aerial applicators and medical emergency

aircraft.

Also effective July 1, 2014, the fuel tax on **jet fuel** sold to general aviation will increase **from 5 cents to 15 cents per gallon**. The bill also eliminates the fuel brackets for general aviation jet fuel. This increase does not apply to AvGas or to the commercial airlines which pay the Flight Property Tax.

Lastly, the bill requires the Minnesota Department of Transportation Commissioner to report on or before June 30, 2016, and every four (4) years thereafter, to the chairs and ranking minority members of the Senate House of Representatives committees with jurisdiction over transportation policy and budget.

This report must include the amount and sources of annual revenues to and expenditures from the State Airports Fund. It must include draft legislation for any recommended statutory changes to ensure the future adequacy of the State Airports Fund.

This should ensure that the statutes will reflect operational activity and will meet the infrastructure needs of aviation in Minnesota.

Gordon Hoff, executive director of the Minnesota Business Aviation Association (MBAA), which spearheaded the legislation that took 6 years to pass, credits all three professional aviation organizations in the state and Delta Airlines for its passage: MBAA, which is comprised principally of corporate flight departments; the Minnesota Aviation Trades Association (MATA), consisting of fixed base operators and aviation support service businesses; and the Minnesota Council of Airports (MCOA), whose membership is comprised principally of airport managers and engineering firms. While the legislation has no direct impact on the airlines, Delta Airlines wanted to support it for the betterment of aviation in the state. □

Sales Tax Exemptions In Other Midwest States

Minnesota joins other Midwest states in exempting sales tax on aircraft parts and associated installation labor.

Wisconsin currently has an interstate commercial operations exemption. Interstate commercial operations, although a bit vague, refers to airline travel, though in some instances it can apply to Part 135, as well. Part 135 operations pertain to commuter and on-demand air operations.

Iowa currently exempts Part 135 operations. There may be an ongoing effort to expand this, however, to include parts and labor on all aircraft.

Illinois exempts “rolling stock,” and has a partial exemption for Class IV Part 145 stations. Rolling stock is a term only used in Illinois and gets its background from rail. But in terms of aviation, rolling stock status can be claimed by anyone using their

aircraft for interstate operations in furtherance of commerce. There is some nuance that it does not apply to only commercial air travel, but can also apply to anyone conducting business in their aircraft, as opposed to solely transporting goods or people. However, an aircraft needs to be used 50% or more in rolling stock to claim this exemption. Class IV refers to the highest class of FAA Part 145 repair station licensing.

Michigan exempts out-of-state aircraft, only.

Indiana exempts all aircraft parts and labor, as does Kansas, Ohio and Missouri (through 2015). Nebraska exempts commercial air carriers and aircraft based out-of-state.

Neither North Dakota nor South Dakota have exemptions on parts and labor, but they do not charge sales tax on aviation fuel. □

Yell "Clear Prop" & Wait!

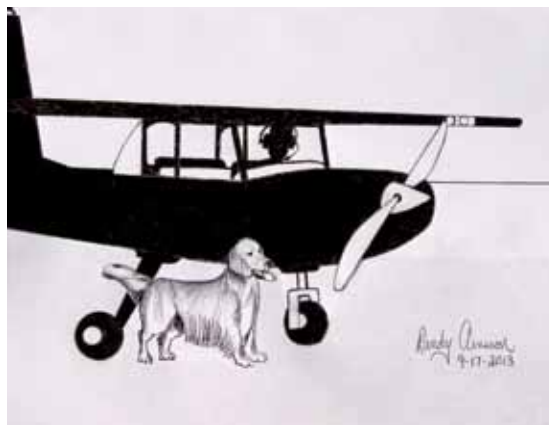
Nearly every pilot has had the experience of that first night flight alone after getting the coveted Private Pilot Certificate. The excitement tinged with small flecks of nervousness that are felt, are all blown slightly out of proportion in the mind of the new pilot. It takes a few minutes to settle down as the walk-around is completed with checklist and flashlight in hand. Then climbing into a pitch black cockpit, the first few lines of the poem *Invictus*, by W. E. Henley, come to mind as the brand new pilot settles into the seat:

"Out of the night that covers me, black as the pit from pole to pole, I thank whatever gods may be, for my unconquerable soul."

It does seem as if the night has swallowed the aircraft and the pilot, except for the blue and white pinpoints of light that mark the taxiway and runway. Again with flashlight in hand and checklist on the kneeboard, switches are set, dials are turned, controls are checked, and with a quick "clear" yelled out the open window, the key is turned and the prop begins to spin. Often, the time between yelling "clear" or "clear the prop" is milliseconds.

Think about this. As you walked out to your aircraft, did a line person see you? Just to be nice and help you out, did they follow you to pull the chocks? Do you *know for a fact* that the prop area is clear before you hit the key? Do you wait a few seconds after yelling "clear" to allow anyone to actually get out of the way, or are you in too big of a hurry to get going?

Safety of flight starts well before you get to the airport, climb into your plane and start the engine. While it may



Wait a few moments after yelling "clear prop" before starting your engine to make sure the area is truly clear of people and animals.

Randy Arneson Artwork

be easy to forget to allow a few seconds after yelling "clear" to assure that no one is in the way, those few seconds spent in silence are much less expensive than replacing a prop – or worse yet – severely injuring someone on the ramp.

A local pilot told the story of a night flight he made to a new airport (new to him). They had a nice fixed base operation that had a somewhat western motif, including having an old Collie that greeted everyone who entered from the ramp side. The day he prepared to leave to return

home was calm and spectacularly clear. Even in the early dusk, a few of the brightest stars could be seen in the eastern sky. After filing his flight plan, and taking one last look at the weather, he settled up his charges with the FBO and said his goodbyes. He then inquired as to the whereabouts of the dog. The owner said that he was probably under the counter in the pilots' lounge sleeping. So with a wave goodbye, the pilot went to his aircraft, completed his walk-around and climbed in. As he opened his side window and yelled "CLEAR PROP," he waited and heard a sound that caught his attention. Flicking on his landing light, he saw the very startled Collie now about 10 feet from the aircraft with its tail tucked in and a look of fear on its face.

The sound he had heard was the dog reacting to his yell and scrambling to get away from him. He was glad he hadn't just yelled "clear prop" and immediately hit the key to start the engine. After a few more seconds, the dog gathered his wits and began to wander back to the FBO building as the pilot started the engine.

The rest of the night was uneventful and beautiful, but had he not waited just those few seconds before starting his enginewell, that night could have turned out to be very, very different. □

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The Dangers of "Black Ice"

Fall is well known in Minnesota and the Upper Midwest for its beautiful colors, many comfortable days and crisp nights. Some years the colors seem so vibrant and plentiful, yet once in awhile, fall will seem to be frequently gray with lingering overcasts, continually damp, and cold that seems to go right through one's body. But two things fall is sure to bring are nights with temperatures at or below 32 degrees, and the potential for freezing rain. Along with that mixture, one can find **black ice!**

Quite simply, "black ice" is a thin sheet of ice that can form on a sidewalk, road, ramp, taxiway or runway when



there is sufficient moisture and the temperature is at or below freezing.

By the way, black ice is not black at all. It is actually transparent and often appears as a shiny, black spot or area on the road, taxiway or runway. It can be the size of a small puddle, or it can cover very large surface areas. In varying light conditions, it can be essentially invisible on sidewalks.

Black ice can also be caused by the exhaust of vehicles standing still

with engines idling. It can be hidden by fallen leaves, blowing dust, or even trash. Black ice can also form very quickly on bridge decks, or sections of roads, runways or taxiways that may pass over a culvert.

When the fall season arrives with all its splendor, or even with all its rainy and dreary days, keep in mind that as the temperature drops closer to freezing, the chances of black ice forming increase. Use caution when taxiing, driving, or even just walking. Continue moving forward slowly, but do not apply the vehicle or aircraft brakes when on black ice. Watch carefully for other spots of black ice and be prepared to carefully handle a situation if one occurs. □

PEOPLE IN THE NEWS

New EAA Board Members Bring Extensive Homebuilt, Chapter & Flying Experience

OSHKOSH, WIS. – Three aviators with extensive experience in EAA programs and activities have joined the top leadership of the Experimental Aircraft Association (EAA) as the newest members of the EAA Board of Directors.

Alan Klapmeier, James Clark, and Cody Welch were elected to the EAA Board of Directors during the annual EAA membership meeting on July 31, held as part of the annual EAA AirVenture fly-in at Oshkosh, Wis. As Class I directors, they will each serve a three-year term.

Alan Klapmeier, of Superior, Wis., is

currently chairman and CEO of Kestrel Aircraft. He was also cofounder of Cirrus Aircraft.

James Clark, of Columbia, S.C., is co-founder of BANG! Technologies and was previously vice president of AT&T, executive director of Bell Labs, and chief technology officer of NCR Corporation. He also served as chairman for the 60th anniversary reunion of the Tuskegee Airmen. Clark is the former president of EAA Chapter 242, has co-built an RV-6 and is building an RV-6A. He is an active Young Eagles pilot and a member of Team AeroDynamix – a

precision formation team featuring RV-series aircraft.

Cody Welch, of Linden, Mich., is a retired B-757 pilot for a major airline and was a 2003 EAA President's Award recipient. He helped develop EAA's Tri-Motor tour program and is currently its chairman, having flown as captain on the Tri-Motor since 1993. Additionally, Welch is a co-developer of Horizon Lakes residential airpark, manager of Price Airport in Linden, Mich., and has owned/operated three fixed base operations and an aircraft sales business. □



Alan Klapmeier



James Clark



Cody Welch

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**NOTE: Due to the cancellation of many
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OCTOBER 2013

- 4* DAYTON, OHIO - 51st Annual National Aviation Hall of Fame Enshrinement Dinner. 2013 inductees will include Robert "Hoot" Gibson, C. Alfred Anderson, Patrick H. Brady, and Duane L. Wallace. For reservations: <https://store.nationalaviation.org/SearchResults.asp?Cat=37>
- 4-6* NEW CARLISLE, OHIO - Heritage of Flight Festival Parade. The Flying Angels Parade of Planes and the biggest Community Parade. <http://heritageofflight.com/>
- 5 RED WING (RGK), MINN. - Fall Fly-Out meet at the Main Terminal Building 9:30am-3pm. 715-441-1790.
- 5* OSHKOSH (KOSH), Wis. - Oshkosh Women in Aviation Cupcake

Competition and Cupcake Sale at Wittman Airport Terminal Conference Room 1-3pm. Contact Linda Grady at 262-510-9254 Email: lgrady5@yahoo.com or Rose Dorsey at 920-385-1483 Email: skyword@new.rr.com.

- 5* GREENVILLE (GRE), ILL. - Airstavaganza. Open house 9am-5pm. 217-537-3585.
- 6 NOBLESVILLE (I80), IND. - BBQ lunch Noon-3pm.
- 10-12 FORT WORTH, TEXAS - AOPA Aviation Summit 2013. www.aopa.org
- 13 MT. MORRIS (C55), ILL. - Pork 'n Pie Feast. Old fashioned pig roast with all the trimmings, including home-made pie!
- 13* POPLAR GROVE (C77), ILL. - Pancake Breakfast 7am-Noon.
- 19 LEE'S SUMMIT (LXT), Mo. - Pancake breakfast 8:30am-Noon.
- 20 WATERLIET (40C), MICH. - Chili Hop lunch in conjunction with 5k run, 10am- 4pm. 269-208-3296.
- 20-24* TUCSON (KTUC), ARIZ. - IES Aviation Lighting Conference
- 26* OSHKOSH (OSH), Wis. - 2013 Wisconsin Aviation Hall of Fame. 2013 inductees: Walter Kohler, Bill Adams, Ron Scott, Jeff Baum, and Arnold Ebnetter. <http://www.wisconsinaviationhalloffame.org>

NOVEMBER 2013

- 8-9* BLOOMINGTON, ILL. - Annual Flight Instructor Refresher Clinic At the Parke Hotel & Conference Center. Qualifies for WINGS credit. Linda Schumm: 217-785-4215. linda.schumm@illinois.gov
- 9-10* OSHKOSH, Wis. - WisDOT Flight Instructor Refresher Course (FIRC) at FAA Safety Center. www.dot.wisconsin.gov/news/events/air/firc.htm.

JANUARY 2014

- 16-19* SEBRING, FLORIDA - 10th Anniversary U.S. Sport Aviation Expo at the Sebring Regional Airport.

FEBRUARY 2014

- 8* STEVENS POINT, Wis. - Wisconsin 2014 Mechanics Refresher and Inspection Authorization (IA) Renewal Seminar

at the Holiday Inn Hotel & Convention Center. www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm.

MARCH 2014

- 24-25* BROOKLYN PARK, MINN. - Minnesota Aviation Maintenance Technician's Conference at the Earle Brown Heritage Center. To Register or To Exhibit Email: Darlene.Dahlseide@state.mn.us Or Call Darlene at 651-234-7248

APRIL 2014

- 16-18* BEMIDJI, MINN. - Minnesota Airports Conference at the Sanford Center. www.mnairports.org. Contact Judy Meyers at 651-234-7232, 1-800-657-3922 or judy.meyers@state.mn.us

MAY 2014

- 5-7* WAUSAU, Wis. - Wisconsin Aviation Conference www.wiama.org
- 13-14* COLLINSVILLE, ILL. - Illinois Aviation Conference at the Doubletree Hotel. Mike Lane: 217-528-5230. mike@p-a-m-s.com
- 14* COLLINSVILLE, ILL. - Illinois Aviation Hall of Fame Banquet at the Doubletree Hotel. Carol Para: 217-785-4989. carol.para@illinois.gov
- 31-6/1* LA CROSSE (LSE), Wis. - Deke Slayton Airfest featuring the U.S. Navy Blue Angels (www.airfest.com).

JULY 2014

- 28-8/3* OSHKOSH (OSH), Wis. - <http://www.airventure.org/>

AUGUST 2014

- 1-3* OSHKOSH (OSH), Wis. - <http://www.airventure.org/>

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Some GA airports are applying liquid deicing chemical with a converted agricultural sprayer.



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A farm grain drill can be used to spread dry deicing chemicals.

by Pete Vercouteren

Winter operations at general aviation (GA) airports can cause many challenges compared to the larger commercial airports. The challenges include availability of operations personnel, training, equipment, and budget. While many GA airports can simply shut down due to slippery runway conditions, those that accommodate corporate aircraft do not have that option.

Proper management of snow and ice at airports is essential for on-time winter operations. This is true for aircraft safety and the people moving within airside areas. Delays and employee injuries resulting from ineffective snow and ice control can cost airports and their customers precious time and revenues.

Equipment is the first consideration in controlling slippery conditions. Effective plows and especially

mechanical brooms are essential to keeping surfaces clean and safe. Mechanical means also reduce the amount of chemical needed for control. Mechanical removal is typically preferred at low temperatures, below 15 degrees Fahrenheit, when snow is dry and does not bond to the surface.

When plows and brooms are not sufficient, chemical deicers must be used.

The use of chemical deicers is regulated by SAE AMS 1431 for solid materials and SAE AMS 1435 for liquids. To meet these certification standards, the deicers must pass airframe material compatibility, corrosion, storage stability, concrete, paint, and other standards. Further, suppliers must be able to supply proof of certification for their runway deicing products.

When deciding what chemical deicer(s) to use, one of the first considerations should be whether to be "proactive" (anti-icing) or "reactive"

(de-icing). Liquid deicers are typically used as a "proactive" measure. They are applied before frost, ice, or snow accumulates. This technique requires less product to be used as it prevents frozen deposits from adhering to the surface and allows the remaining snow and ice to be removed easily with plows and brooms.

The first anti-icing application is made just before the event starts and again as needed during the storm (following mechanical removal to prevent bonding).

GA airports that I work with prefer to use *Cryotech E36® Liquid Runway Deicer* (LRD) as an anti-icer, because of ease of storage, ability to accurately apply the material, and cost. This clear liquid doesn't settle, is very cost effective, and works at low temperatures. Its freezing point is -76 degrees Fahrenheit and throughout its temperature range, it flows like water.

CONTINUED ON PAGE 62

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1979 CESSNA 172RG - 7545 TT, 7 SMOH, RT385A Nav/Com with G/S, R-546 ADF, RT359A Transponder, Intercom, EGT, Whelen Beacon Strobe, Tanis Heater, New Battery, Wing Strobes. \$59,900. Contact Butch Detjen at Airways Aviation Center: **218-326-1226**.

2003 VAN'S RV8 - Superior O-360-A1B 180 hp, King 135A GPS Com, Narco 155 Transponder, 450TT Since New. Based at Brodhead, Wisconsin (C37). Asking \$50,000: **(779) 348-4123**.

HANGAR FOR SALE! Minneapolis-Crystal Airport (MIC) 35 x 55. Door is 39 1/2 Wide x 10 1/2 High. Heated and finished interior. **MAKE AN OFFER!** Contact **Craig 612-309-5128** or **Greg 612-760-4060**.

HANGAR FOR SALE - NW Arkansas, Siloam Springs, AR (KSLG), 70 x 70, 1k sq foot climate controlled office, full kitchen, 1 1/2 bath, office braced for expansion, built 2005. **mshubat@aol.com**.

HANGAR AT LAKESIDE AIRPARK FOR SALE - Lake Pomme De Terre, Missouri. Ski Harbor (67MO), 2600 ft. runway, 3 acres, living area, 50 x 60 ft. hangar, 15 x 42 ft. door. Call Phil: 913-579-6770 or visit **www.forsalebyowner.com**.

HANGARS FOR SALE – Holman Field, Saint Paul, Minnesota. Former flight school. Three hangars 3,500 sf; 5,184 sf; and 5,624 sf. Two offices: 1,300 sf and 1,056 sf. James Miller Investment Realty Company; **jmliller@jmlrealty.com**; **651-222-2561**.

HANGAR FOR SALE - 50 X 48 ft. with 14 ft sidewalls and 45 ft wide Schweiss bifold door. Interior walls are sheet rocked with exterior-type sheet rock and insulated with R19 6-inch batting insulation and a vapor barrier. Floor is colored epoxy. Natural gas is stubbed up to building and ready to hook up. Located at Hutchinson Butler Field (KHCD), Hutchinson, Minnesota. Asking price: \$59,900. Call **Juli at 320-583-8534** or **Brent at 651-895-5332**.

HANGAR FOR SALE, DISASSEMBLY & REMOVAL - 60 X 60 ft steel frame, 18 X 58 ft bifold door, buyer to disassemble and remove in August 2013: \$15,000. Contact **Larry Lunda at 715-284-9491**, or **llunda@lundaconstruction.com**

HANGAR FOR SALE - Capitol Drive Airport, Brookfield, Wisconsin. Open, partial T-Hangar. Recent roof. 40 X 28 X 9.5 feet. Easily made square. \$2500. For photos and details, email: **buzzworth@wi.rr.com**.

NEW LARGE HANGAR FOR RENT – Mankato Regional Airport (MKT), Mankato, Minnesota. The 12,000 square foot hangar has a 28 x 94-foot opening, in-floor and radiant heat and a 16,000 square ft concrete apron. Discounted rates available for tenants interested in a long-term lease. MKT is an all-weather airport with 6,600 and 4,000-foot runways. Call **507-387-8624** or email **mknoff@city.mankato.mn.us** for pictures, pricing and availability.

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

INSURANCE – 64 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. **acinsurance@midcont.com**. **1-800-325-0885**.

HANGARS FOR RENT at Southern Wisconsin Regional Airport (JVL), Janesville, WI. JVL is an all-weather, full-service airport with three runways, precision and non-precision approaches, conveniently located between Rockford, Illinois, and Madison, Wisconsin. JVL has a restaurant on field and the Glen Erin Golf Club and Cursing Stone Pub, an 18-hole public golf course and restaurant, is located on the airport within walking distance of the main terminal. For hangar rates and availability, call **608-757-5768**.

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1981 Cessna 414A RAM VII – N351HC
5752 TT, 230 SMOH (Ram 08/12), 876 SPOH,
12/2012 annual, spoilers, winglets, FIKI,
GMX200 w/TAS & XM, 530W, 135 current,
Cessna Service Center-maintained. ..\$479,000



1980 Piper Dakota – N8183X
6535 TT, 1680 SMOH, 487 SPOH, November
annual, Garmin GTN 650! Aspen Evolution
1000 Pro EFD! Garmin Aera 796 with XM
Weather! 406 ELT, Autocontrol IIIB, clean! New
leather seats!\$92,500



1975 Cessna A185F Skywagon – N4663C
2045 TT, 565 SMOH, 300hp IO-520D with high-
70 compressions, Fluidyne 4000 retractable
skis & tail ski, dual nav/coms, 1463 lbs. useful
load, hangared in Midwest since new, same
owner past 25+ years. September 2013 annual.
.....\$131,500 / Make Offer!

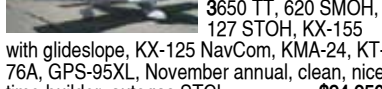


1979 Piper Navajo Panther – N3519S
Full Panther conversion to 350hp, only
15 SMOH/15 SPOH, new Garmin 750
touchscreen, GDL69 XM, GNS430, known ice,
VG's, winglets, intercoolers, A/C, new carpet &
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**1968 Cessna 182L
Skylane – N42120**
5960 TT, 1535 SMOH,
HSI, MX170B/KX175B

NavComs, GPS, JPI Engine Analyzer, A/P,
beautiful custom leather interior, new carpet.
.....\$52,000



**1965 Piper Cherokee
140 – N6736W**

3650 TT, 620 SMOH,
127 STOH, KX-155

with glideslope, KX-125 NavCom, KMA-24, KT-
76A, GPS-95XL, November annual, clean, nice
time-builder, autogas STC!.....\$24,950

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Wis. AIRPORT DIRECTORY FROM PAGE 53

An iPad version is also available. You can view the entire directory as one PDF file, with bookmarks, to easily jump to desired pages. Individual pages are also on the WisDOT website at <http://www.dot.wisconsin.gov/travel/air/airportdirectory.htm>.

Updates are often made between printed editions, so check back for possible changes. In fact, one significant change occurred after the latest

edition went to the printer. The tower frequency for Sparta/Fort McCoy (CMY) changed to 123.45 Mhz. Also, the fixed base operator listed for Merrill Municipal Airport (RRL) should be John Miller Aviation, with the phone number (715) 536-2024.

Directories are mailed to aircraft owners who have paid their annual registration fee. They can be purchased at your local FBO or directly from WisDOT by sending \$3.00 to:

**Wisconsin Department of
Transportation
Maps & Publications
3617 Pierstorff
P.O. Box 7713
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(608) 246-3265**

If you have comments on the *Wisconsin Airport Directory and Pilot's Guide*, please contact Jeff Taylor at jeffery.taylor@dot.wi.gov or call (608) 266-7347. □

AIRPORT WINTER OPERATIONS FROM PAGE 59

Cryotech E36 LRD can take a lot of dilution before it refreezes. It can be stored in the spray equipment without causing corrosion.

Personnel or conditions may dictate that we use a "reactive" approach. Solid material is generally used in this approach. If there is a strong bond between the snow/ice pack and the surface, solid material will be more effective. Other important considerations in determining whether to use liquid or solid materials include pavement temperatures and current and forecast weather conditions. These conditions would include air temperature, winds, potential snow, sleet, or freezing rain.

Cryotech NAAC® Solid Runway Deicer (SRD) is preferred at the GA airports that I work with due to the application equipment or personal preference. NAAC is especially effective after a freezing rain or sleet event when there is ice bonded to the surface. Sand and urea are two other commonly used solids. Sand may cause friction levels to improve in the short term; however, it has little long-term value in an on-going storm. There is also the concern of damage to propellers, brakes, and ingestion into airplane engines, as

well as associated clean-up costs. Urea has an effective working temperature of 28 degrees Fahrenheit, so it is not effective at cold temperatures. The Environmental Protection Agency (EPA) currently regulates urea due to its damaging environmental effect. When using urea, be sure to obtain the required certification papers.

Cryotech E36 and Cryotech NAAC meet the SAE AMS standards mentioned above. Their ability to work at low temperatures, and also their safety to aircraft, equipment, personnel, and the environment, make them the product of choice. These acetate deicers biodegrade and thus have little or no environmental impact.

Costs can be contained at GA airports by treating only 15 to 20 feet on either side of the centerline, and only in critical areas of the taxiways, such as turns and hold short areas. There is no need to treat the entire width of runways or taxiways, only the areas that would affect braking or steering control.

Costs can also be contained by the use of equipment that is already available, or can be easily and inexpensively converted. Most airports have dry spreading equipment. A grain

drill is an innovative way that the Fond du Lac, Wisconsin airport is accurately applying NAAC. It is pulled by a pickup truck. Some GA airports are applying E36 LRD using a converted agricultural sprayer. The Sheboygan, Wisconsin airport uses a 300-gallon trailer sprayer that was designed for them. A sprayer installed in the back of a pickup truck works too, and this is the equipment used at the DeKalb, Illinois airport. All of these delivery methods have proven to be very effective.

The management of ice conditions can be made easy with the proper tools and training. To maintain safe operation areas and keep GA airports open during trying winter weather conditions, choose the proper equipment and chemicals. The cost does not have to be prohibitive.

EDITOR'S NOTE: Pete Vercouteren is president of V & Associates, Inc. in Fond du Lac, Wisconsin, representing Cryotech airport deicing products. He has a Master of Science Degree in Chemistry. His thesis dealt with deicers. A private pilot since 1984, Vercouteren has Instrument, and Single and Multi-Engine Land Ratings. V & Associates has been representing Cryotech for more than 25 years. For additional information call **920-923-4077 or (414) 379-0601**. □

Gary/Chicago International Airport Seeks Private Investors

GARY, IND. – The Gary, Indiana airport authority is seeking outside capital to expand its underutilized,

but strategically located facilities while still retaining public ownership. The airport's only air carrier, Allegiant Air,

discontinued service in August, and the airport's interim manager, has resigned. Construction is currently underway on a \$166 million runway extension. □

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(www.WildernessNorth.com).**

**Elk Island Lodge, located 362 nm North of Fort Francis, Ontario
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**Elk Island Airport (CKZ3): Well-packed crushed shale.
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