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FEBRUARY/MARCH 2015



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## Back to Work in Washington

**The 114th Congress has been sworn in and is getting down to business. AOPA's legislative affairs team is busy reconnecting with returning GA supporters in Congress and their staff and making sure the newest members of Congress know what matters to GA pilots and owners.**

Three of the newest members of Congress, Reps Barry Loudermilk (R-Georgia) and Ralph Abraham, (R-Louisiana) and Sen. Mike Rounds (R-South Dakota), are AOPA members.

Among those returning to the House are AOPA members Rep. Sam Graves (R-Missouri), co-chair of the House General Aviation Caucus, and Rep. Todd Rokita (R-Indiana), both original co-sponsors of the House General Aviation Pilot Protection Act to reform the third-class medical. Their personal experiences as GA pilots and strong leadership bodes well for keeping up the pressure for medical reform. Rep. Richard Hanna (R- New York), a private pilot, AOPA member, and strong GA supporter is also returning. All three will serve on the House Transportation and Infrastructure Committee.



In the Senate, AOPA member Sen. Jim Inhofe (R-Oklahoma), one of general aviation's staunchest supporters is back. In addition, Sen. Pat Roberts (R-Kansas), another stalwart for general aviation issues who was an out-front supporter of AOPA's efforts to end unwarranted stops and searches of GA aircraft and pilots by Customs and Border Protection agents, was also re-elected.

The start of a new Congress means rebuilding the House and Senate General Aviation Caucuses from the ground up. The House GA Caucus will need new Democratic leadership to join Rep. Graves following the departure of co-chair and AOPA member John Barrow (D-Georgia). Following the 2014 elections, 32 of the House GA Caucus' 253 members have departed, mainly as a result of retirements.

The Senate GA Caucus, which lost eight of its 40 members after the election cycle, will also need to seek new leadership following the retirement of co-chair Sen. Mike Johanns (R-Nebraska) and the departure of co-chair Sen. Mark Begich (D-Alaska). At the same time, the Senate GA Caucus could be bolstered by the arrival of GA supporters who previously served in the House. Sens. Shelley Moore Capito (R-West Virginia), Cory Gardner (R-Colorado), and Steve Daines (R-Montana) are all former House GA Caucus members now serving in the Senate. Tom Cotton (R-Arkansas), a co-sponsor of the House General Aviation Pilot Protection Act, also joins the Senate.

Rebuilding the GA Caucuses will be a priority for AOPA during the early months of the new Congress, because with the vitally important FAA reauthorization and long-awaited medical reforms under consideration, it will be more important than ever to have lawmakers who understand GA needs and concerns.

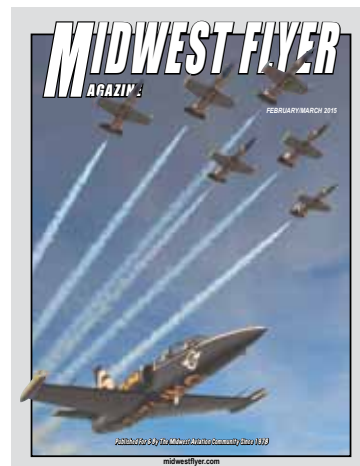


Mark R. Baker  
President & CEO, AOPA



**ON THE COVER:** The Breitling Jet Team, flying seven L-39C Albatros jet fighters, announces its first U.S. tour. Show sites and story on page 34.

*Photo Courtesy of Breitling*



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# A Prediction: Lower Fuel Prices Equal Increase In Flight Hours

by Dave Weiman

When fuel prices hit an all-time high in recent years, pilots were flying less, which resulted in reduced fuel sales, aircraft maintenance, aircraft sales, flight training, and airport operations, and the \$100.00 hamburger quickly became the \$200.00 hamburger. Pilot proficiency suffered as well with pilots thinking more about flying than actually flying, or dropping out of aviation altogether. The lower fuel prices we have been experiencing this winter have already spurred an increase in flight hours, and the industry remains hopeful this trend will continue.

To help you as you fly more often, our contributing editorial staff has put together a series of articles in this issue that will help you fly safer and legal:

CFII Harold Green discusses what it takes to stay current in his "Flight Training" column (page 10).



Attorney Greg Reigel discusses the requirements, benefits and responsibilities of acting as a "safety pilot" in his "Aviation Law - On Your Side" column (page 12).

CFII Mick Kaufman discusses the importance of being proficient at flying approaches outside the approach control radar environment, and why we need to respect icing conditions in his "Instrument Flight" column (page 17).

Continuing the discussion of dealing with icing conditions, guest columnist and CFII Greg Gorak shares some firsthand experiences, and why we should avoid icing conditions, even in aircraft certified for flight into known icing (page 20).

Concerning the possibility that the Federal Aviation Administration will some day eliminate the third class medical, Dr. John Beasley editorializes in his "High On Health" column on why eliminating the third class medical might actually increase safety (page 24).

These topics, and so much more, in this issue of *Midwest Flyer Magazine*. □

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September 1	October - November

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## FROM OUR READERS

Dear Dave:

I enjoy reading about how others use their airplane. Your story about John Matson in the Aug/Sept. 2014 issue of *Midwest Flyer Magazine* struck a chord with me.



I also have been blessed with the ability to fly to work.

Although I drive more than I fly, I have the ability to use my airplane to fly from my home in Hartford, Wisconsin to my office in Oshkosh.

Turning my 55-minute drive into a 20-minute flight truly makes my day much more enjoyable!

I enjoy your magazine. Keep up the good work!

See you at EAA AirVenture Oshkosh, July 20-26, 2015.

Brian O'Lena, EAA Lifetime Member #645286  
Manager, EAA Young Eagles Program & Eagle Flights  
Oshkosh, Wisconsin ([www.eaa.org](http://www.eaa.org))

Dear Dave:

It is true that we all play a part in runway incursions. Hopefully, we can all play a part in avoiding them.

At non-tower controlled airports, I have observed a common habit of many pilots. I, too, was guilty of this habit until I realized a better way.

Pilots are very good at observing and stopping short of the holding position markings prior to entering the runway, unlike many of our automobile counterparts who like to do a "rolling" stop at stop signs.

Where I have observed a common mistake is that after pilots stop, they will often start rolling toward and past the holding position markings while announcing their plans for takeoff. And because the mic button is pushed, there isn't any way for landing traffic to interrupt the departing traffic.

Instantly, we have a runway incursion with the traffic on short final needing to abort their landing. If the landing traffic doesn't abort, then the situation has the potential for serious consequences.

We know it is dangerous to text and drive. When a pilot is talking while taxiing, it's the same thing. Instead, the pilot should be paying attention to aviating, instead of communicating. If the pilot is looking for the landing traffic instead of communicating, I contend that he would have a much better chance of noticing the traffic on short final. A pilot is more apt to see landing aircraft if he is not in motion.

My recommendation is very simple: 1) Look for landing traffic. 2) Make your departure announcement in a fully stopped position. 3) Listen momentarily for landing traffic to notify you of their intentions. 4) Look for landing traffic, then depart normally.

Peter Alan Aarsvold, CFI  
Verona, Wisconsin

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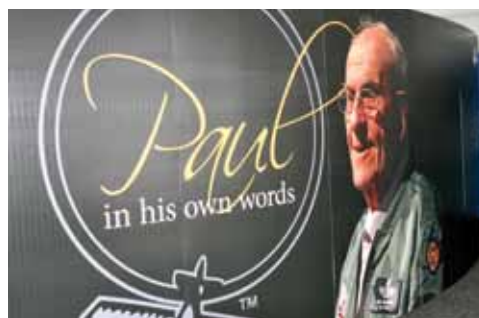
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## Paulisms by Paul Poberezny

(September 14, 1921 – August 22, 2013)



**P**aul H. Poberezny founded the Experimental Aircraft Association (EAA) in 1953 and spent a significant part of his life promoting aviation and fighting for the freedom to fly. Paul was an aviator and an aircraft designer. But, more than that, he was a leader.

With the permission of EAA and the Poberezny family, we are happy to present to you one of many "Paulisms" – actual quotations from Paul that embody his beliefs, his legacy, and his impact on EAA and its members. We hope you enjoy them in remembrance of this great man, and take his comments to heart.

**PASSION:** *"I fell in love with aviation, as well as with people."* □



# Ask Pete!

by Pete Schoeninger

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

**Q:** In your opinion, what are the "best" models of the major airframe manufacturers?

**A:** Each manufacturer has made models for very different applications. No model is real good at everything. For instance, the highest production number for general aviation airplanes goes to the still-in-production Cessna 172 Skyhawk, remarkably unchanged since being introduced in 1956. The bigger Cessna 182 Skylane carries more, is faster, and is a little



Pete Schoeninger

better in short fields, but costs more to buy and operate. The still larger 210 carries even more, and cruises a lot faster, but needs a larger runway, and costs even more to buy and operate. And the market responded with more 172 sales than 182 sales, with the 210 trailing 182 sales. So the humble 172, outstanding at nothing, but not bad at anything, is the all-time general aviation sales winner.

**Q:** I am thinking of buying a Cessna Cardinal RG based mostly on their beautiful lines. Does that make sense?

**A:** No argument; the Cardinal RG is a very stylish airplane. But it, and similar products of that age (1970s) such as the Beech Muskateer and Piper Comanches, have been out of production a very long time. Generally I would recommend a purchase of an airplane that either is in current production, or at least was produced in large numbers to assure parts and

familiarization by aircraft technicians. So I suggest you consider a more populous Cessna or Piper model, perhaps an Arrow, or similar.

**Q:** I recently watched a Cessna 310 and then a Citation do a barrel roll on the internet. Isn't that illegal?

**A:** Usually yes, and **DON'T YOU TRY IT!** In the hands of a pro like Bob Hoover, a production airplane might be capable of mild aerobatics, but the reserve airframe strength needed for upset recovery if the pilot screws up is lacking in an airplane not built for aerobatics. Sit down tonight in front of your computer, crack a cold refreshment of your choice, and google aerobatics, and soon you can see things from the safety of your chair that you should never try doing yourself.

*EDITOR'S NOTE:* Pete Schoeninger is the aircraft sales manager at Gran-Aire, Inc., Milwaukee, Wis. □

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# FAA Pilot Currency Rules & Regulations

by Harold Green, CFII

I was recently asked what it takes to stay current according to the FAA. My immediate reaction was: "That's simple." Well, no it really isn't. Just like most things in flying, staying current has become more complex as the technology moves forward and the options open to us as pilots have increased. However, the complexity has generally not tracked the increase in pilot certificates.



Harold Green

There is basically only one different requirement applying to recreational pilots. All the rest have the same requirements within the restrictions that may be imposed by the limitations of the certificate themselves. It must also be stated that the FAA defined currency requirements are set up as the minimum. Without question, there are many pilots who can maintain safe operations without the frequency defined by the FAA. And there are those pilots who could use even more time and maneuvers. As with many things defined by a bureaucracy, the results probably don't fit many people very well, but hopefully serve the overall goal of flight safety.

Before going any further, it is necessary to make a disclaimer: ***I am NOT an expert on FAA regulations!*** As an instructor I need to know the general structure of regulations, but I am not an expert in relating one to the other. What that means for this article is that I am confident that the things I spell out are required... I am NOT confident that I have caught everything.

In this discussion only FAR Part 91 operations and those activities NOT requiring a type rating will be discussed. Further, space here does not permit a full statement of the appropriate regulations and the reader is advised to review them for terms of compliance, type of equipment, etc. And lastly, the FAA has decided that to reduce the possibility of confusion with other government regulations, its regulations will now be referred to as 14 CFR Part xxx.

For readability, we will use only the usual FAR Part 61, 91 designations in this discussion, as we commence to discuss requirements to become and remain current.

An excellent guide and detailed information on what should be included in the reviews of FAR Part 61.56 and 61.57 can be found in FAA Advisory Circular 61-98, which can be downloaded from **FAA.gov/documents**.

Before we get to the details, it is necessary to understand the FAA definition of "calendar" months. While there is a calendar "day" requirement for some Part 135 operations, most of us only have to deal with calendar months. The actual definition of a calendar month means from a date in one month to the same date in the next or preceding month. The FAA always refers to "x months" before or the "calendar month(s)" preceding an event or requirement. Since the

reference is to the date within the current month, that means that anytime within the month because the actual date moves along from beginning to end. For example, we base things within a month, such as for the 15th -- we look backward, or forward from that day. To check for our currency we are always looking backward. The result is a 13th-month year for our airplane annuals, etc., etc.

Another fact to keep in mind as we discuss the requirements for currency is that they can be combined. More on this later.

First, let us take up the well known and, worrisome, biennial flight review (BFR), now known as a Part 61.56 review. This requires that every 24 calendar months, pilots are required to receive one hour of flight and one hour of ground instruction under Part 91 rules, the focus of which is spelled out in the regulation. The FAA also publishes an advisory circular discussing the items to be covered.

There are two things about this that you need to know. First, Part 61.56(c) states in part, no person may act as pilot in command (PIC) unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person -- etc. etc. This statement is not limited to specific certificates. Therefore, Private, Sport, Recreation, Commercial, ATP pilots are all fair game because each is stated by the FAA as permitted to act as pilot in command. The only difference is that "glider pilots" can use flights, rather than hours. The second thing one needs to know is that this review does not need to be done at one sitting. It can be spread out as far as the instructor wishes. It is good for 24 calendar months from the date the instructor signs it. Further, this review may be conducted simultaneously with other currency requirements, such as those in the next paragraph. Also, obtaining a new rating can constitute as a BFR. Ask your instructor or examiner to be sure your situation applies. In any event, this is a good reason to check with your flight instructor to see if he/she is willing to count any dual or ground instruction you receive toward the 61.56 review.

Recent Flight Experience for VFR flight is spelled out in Part 61.57. This is the well-known 90 days, three take off and three landing requirement. For daytime, touch and goes work fine except for tail wheel aircraft. Night operations and tail wheel aircraft require landings be to a full stop. Three things to remember here: First, the only restriction is on carrying passengers. Got a single-place airplane or never carry passengers? You can forget this one. If your certificate prohibits night flight, it is obvious you don't have to worry about night landings. However, a little night training might be a good idea anyway, just in case. Second, this restriction does not limit the pilot's ability to act as PIC; just from carrying passengers. Third, this is the one of only two requirements that is stated in days, rather than calendar months. Therefore, ya gotta count days!

The second requirement stated in days applies to Recreational Pilots and is spelled out in Part 61.101(g). This requirement applies to Recreational Pilots with less than 400 flight hours and who have not logged PIC time in an aircraft within the past 180 days (remember to count days again). If the 180-day PIC requirement is not met, it is necessary to obtain an endorsement from a CFI. This can be combined with the BFR defined in 61.56 or with the 90-day takeoff and landing requirements in 61.57.

The instrument currency requirements tend to be a big worry because they seem to be complicated. They are spelled out in Part 61.57c. The key to this is to realize that there are three stages...the first two of which are six calendar months each, and the third, taking however long it takes you to comply.

The first six months is basically your normal IMC/IFR operations and the requirement is that you must have six approaches, a hold and tracking using electronic navigation. If you track your requirements, then you can maintain currency by completing any tasks you need before the six months is up. Remember, the six months is a sliding scale so for each elapsed month, you move the scale forward one month. If, for whatever reason, you fall behind in this requirement, then you need a "safety pilot" while you complete the requirements.\*

**NOTE:** It is only required that you complete enough operations to satisfy the requirements for the preceding six months. For example, if during the last three months of the first six-month period you had accomplished everything but the holding pattern, it is only required that you complete the holding pattern with a safety pilot within three calendar months of the other operations. Of course then you start all over because remember, the six-month period is a rolling one, so you go back six months every month to see if you meet the requirements. While doing all this, remember that whenever you are flying under the hood, you **MUST** have a safety pilot. The third level is that after one year of non-compliance, even if you are only short one item, you are required to obtain an Instrument Proficiency Check (IPC). The IPC is kind of like a mini checkride and the content is pretty much up to the person conducting the checkride within the confines of AC 61-98. Typically, I will require some ground discussion, three approaches, each of a different type, a hold and some partial panel work, all without me being frightened. At the discretion of the person conducting the IPC, it may be performed in IMC, whereas the checkride will have been in VMC.

If you are an instructor, you are already aware of the following requirement, but other pilots may not be aware. Therefore, for the sake of completeness, the following is offered.

Instructors are required to comply with all currency requirements applicable to their pilot certificate, but in addition, they need to renew their instructor's certificate every 24 calendar months.

There are several ways to do this and they are spelled out in Part 61.197. As with many other requirements, passing a

test for a new rating will count. Within the past 24 calendar months, submitting at least five students for a practical test for a certificate or rating and at least 80% of them passed, counts as well. Also, passing an approved flight instructor refresher course within 90 days of the certificate expiration date, will also suffice. There are other ways involving military and employment options. Those interested will find them in the referenced regulation.

In summary, the following table should help.

ACTIVITY	TIME	APPLIES TO:
61.56 24	24 Calendar Month	<b>Everybody</b>
61.101(g)	180 Days	<b>Recreational Pilot</b>
61.57a,b	90 Days	<b>All</b> (61.57b does not apply to Sport/Recreational).
61.57c		<b>Instrument Pilots</b>
	<b>1st</b> 6 Calendar Months	Can do solo or PIC without Safety Pilot.
	<b>2nd</b> 6 Calendar Months	Must have safety pilot.
	<b>After</b> 12 Calendar Months	Instrument Proficiency Check (IPC)
61.197.24	24 Calendar Months	<b>All Instructors</b>

**Remember that the above addresses only requirements for Part 91 operations.**

Finally, it should be pointed out that "currency" and "proficiency" are two entirely different things. Currency puts you in compliance with FAA regulations, the intent of which is to aid you in maintaining your proficiency. However, only you know your actual level of proficiency and hopefully will act accordingly.

\*See article on "safety pilot requirements" by Greg Reigel in "Aviation Law – On Your Side," immediately following this article.

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



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# Questions Answered About the Role & Qualifications of Safety Pilots

by Greg Reigel

Attorney At Law

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If you are an instrument rated pilot, you know that you have to be “current” in order to legally exercise the privileges of the instrument rating as pilot in command.

Specifically, in order to act as pilot in command of an instrument flight, 14 C.F.R. 61.57(c) requires that the airman must have performed and logged (1) six instrument approaches; (2) holding procedures and tasks; and (3) intercepting and tracking courses through the use of navigational electronic systems, all within the preceding 6 calendar months. Although these tasks may be performed in instrument conditions, they may also be performed in visual conditions by “simulating” instrument conditions with a view-limiting device (i.e. hood, foggles).

As you might expect, in order to operate an aircraft in simulated instrument conditions, certain requirements must be met.

14 C.F.R. § 91.109(b) allows this type of operation in an aircraft equipped with fully functioning dual controls as long as “(1) the other control seat is occupied by a safety pilot who possesses at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown; and (2) the safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in the aircraft adequately supplements the vision of the safety pilot.”

Unfortunately, Section 91.109(b) doesn't answer the variety of questions

airmen have regarding operations involving a safety pilot. As a result, I thought I would answer some of the questions I routinely hear in connection with operations involving safety pilots.

Does a safety pilot need a current medical certificate?

Yes. 14 C.F.R. § 61.3(c) requires a person to hold a valid medical certificate in order to act in any capacity as a required pilot flight crewmember. Since a safety pilot is a required crewmember under Section 91.109(b), the safety pilot must therefore hold a current, appropriate airman medical certificate.

Does a safety pilot need an instrument rating? No. An airman acting as a safety pilot under Section 91.109(b) does not need an instrument rating as long as the flight is being conducted in visual meteorological conditions. Additionally, an airman who possesses an instrument rating does not need to be instrument current under 14 C.F.R. § 61.57(c)(1) in order to act as a safety pilot because that section only applies to an airman acting as pilot in command, not an airman acting as a safety pilot.

Does a safety pilot need a high-performance endorsement prior to acting as safety pilot in a high-performance aircraft? Currently the regulations do not require a safety pilot to have a high-performance endorsement when acting as a safety pilot in a high-performance aircraft. However, the FAA does encourage those airmen who act as safety pilots to be thoroughly familiar and current in the aircraft that is used. Presumably this would include operation of the components that make the aircraft a high-performance aircraft.

Does a safety pilot need a current flight review? No. The requirement in 14 C.F.R. §61.56(c) that a flight review be accomplished within the preceding 24 months only applies to airmen who act as pilot in command. As long as

the safety pilot is not acting as pilot in command for any portion of the flight, then he or she does not need a current flight review.

How may a safety pilot log his or her time? In order to understand how a pilot may “log” his or her flight time, it is important to keep in mind that “acting” or “serving” as a pilot in command (“PIC”) or second in command (“SIC”) during a flight is different than “logging time” for that flight. 14 C.F.R. 61.51(e) states that a pilot may log PIC time when (i) the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated; (ii) when the pilot is the sole occupant in the aircraft; or (iii) when the pilot acts as pilot in command of an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted. Section 61.51(f) states that a pilot may log SIC time only for that flight time during which that person: (1) Is qualified in accordance with the second-in-command requirements of § 61.55 of this part, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or (2) Holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

Under these regulations, it is not possible for two pilots to “act” or “serve” as PIC simultaneously during a flight. However, it is possible for two pilots to log PIC flight time simultaneously. PIC flight time may be logged by both the PIC responsible for the operation and safety of the aircraft during flight time in accordance with 14 C.F.R. § 1.1 (e.g. the pilot “acting” or “serving” as PIC), and by the pilot



Greg Reigel

who acts as the sole manipulator of the controls of the aircraft for which the pilot is rated.

So, in a typical simulated instrument flight, the pilot under the hood may log PIC time for that time in which he or she is the sole manipulator of the controls of the aircraft, provided that he or she is rated for that aircraft. The safety pilot may concurrently log as SIC time that time during which he or she is “acting” or “serving” as safety pilot (e.g. when the other pilot is actually under the hood) because the safety pilot is a required crewmember for operations under Section 91.109(b).

However, the two pilots may, prior to initiating the flight, agree that the safety pilot will be the PIC responsible for the operation and safety of the aircraft during the flight (e.g. the safety pilot will “act” or “serve” as PIC). In this situation, the safety pilot may log all the flight time as PIC time under Section 61.51(e)(iii), provided he or she is otherwise qualified to “act” or “serve” as a PIC (e.g. having a current flight review, appropriate ratings and endorsements, etc.) and the pilot under the hood may log, concurrently, all of the flight time during which he or she is the sole manipulator of the controls as PIC time in accordance with Section 61.51(e)(i).

May a safety pilot log cross-country time for a flight? A pilot only acts as a safety pilot during the time in which the other pilot is engaged in simulated instrument flight (e.g. wearing a view limiting device). Since simulated instrument flight does not include take-off and landing, a safety pilot is not a required crewmember during that portion of the flight. As a result, the safety pilot is not acting as a safety pilot for the entire flight and, thus, may not log cross-country time for any portion of the flight.

Is a safety pilot “second in command” for the flight? It is not uncommon for airmen to refer to their safety pilot as being “second in command.” However, unless the aircraft being used is type certificated for operation by more than one pilot

or the operation conducted by the pilots requires a designated second in command (e.g. an operation conducted under 14 C.F.R. 135.101 which requires a second in command for IFR operations), the designation of a safety pilot as an acting second in command crewmember is not accurate.

Under the regulations, an airman may log SIC time for the portion of the flight during which he or she was “acting” or “serving” as safety pilot because the safety pilot was a required flight crewmember for that portion of the flight under 14 C.F.R. 91.109(b). In that situation, assuming neither the aircraft nor the operation requires two pilots, the airman is only “acting” or “serving” as a safety pilot, not as second in command for the flight.

Is a safety pilot required to share expenses with a private pilot for a simulated instrument flight? 14 C.F.R. § 61.113(c) provides that a private

pilot may not pay less than his or her pro-rata share of the expenses of a flight with passengers. However, under Section 91.109(b), both the private pilot and the safety pilot are required crewmembers for the simulated instrument flight and neither is considered a passenger for the flight. As a result, assuming the only individuals on board the aircraft for the simulated instrument flight are the private pilot and the safety pilot, then Section 61.113(c)’s pro-rata expense sharing requirement does not apply to that flight.

*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.

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# FROM AOPA HEADQUARTERS

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## Five New Fly-Ins For 2015

by Mark R. Baker, President & CEO  
Aircraft Owners & Pilots Association

Last year AOPA tried something really different. Instead of a big annual convention, we decided to host a series of small one-day fly-ins at locations around the country—and they were more successful than we could have dreamed. We met more than 16,000 people, parked more than 2,800 airplanes, and had a great time doing it.

Our members told us how much they loved these relaxed, fun celebrations of general aviation and how much they appreciated our presence at their airports. So it was an easy decision to do it again. The hard part was deciding where to go. More than 40 airports invited us to host a fly-in, and I wish we could visit all of them. But in the end we had to make choices, so here's what we came up with:

May 16 — Salinas Municipal Airport (SNS), California  
June 6 — Frederick Municipal Airport (FDK), Maryland  
August 22 — Anoka County-Blaine Airport (ANE), Minnesota  
September 26 — Colorado Springs Municipal Airport (COS), Colorado  
October 10 — Tullahoma Regional Airport (THA), Tennessee



Mark Baker

This year, we're hoping people will make a weekend of it. So, for the first time each AOPA Fly-In will kick off with a Friday night social event. And most locations will offer on-field camping for those of you who'd like to sleep under the wing.

At the fly-ins themselves you can get up close to all sorts of aircraft, from the newest models rolling off the assembly line to the rarest antiques and most venerable warbirds. You'll have the chance to see, test, and buy the latest aviation products. And you can take part in a variety of seminars and educational opportunities with an expanded slate of speakers on aviation safety, maintenance, local flying tips, and aircraft ownership.

We'll have a "Learn to Fly" area for future pilots and a Rusty Pilots seminar to help lapsed pilots get back into the air. I'll host a Pilot Town Hall and answer your questions. And of course, you'll be able to meet and talk to AOPA staff throughout the day.

Good food is an important part of any fly-in, so we'll offer a traditional pancake breakfast for \$5 and gourmet food trucks or local restaurants will be on hand to provide lunch.

Admission to the fly-ins is free for everyone, and those who pre-register can get special pricing for lunch.

We're excited to be visiting new places and meeting more members from all around the country. I hope to see you, too. You can find out more about the fly-ins, pre-register to attend, or start planning your visit at [www.aopa.org/fly-in](http://www.aopa.org/fly-in). □

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Be aware that tracks in the snow on a runway do not ensure safe landing conditions. Often snowmobiles will use runway areas and give a pilot the illusion that aircraft have used the airport and the snow is not deep.

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# AOPA GREAT LAKES REGIONAL REPORT

## State Legislative Sessions & AOPA Off & Running!

News & Information You'll Want To Know In  
**Ohio, Michigan, Indiana,  
Illinois, Wisconsin, Minnesota,  
North Dakota & South Dakota**

by Bryan Budds

Manager, AOPA Great Lakes Region

**T**he 2015 legislative sessions are off and running and so is the AOPA Government Affairs Team! We are gearing up for an additional year of sharing the importance of general aviation with state legislators from across the region. As is the case every year, AOPA is hard at work making sure the fees and taxes you pay remain as competitive as possible and airport infrastructure dollars are protected as capital needs at general aviation airports continue to grow more expensive.



Bryan Budds

In **North Dakota**, AOPA is working with the North Dakota Aeronautics Commission and North Dakota Aviation Council to address the commission's need for additional revenue to manage the state's growing aviation program to upgrade and maintain airports as aviation activity continues to soar.

In **Ohio**, AOPA has been working with local allies to develop support for a measure that will eliminate the sales tax currently being charged on aviation fuels and replace it with an entirely dedicated-to-aviation excise tax.

In **Michigan**, AOPA will continue the push for a permanent funding solution for aviation, since the legislature failed to include a long-term fix for aviation funding in its end-of session transportation funding package last year.

Almost certainly, additional legislation will be introduced in states across the region, and AOPA will be there to protect our members' general aviation interests.

For our **Minnesota** members, please watch your email inboxes and AOPA.org for information on an effort to establish a brand new airport in northern Minnesota. Locally referred to as "The Angle," the unincorporated community of Angle Inlet could become home to the country's newest general aviation airport – but your help may be needed!

AOPA has begun an intensive effort to work with local airport advocates (including *Midwest Flyer Magazine* Contributing Editor Jim Hanson) and other aviation organizations to create a groundswell of support for the proposed airport plan. Since this area is only accessible by road after crossing two international borders, this great new aviation asset would not only provide a direct link to the

contiguous United States, but would serve as a local hub for emergency transportation and economic development.

AOPA is also looking forward to participating in several upcoming aviation conferences and expositions.

AOPA will be at the Great Lakes Aviation Conference (*AOPA members receive a discounted admission fee!*) to be held this year in Lansing, Michigan; the Wisconsin Aviation Conference to be held in LaCrosse; the South Dakota Airports Conference to be held in Sioux Falls; and many others. Please stop by, say hello, and compete against your fellow pilots in a landing competition on an AOPA Jay Simulator.

A list of the AOPA Regional Fly-Ins to be held this year are on page 35 of this issue of *Midwest Flyer Magazine*. We hope to see you at one closest to you! □

**Contact Bryan Budds @  
bryan.budds@aopa.org**



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# AOPA CENTRAL REGIONAL REPORT

## New Year, New Initiatives, New Events, New Goals

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

by Yasmina Platt

Manager, AOPA Central Southwest Region

2014 is a wrap and planning for 2015 regional initiatives and activities is well underway. I hope you, too, have some general aviation resolutions planned for this year. Maybe finish your private pilot certificate? Add a new rating? Introduce someone to general aviation? Take a flying vacation? Fly to all public-use airports in your state? Gain some mountain flying experience? Attend an AOPA Regional Fly-in? A pilot is always learning and we can also certainly think of many fun things to do with aircraft.



Yasmina Platt

If becoming a seaplane pilot is one of your future goals, you may be interested in knowing that state aviation officials in **Kansas** and **Iowa** are reaching out to the pilot community with a petition that would measure interest in gaining seaplane access to several lakes under jurisdiction of the Kansas City District of the Army Corps of Engineers. Lakes in the jurisdiction, on which seaplane operations are currently prohibited, include one in Iowa, nine in Kansas, seven in Missouri, and one in Nebraska.

After receiving a number of inquiries about using some of the waterways, state department of transportation officials in Iowa and Kansas decided to work together to pursue the possibility of opening lakes owned by the Kansas City District to those pilots flying float-equipped aircraft. Pilots who wish to support the effort may access the petition here: <http://www.ipetitions.com/petition/kansas-and-iowa-residents-support-an-effort-to>. Oh, and Missouri has a seasonal seaplane training provider now: <http://blog.aopa.org/vfr/?p=535>.

As another way to increase recreational flying in Missouri, we will try again to amend the state's Recreational Use Statute (RUS) to include aviation activities, as well as try to create a fly-away exemption. We have a new sponsor for the RUS amendment since Representative Funderburk did not seek re-election in 2014. We hope to get this bill passed in 2015 as there is a group of folks intending to designate the Lake

of the Ozarks area an "aviation recreational destination."


The fly-away exemption would exempt out-of-state residents from paying the state's sales tax when purchasing an aircraft in Missouri, thus keeping more aircraft sales (and possibly aircraft maintenance and upgrades) in Missouri, rather than neighboring states. I also plan on visiting the Zenith Aircraft factory during one of my upcoming trips to the area. You can follow my schedule on the regional Twitter page: [www.twitter.com/aopacentralsw](http://www.twitter.com/aopacentralsw).

For now, I will be in Kearney in late January for the Nebraska Aviation Symposium where I will be presenting twice: January 28 from 7-9 pm regarding airspace and January 29 at 2 pm regarding light sport aircraft (LSA) and the sport pilot certificate.

I will also be back in Topeka, Kansas on February 3 for Kansas Aviation Day at the Capitol. AOPA will have a booth and will be talking with legislators regarding the importance of general aviation to the state.

This year's Iowa Aviation Conference is scheduled for April 21 and 22 at the West Des Moines Sheraton. On Tuesday, the 21st, at 7 pm, I will teach a Pinch Hitter course for flying companions while pilots concurrently attend the annual safety seminar. Discussion will include the possibility of the pilot becoming incapacitated while in flight and the need for the non-pilot to take control of the airplane. In addition, when the non-pilot is well-versed in the operation of the airplane, it enhances safety and increases the enjoyment of flight. Some of the topics to be covered include: aircraft parts and instruments, basic navigation using GPS, radio usage, traffic patterns and landing, and emergency procedures. If you are interested in learning more about this and/or want to RSVP your flying companion for the Pinch Hitter course (space may be limited), please send me an e-mail to [yasmina.platt@aopa.org](mailto:yasmina.platt@aopa.org).

The February 2015 edition of AOPA Pilot magazine, includes a list of the AOPA Regional Fly-Ins to be held this year, as does this issue of *Midwest Flyer Magazine* on page 35. In keeping with the theme of "meeting our members where they fly," the general goal is for the majority of our members to enjoy an AOPA fly-in close to their homes over a two or three-year period.

As always, the best way to stay up-to-date with my schedule and regional happenings is via our regional page: [www.aopa.org/central-southwest-rm](http://www.aopa.org/central-southwest-rm) (the Twitter feed can be found there as well). 

Stay up-to-date with Yasmina - [www.twitter.com/@AOPACentralSW](http://www.twitter.com/@AOPACentralSW)

# Flying A Full Approach Without Radar Vectors Is A Lesson To Be Learned



Michael Kaufman

by Mick Kaufman

**I**t seems to be human nature that we all like to play “Monday Morning Quarterback” after an accident or incident. In a recent accident involving a friend's airplane, I see a possible situation that has occurred too often with non-professional instrument pilots and especially those who usually fly approaches only in an approach control

radar environment.

In the last issue, the topic on picking up airborne clearances drew some comments from one of our readers, and I would like to cover this with additional thoughts. Another reader sent me comments from my article entitled “Stay Out of the Ice,” and I would like to address these comments as well.

Addressing an issue of getting established on an approach and the lack of knowledge of the procedure shows up quite often when I do an instrument proficiency check (IPC) as a flight instructor. Not wanting to be that “Monday Morning



FIG 1

Quarterback” on a fatal accident (**FIG 1**), and not having heard the ATC tapes, this is nothing more than a lesson for instrument pilots.



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## INSTRUMENT FLIGHT

When a pilot comes to me for an instrument proficiency check, I avoid taking them to an airport where radar vectors are the norm for getting established on an approach if this is the environment they normally fly in. Understanding radar vectors for an approach is extremely important, but flying the full approach at non-approach control airports can cause extreme stress for a pilot who is not current on flying the full approach procedure.

A number of years ago while instructing a pilot during one of the Baron/Bonanza flight clinics I participated in, one pilot showed me the importance of doing full approaches during training by displaying his lack of knowledge in flying this procedure. The weather the day of our flight clinic was IFR, so we filed to Oshkosh out of Waukesha, Wisconsin for some practice approaches. The departure was routine, and we were given radar vectors for traffic by Milwaukee Approach Control, then told to contact Chicago Center. Chicago gave us an additional vector for traffic, then about 25 miles from Oshkosh, cleared us for the approach. The pilot had no idea where to go or what to do. In the environment he was used to flying in, ATC always vectored him for the final approach. I have seen this situation over and over so many times, but this particular case woke me up. The fact is many pilots do not know how to handle this and an occasional professional falls into this category as well – especially the airline pilot who always fly in an approach radar environment.

When we as pilots look at an approach chart, we should be looking for an Initial Approach Fix; this is always labeled “IAF” on the chart. We want to make sure we do not confuse it with an Intermediate Fix or “IF.” On some charts we may see multiple IAFs, and it is our responsibility to select one that works out best from the direction we are approaching.

A pilot may take the initiative to request a specific IAF from air traffic control (ATC). Example: “Cessna N2852F would like to request direct Dells for the VOR-A approach into Lone Rock.” Sometimes ATC will ask the pilot what approach they would like and what IAF they would like to proceed to. Selecting the approach and the IAF will require some thought – the direction you are coming from, the minimums for the airport, the weather and the winds. After you select the approach, then select the IAF based on direction and the time necessary to do the approach.

Let's look at the RNAV GPS 09 LNR approach: (**FIG**

2). If you are approaching from the northwest, you have two logical choices for the IAF which are CEBLU or FINKO. If you choose CEBLU, your route will become CEBLU to FINKO (FINKO becomes the IF or Intermediate Fix), then you will proceed to ESEVE which is your Final Approach Fix or FAF. If you choose FINKO as the IAF, your route will be FINKO followed by a 4 nm racetrack Procedure Turn (PT). You would be crossing FINKO a second time at the IF before reaching ESEVE, the FAF. My choice would have been to use

CEBLU as my IAF and eliminating that 4 nm racetrack Procedure Turn.

Altitudes are factors for the pilot to consider in an approach and knowing what ATC expects from the pilot; it is important for the pilot's safety as well.

Let's make the assumption that after confirming the approach you want and the requested IAF, you get the following clearance 25 miles out from ATC: "Epic N410LT, proceed direct CEBLU. Maintain 5000 until established on a segment of the approach. You are cleared to the RNAV/GPS 09 approach to the Lone Rock Airport. Cancellation on this frequency or on the ground with flight service." After reading back your clearance, you are to proceed to CEBLU and the lowest altitude to that point is 5000 feet. After crossing CEBLU, there is a published altitude of 3000 feet, which you can descend to only because of the controller's words,

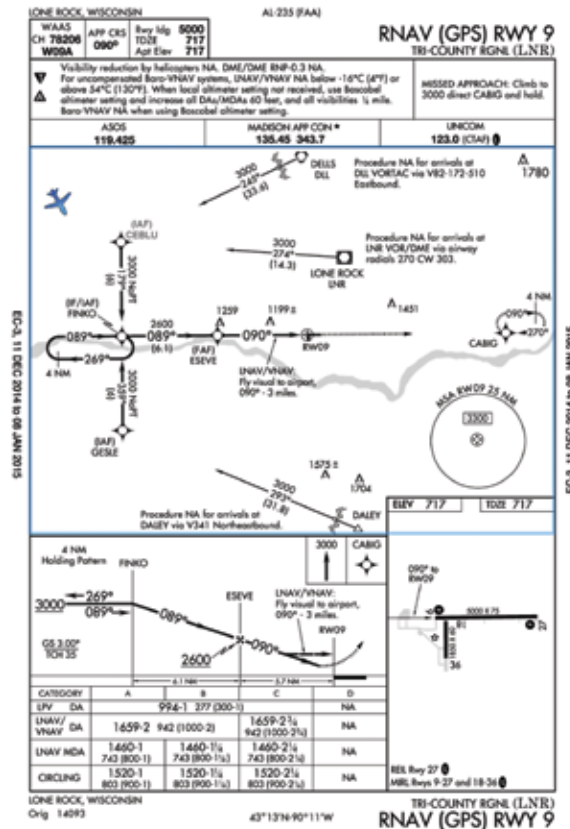


FIG 2

“cleared to the approach.”

I have mentioned above that most approaches have multiple IAFs, and you may request one that seems to fit your needs; ATC may assign one as well. If ATC assigns one, it is usually based on traffic or it could even be based on weather.

Another interesting concept while navigating for an approach is the transition. FIG 2 has several published transitions for this approach; one from the DLL VORTAC and one from the LNR VOR. In simple terms, a published transition is a route that leads you to the IAF and is easily distinguished by showing a published altitude.

There seems to be some confusion on transitions from pilots as well as controllers, as I have seen in my own flying experiences.

On an instrument flight from Eagle River, Wisconsin (EGV) to Lone Rock (LNR) while approaching the DLL VORTAC from the north at an altitude of 6000 feet, I was cleared for this approach via the Dells transition. After crossing the DLL VORTAC, I began a descent and was

immediately questioned by ATC stating that I had not been given a lower altitude. My response was that you had cleared me for the approach; there was no more said after my response.

One last point to make on this topic is that there are some approaches that do not have even one IAF from which to begin the approach. In the case of no IAF as in the ILS/LOC 22L at KORD, **RADAR** is always required and is noted on the approach chart.

In my column in the last issue, I covered the subject of getting an IFR clearance airborne after departing an airport VFR. I received a rebuttal letter from one of our readers in Topeka, Kansas, who is a pilot and I believe by his letter that he is or has been an air traffic controller. The reader brought to light an issue that I have failed to mention or teach for a specific reason. The following is a quote published at the beginning of the section on departure procedures (DPs) and is referenced in the AIM 5-2-8 (c)(1):

1. Obstacle clearance responsibility also rests with the pilot when he/she chooses to climb in visual conditions in lieu of flying a DP and/or depart under increased takeoff minima, rather than fly the climb gradient. Standard takeoff minima are one statute mile for aircraft having two engines or less and one-half statute mile for aircraft having more than two engines.

The above quote is referenced in CFM 14 and is referenced to certain operators under FAA Part 91. The interesting item that I failed to mention for a reason is that Part 91 operators can legally depart ZERO/ZERO under the rules, but why would you? The reader brings up a very good point in his letter referring to the pilot, why would he/she embrace "such petty ideas as launching in marginal weather that only test system safety and good judgment." Strike my comment from the previous issue of flying VFR to an airport with a published DP as a possible solution to making it work. The AIM 5-2-8 (a) below gives us an insight to the purpose for DPs, so why not use them:

a. Why are DPs necessary? The primary reason is to provide obstacle clearance protection information to pilots. A secondary reason, at busier airports, is to increase efficiency and reduce communications and departure delays through the use of SIDs (Standard Instrument Departures).

Thanks to this reader for his comments and suggestions.

Another comment from a reader in St. Cloud, Minnesota about the article I wrote entitled, "Keep Out of the Ice." The reader quizzed me on two questions regarding icing, starting by answering question number one.

I consider icing in an unprotected airplane one of my top fears, preceded only by an in-flight fire and an engine failure at night in a single-engine aircraft. A pilot at night

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## INSTRUMENT FLIGHT

in a single-engine aircraft. A pilot should not underestimate the fear of thunderstorms; however, Nexrad weather in the cockpit can help the pilot avoid them by a wide margin, and not fly through them. I have been in icing many times flying IFR and declared an emergency on one occasion, as I could no longer hold altitude. Please don't take frost lightly as I lost two dear friends when they attempted to take off from the Naperville, Illinois airport in January of 2009. The airplane rolled inverted on take-off and caught fire.

The Minnesota reader's second question is a tough one, asking for a strategy to avoid icing. From my icing article, I state that "any time you fly in visible moisture and the temperature is below freezing, you will get ice." The

question is how much? Sometimes the amount of ice is so minuscule that you couldn't measure it with a micrometer and at other times it could be an inch in less than a minute. Ice has brought down large military transports and airliners in the past; no one is immune.

Preliminary reports suggest that icing could have been a contributing factor to the recent crash of AirAsia Flight 8501.

The best advice is to look for pilot reports which I find surprisingly harder to get with so much computer provided weather. Next is to make sure there is a safe way to get out of the ice if you should get more than you can handle.

Don't hesitate to declare a problem to ATC. Ask for help and declare an emergency if needed. In recent years, I have found ATC more helpful when

the ice word is mentioned than they did many years ago when I needed to declare an emergency. By the comments in the reader's letter, I think he already has a great respect for icing. I appreciate hearing from my readers.

*Best wishes and safe flying  
in the New Year!*

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

## Why & How To Avoid Aircraft Icing

by Greg Gorak, CFII

**T**his seems like an excellent time of the year to talk about icing.

When I started my career as a charter pilot in a Merlin III, I served my



Greg Gorak

apprenticeship as copilot to a wonderful 24-year-old captain who taught me a great deal about weather. I asked him one day how he had obtained all of this knowledge at such a young age, and he explained that he had a degree in meteorology. But he tripped himself up one day in August (my starting month) by telling me how much he hated thunderstorms. He said the Merlin III could handle ice

pretty well, but thunderstorms were another matter. Well low and behold, I drew the same captain the following February and he mentioned how much he hated ice because you could fly around thunderstorms, but icing was a completely different matter. So I guess the perspective depends on the season. Let's start by reviewing the regulation on icing for general aviation pilots.

Part 91.527 titled "Operating In Icing Conditions" starts out emphatically by stating that no pilot may take off in an airplane that has frost, snow or ice adhering to any propeller, windshield, or powerplant installation or to an airspeed, altimeter, rate of climb or flight attitude instrument, or snow or ice adhering to the wings or stabilizing or control surfaces.

The next part of the regulation deals with all aircraft not certified for known icing. The FAR states: no pilot may fly under IFR into known or forecast moderate icing conditions or under VFR into known light or moderate icing conditions unless the



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aircraft has functioning de-icing or anti-icing equipment protecting each propeller, windshield, wing stabilizing or control surface, and each airspeed, altimeter, rate of climb or flight attitude instrument system. So we can immediately deduce that under IFR, we can fly into known light icing. It goes without saying that no pilot can fly into forecast severe icing conditions.

Now what about all this deicing equipment and aircraft certified for known icing?

I worked on a case of a P-Baron; that's a Beechcraft Baron certified for known ice. This P Baron took off from the Mobile, Alabama area with two gentlemen, both in their mid-fifties, and two young ladies, both in their early twenties. The flight lasted only about 45 minutes and there were four fatalities due to an icing encounter. What was most interesting about the case was a statement by Beechcraft as to why they certify the aircraft for flight into known icing. The statement was as follows:

*"We certify this aircraft for flight into known icing to allow the pilot to get out of the icing condition."*

I have owned only one aircraft certified for known icing and that was a Cessna 421 Golden Eagle. Owning this aircraft gave me a great deal of peace of mind from the standpoint that I know for a fact that if I landed the aircraft with some ice on it, the feds could not violate me.

My point is that although I have flown numerous aircraft certified for known ice, it is unwise to completely trust those systems. Why, you ask. Even if all of the parts are working during the preflight, doesn't mean they will work once airborne. Here is a case in point.

I left Milwaukee Timmerman Airport one evening with a friend in a Cessna 310 bound for Bismarck, N.D. for the purpose of conducting a Flight Instructor Refresher Course the next day. We agreed that he was pilot in command (PIC) and I would work the radios. We were at 10,000 feet MSL in clouds about 100 miles out of Bismarck and picking up ice. I waited

for some reaction from my friend, and even though we had lost 20 knots of airspeed, there was no reaction coming.

I reached the end of my patience by asking as casually as I could, "Fred, what do you think is the reason that we seem to have lost 20 knots of airspeed?" He indicated that he was not sure and tried to compensate by adding power.

As a side note, my friend had owned a Mooney 201 and had bragged to me how much ice the 201 would carry. I asked him if he would consider turning

on the ice light and he said "okay." He now ascertained that we were carrying a load of ice and turned the ice light off. Evidently, by the look in his eyes, that took care of the problem. I couldn't believe that he still took no action. By the way, the tops were at 11,000 and clear above.

I now suggested that he consider operating the boots. He thought for a moment and then began operating the boots. *Ala Kazan!* We now gained 10 knots back, but still no further action.

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By now you must know that some claim I have the patience of a saint. I then asked Fred if he would consider turning on the hot props. After thinking for a moment he acquiesced to my suggestion and now as the ice hit the sides of the nose of the aircraft, sounding like a 50 caliber machine gun, my friend who had bragged to me about how much ice his Mooney 201 could carry began to sweat precipitously. Let's analyze the situation.

We are in moderate icing, utilizing the boots on auto sequence and the same for the electric props. But nothing else is happening. I now asked the \$64,000 question. "*Fred, would you consider asking me to ask Minneapolis Center for 11,000 feet, which should put us in the clear?*" This is where Fred showed that he was a scholar of the regulations. He blurted out that 11,000 feet is the wrong altitude for our route of flight. (I thought to myself, I am flying with a Rhodes Scholar.) I asked him who would care 100 miles from Bismarck, N.D. at 11:00 pm at night and proceeded to ask Minneapolis Center for 11,000 and they responded by offering a block altitude should we need it. But the fun wasn't quite over.

Upon landing at Bismarck, Fred demonstrated the worst landing I have ever experienced and when I asked him what happened, he stated that he forgot to put his landing glasses on. I guess he utilized three (3) different pairs of glasses depending on the mode of flight.

I appreciate your patience with my

story, but Fred's glasses were not the problem. After exiting the aircraft and proceeding to the empennage, I noticed that the right horizontal boot had not worked, thus setting up an imbalance and affecting airflow over the elevator on that side. I guess all is well that ends well.

Pilots, if you get into inadvertent icing conditions, take action. Utilize immediately what resources you have on the aircraft and work on a plan to allow you to exit the icing as soon as possible.

When does ice form? The most common form of icing occurs in visible moisture, namely clouds. It is generally accepted that cumulus clouds produce clear ice. We refer to this as the 2 c's – cumulus equals clear. At what temperature does this occur? The average temperature necessary for clear ice is usually from 0 to minus 10 degrees Celsius. The biggest danger is the runback aft of the leading edge.

Clear icing is considered to be large droplet phenomena. Rime ice builds on the leading edge and forms in the minus 10 to minus 20-degree Celsius range. It is usually a smaller water droplet size and is the most common ice encountered. If you really want to get things interesting, you could encounter mixed icing, which of course is a mixture of clear and rime and usually forms at just below freezing. Most aircraft cannot handle freezing rain.

I worked on a case of an aircraft that was in freezing rain for 11 seconds

and came to grief. We can most likely encounter freezing rain in warm frontal conditions. Large droplet or SLD (Super Large Droplet) is the worst kind of clear icing peculiar to the area around the Great Lakes and apparently responsible for the ATR-72 demise at Roselawn, Indiana. What's interesting about SLD is that prior to Roselawn, most knew very little about SLD.

So you are planning a flight with the possibility of ice. Let us assume that you have an aircraft equipped with boots and prop de-ice, but it is not certified for known ice. Make sure you test all your equipment including pitot heat. Prior to external preflight, turn on the master and then turn on the pitot momentarily. You should notice a draw on the amp meter as an early indication that the pitot heat is working. Now turn the pitot heat off and there should be less of a draw on the amp meter. During the preflight, the pitot heat tube should be warm to the touch based on your previous action.

During the preflight, note the condition of the boots and especially look for punctures, loose patches, etc. If you have electric props, check the leads going to each blade. In those aircraft certified for known ice, you would also check the electric or alcohol windshield. If the aircraft is equipped with an alcohol windshield and props, check the alcohol reservoir and make sure it is full.

Also know the flow rates. Most aircraft will have two flow rates, which of course are utilized depending on the rate of icing and of course the max rate will diminish the amount of time spent in the icing encounter. During the engine run-up, also check the inflation of the boots and make sure everything is working.

The typical winter flying weather most often seen in the Midwest would be a ceiling of 600 to 800 feet with tops of 3,000 to 4,000 and clear above. The key in this scenario is to minimize the potential encounter. When climbing to VFR on top, utilize the best power and rate available, but remember that an excessive angle of attack can build ice

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on the bottom of the wing.

Every action taken must be balanced with the potential consequences of that action. Remember, once on top, some of the ice will be reduced through sublimation, namely simple friction will wear away the ice on the airplane.

One additional note: We have a tendency to think only of ice on the wing, but remember it isn't called airframe icing for nothing. The weight of ice on the entire airframe is a factor to be dealt with.

**EDITOR'S NOTE:** Gregory G. Gorak is an 8,500-plus-hour Airline Transport Pilot and president and chief instructor of Gaits Aviation Seminars. Gorak's experience as an aviation expert witness and past Milwaukee alderman enhances his presentation with real life, humorous anecdotes. The Federal

Aviation Administration named Gorak "Flight Instructor of the Year" for the United States in 1975. The National Association of Flight Instructors (NAFI) awarded Gorak Master Flight Instructor status starting in 1998 to the present time. Gorak received the Wright Brothers Master Pilot Award in September of 2012 and was inducted into the National Association of Instructors Hall of Fame in November of 2013.

**DISCLAIMER:** All information contained in this article and elsewhere in this magazine is based on the experience of the author, only. Readers are urged to seek out additional information from the Federal Aviation Administration and other sources. Neither the author nor this publication, its owners or anyone else or entity affiliated with this magazine are responsible for the reliance on information contained in this article or any other article published in this magazine. □

## Flying South? Add Insurance To Your Preflight Checklist

by Jenny Estes


**I**t's the time of year when many pilots fly south to warmer climates, often to other countries. If you're preparing to leave the country in your plane, you're bound to have plenty of checklists to complete before leaving. Be sure to include in your checklist a review of your aircraft insurance policy to make sure you have coverage in a foreign country,

and to include a copy in your plane.


Some countries will not let you enter their borders without proof of insurance. If you're unsure of your foreign coverage or are planning a trip, contact your insurance representative or me, Jenny Estes, manager of light aircraft sales, at NationAir Aviation Insurance at Spirit of St. Louis Airport:

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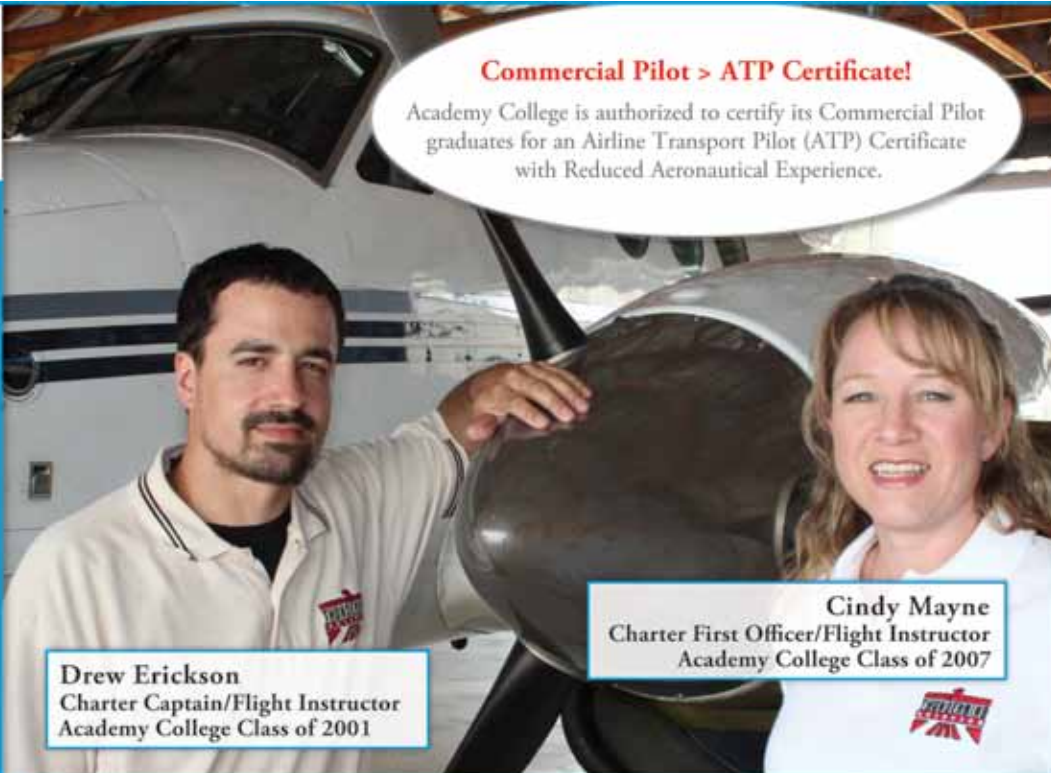
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AVIATION GRADUATES GUARANTEED AN INTERVIEW WITH THUNDERBIRD AVIATION



# Eliminating Third Class Medical Might Increase Safety

by Dr. John Beasley, M.D.

A couple of issues ago, I made a plug for letting the driver's license substitute for a 3rd Class Medical (and the FAA hasn't revoked my AME certificate yet for saying so). As I thought more about it, I started considering that not only would it be much cheaper with less hassle and probably quite safe to do this, but there might actually be an increase in safety.



John Beasley

Huh? How could doing less medical checking lead to increases in safety? Well, with any intervention (medical or policy), we also have to look at side effects, and a reasonable person might ask, are there risks to checking out pilots with an AME exam? Actually, there may be. Here's the problem. Pilots, perhaps more than almost any other group, feel at risk for harms (loss of medical certification) that might come from seeking help for physical or psychological problems. This may lead pilots to fail in seeking help for physical or psychological issues, when perhaps they should.

A colleague brought to my attention recently a very successful pilot who committed suicide. Now, I don't know if he was under care for his depression or not, but it's not hard to imagine that perhaps he chose to go untreated for fear of losing the medical. If he didn't, I'm sure others have. There is some data to support this idea.

A recent informal survey conducted by AVweb received over 500 anonymous responses for the following three questions: (See <http://kcubbin.tripod.com/id3.html> for more information). I'm most concerned about Question #1. Admittedly, the survey responses may have been quite biased (those having problems being more likely to respond to the survey), but at the same time I don't think we can blow off the results:

1. Have you ever had a medical condition for which you chose not to seek treatment for fear that disclosure might jeopardize your flying? (567 responses)

YES – 46%

NO – 54%

2. Have you ever had a medical condition for which you sought medical treatment, but then failed to disclose it on your FAA medical application for fear that disclosure might jeopardize your flying? (563 responses)

YES – 32%

NO – 68%

3. Do you take medication about which you have not told the FAA? (561 responses)

YES – 21%

NO – 79%

Holy Smokes! Perhaps nearly half of pilots responding are avoiding medical care? That's a problem, and fortunately, the FAA is realizing that this is an issue.

One rather old example is that of the diagnosis of alcoholism. In the "bad old days," such a diagnosis meant never getting into the left seat again. The FAA recognized that (a) this led to huge under-reporting of alcohol abuse and (b) given that alcoholism is a treatable disease, that it would be better all around to encourage those with alcohol problems to seek treatment and if successful, they would be able to regain their certificate. The results: Fewer closet alcoholics and probably better safety, since treatment could be an option. More recently the FAA has approved treatment for depression with a limited number of anti-depressants, although there is a large hassle factor. This is an excellent step in the right direction.

As pilots, we are a pretty unique bunch, whether we're flying with a 3rd Class Medical for our own business and pleasure or with a 1st Class Medical for the airlines in that we are regularly evaluated for the state of our health and we feel that we are at risk for losing the privilege whenever we step through the AME's door. Does this perhaps lead to pilots avoiding care? It's time to examine this question closely.

Finally, if there are medical or psychological problems, take care of yourself first. As enthusiastic as I am about trying to get you a medical certificate, I can't do it if you are dead. Maybe then you'll have another set of wings, but that's outside of my area of expertise. If you are depressed, there are lots of things you can do, and counseling (and a limited number of medications) do not disqualify you. See my article at <http://www.midwestflyer.com/?p=3258> for additional information.

Get the help you need, whether the issues are physical or psychological, and we'll try to sort them out later. (And we hope that the friendly "feds" will continue their progress in liberalizing things so pilots are not afraid to seek help.)

**EDITOR'S NOTE:** John Beasley is an instrument-rated pilot, aircraft owner and Aviation Medical Examiner (AME). He is a professor emeritus and clinical professor in the Department of Family Medicine with the University of Wisconsin in Madison.

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## Five Aviators Inducted Into EAA Halls of Fame

OSHKOSH, WIS. – The greatest honor in sport aviation is being inducted into one of five Experimental Aircraft Association (EAA) Halls of Fame. This year's ceremonies took place November 17, 2014 at the EAA Aviation Center in Oshkosh, Wis.

Inducted into the EAA Ultralight Hall of Fame was Lowell Farrand of Ligonier, Indiana. Inducted into the International Aerobatic Club Hall of Fame was Sammy Mason (posthumous). Inducted into the Vintage Aircraft Association Hall of Fame was Timothy Talen of Springfield, Oregon. Inducted into the Warbirds of America Hall of Fame was Jay Wisler of Tampa, Florida. Inducted into the EAA Homebuilders Hall of Fame was George Pereira of Sacramento, California.

"Each of these five individuals has made a unique contribution to the world of flight that has benefited all of us," said Rick Larsen, EAA's vice president of communities and member programs. "These inductees are examples for everyone involved in flying and represent the best that recreational aviation has to offer. We recognize their commitment and passion for flying and are honored to welcome them into the EAA Halls of Fame."

In addition, Bob Havens of Appleton, Wisconsin, received the Henry Kimberly Spirit of Leadership Award for his efforts on behalf of EAA and the local community. Havens has long been involved as a volunteer docent leader and tour guide at the EAA AirVenture Museum in Oshkosh, helping to establish a high standard for museum visitor experiences ([www.eaa.org](http://www.eaa.org)). □



Timothy Talen  
(EAA Photo by Jason Toney)



Lowell Farrand  
(EAA Photo by Jason Toney)



Bob Havens  
(EAA Photo by Jason Toney)



Sammy Mason



Jay Wisler  
(EAA Photo by Jason Toney)



George Pereira

## WAI Announces Pioneer Hall of Fame Inductees For 2015

Three women who changed aviation history won't be forgotten now that they are part of the International Women in Aviation Pioneer Hall of Fame.

These women will be honored at the Women in Aviation International (WAI) 26th Annual Conference to be held March 5-7, 2015 at the Hilton Anatole in Dallas, Texas. The ceremony will take place at the closing banquet on Saturday, March 7, 2015.

The 2015 Pioneer Hall of Fame inductees are as follows: Priscilla (Pat) Blum, who along with Jay Weinberg, founded Corporate Angel Network (CAN), a 34-year-old, not-for-profit organization whose mission is to arrange free travel for cancer patients traveling to and from their treatment centers in the available seats on board corporate jet aircraft.



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## AWARDS & RECOGNITION

Phoebe Omlie, the first woman to earn a Commercial Pilot Certificate. Omlie also became a successful air racer.

Deanie and Nancy Parrish deserve recognition as untiring volunteers who have recorded the history of the WASP through books, recordings, museum exhibits and an app. This mother-daughter team is also responsible for initiating the movement to honor the WASP with the Congressional Gold Medal.

The Women in Aviation, International Pioneer Hall of

Fame was established in 1992 to honor women who have made significant contributions as record setters, pioneers, or innovators.

The conference theme is "Connect, Engage, Inspire," and will include professional development seminars, education sessions, tours, workshops, networking events, speakers, and a commercial exhibit area. To register, go online to [www.wai.org/15conference](http://www.wai.org/15conference), or call (937) 839-4647. □

## Three Raiders Inducted Into Iowa Aviation Hall of Fame

GREENFIELD, IOWA – The Iowa Aviation Museum has inducted three soldiers from Iowa who participated in the Doolittle Raid on Tokyo on April 18, 1942, into the Iowa Aviation Hall of Fame. The investiture ceremonies took place November 15, 2014 at the Warren Cultural Center in Greenfield, Iowa. Among the inductees included U.S. Air Force Colonel Charles Ross Greening, U.S. Army Air Forces Corporal Leland D. Faktor, and U.S. Army Air Forces Staff Sergeant William J. Dieter. The event was themed "The Best Iowa Has to Offer." ([www.FlyingMuseum.com](http://www.FlyingMuseum.com)).

The center was decorated with pictures of Greening, Faktor and Dieter, their crews and enlarged photos of the activities of early morning 18 April, 1942, including other flight crews, and the 16 B-25s on the deck of the "Hornet," and taking off to bomb Tokyo.

The audience consisted of family members, friends, local and state dignitaries and descendants of other crew members of the 16 bombers.

The evening opened and closed with a color guard presenting the nation's and Iowa flags. After opening remarks by Greg Schildberg, a video of Governor Branstad and Lt. Governor Reynolds was shown. The two remarked these three American heroes and Iowans rose to the occasion when their country needed them most and volunteered for a secret mission offering little chance of survival; they were truly "the best Iowa had to offer."

Main speakers for the evening were USAF Major Corey O'Toole, grandson of Doolittle Raider William Dieter's cousin. His short presentation focused on "Actions leading up to this country's involvement in World War II." Then Jim Bower, son

of William Bower (Doolittle Raider pilot, plane 12) gave an almost minute-by-minute recount of the vast Japanese territory held in the south Pacific on 18 April 1942, mostly seized in the four short months prior to the Doolittle Raid on Tokyo.

Bower showed pictures of the Japanese fishing vessel that radioed in they had found the secret task force. This forced the tough decision by Doolittle; turn around or dispatch to bomb Tokyo in daylight instead of night time with not enough fuel to make pre-arranged landing sites in China. At 8:15 am, crews were ordered to man their planes.

Bower continued to wow the crowd with details of the landings of the three Iowa Raiders: Pilot Col. Charles Ross Greening, engineer/gunner Leland Faktor and bombardier Sgt. William Dieter. Faktor was the first casualty of the raid when he parachuted out over mountainous terrain and fell off a cliff on landing. Dieter and another crewmember drowned while swimming to shore when their plane ditched in the water within sight of the China coast. Dieter suffered severe injuries when he was thrown through the Plexiglas nose from the crash landing. He continued to occupy the bombardier position to warn the pilots of their height above the water and rough terrain in case they should reach land while flying in the inclement weather. Greening's entire crew survived and in a few short months Greening was reunited with Doolittle and flew bombing missions from Africa against the Germans and Axis powers.

Leland grew up in Plymouth, Iowa and was slightly more than one month from his 21st birthday when he was killed. Bill Dieter was 29 years old and hailed from Vail, Iowa. C. Ross Greening was born in Carroll.




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A member of each of the families took the podium to say a few words. Leland's sister, 87-year-old Jaunita Cole, was escorted to the podium. Though Bill Dieter wasn't married, the Dieter family was in attendance in force. Ross Greening's sons and families presented the Iowa Aviation Museum with a copy of Greening's book, still in the wrapper and signed by the author.

The evening concluded in the fashion of Doolittle Raider reunions. Colonel Robert King (Ret), Executive Director of the Iowa Department of Veteran Affairs, invited everyone to raise their glasses and successively toast Raiders Dieter, Faktor and Greening. As is the custom, toasters bid farewell by drinking Hennessy cognac in goblets bearing the events of the evening. □

## Iowa's Second Generation of Aviators Honored For Lifelong Dedication

GREENFIELD, IOWA – As a way to celebrate its 25th year in existence, the Iowa Aviation Museum in Greenfield recently hosted its annual "Wings" fly-in breakfast with a special ceremony. This ceremony honored the fixed base operators, pilots, and mechanics in Iowa, whose hard work and long hours continued to mold general aviation in Iowa into what aviators enjoy today. Twenty-seven names were chosen to represent the "2nd Generation." Their names are now on a commemorative plaque in the Iowa Aviation Museum.

Of those recognized as part of the "2nd Generation" are Jim Bartholomew, Larry Berens, Steve Black, Willard Carson, Jim Connell, Mike Connell, Robert Dahl, Ed Doyle, Richard Drake, Paul Elmegreen, Charles Hawley, Russ Knock, Bill Kyle, Ernie LeClaire, Gary and Janet Lewis, John Lowe, Ivan McBride, Bob Mosley, Bob Neiderhauser, Dale Neiderhauser, Lee Nichols, Ron Remmers, Hazel Sigafosse, Dan C.B. Smith, Bill Smothers, J.B. Straley, Jerry Strunk, John Tibben, Dick Westbrook and Russell Zangger.

As Iowa's only non-era aviation museum, the Iowa Aviation Museum in Greenfield is working toward storing and telling the history of Iowa's rich aviation heritage. □



## Diffley, Gilruth, Goodrich, Judd, Rishovd & Voth To Be Inducted Into Minnesota Aviation Hall of Fame

BLOOMINGTON, MINN. – The 26th Annual Minnesota Aviation Hall of Fame will be held Saturday, April 25, 2015 at the Ramada Mall of America in Bloomington, Minn. The following people will be inducted: Larry Diffley, Bemidji native, fixed base operator and entrepreneur; Robert Gilruth, NASA engineer and director of Johnson Space Center during early manned launches; Brig. Gen. Leo Goodrich, Air Guard pilot and Assistant Minnesota Adjutant General-Air; Frank Judd, early Northwest Airlines pilot, superintendent of Northwest's Northern Region, and Northwest Airlines executive; Robert Rishovd, Viet Nam veteran and Minnesota helicopter service pioneer; and Lt. Col. John Voth, Air Corps instructor and founder of St. Cloud Aero Club.

For reservations, go to [mnaviationhalloffame.org](http://mnaviationhalloffame.org). □

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# Wipaire Establishes Ben Wiplinger Memorial Seaplane Rating Scholarship



Ben Wiplinger

SOUTH ST. PAUL, MINN. – In celebration of 55 years of continuous aircraft float production, Wipaire, Inc. has announced the “Ben Wiplinger Memorial Seaplane Rating Scholarship” to be awarded in July at EAA AirVenture Oshkosh in Oshkosh, Wisconsin.

“As a longtime and active member of

the seaplane community, we continually invest in people and products to better serve the industry,” stated Chuck Wiplinger, President and COO. “It only seems natural for us to share the incredible world of seaplane flying with the next generation of seaplane pilots and enthusiasts.”

Dale Fehrenbach, Director of Sales

and Marketing at Wipaire, added, “Making this investment is the perfect way to kick off our 55th anniversary year. As we have enjoyed participating and evolving with the seaplane industry over the years, we are looking forward to investing further in the future of seaplane flying.”

Ben Wiplinger, founder of Wipline, Inc., began his aviation career by building a Pietenpol Air Camper. He worked as a machinist, auto body technician, and aircraft mechanic before later serving in the U.S. Army Air Forces as a mechanic. While in the service, Wiplinger developed a preoiling system to help the performance of bomber aircraft. After the war, he returned home to South St. Paul, Minn. and began converting ex-military aircraft into executive and corporate aircraft with his business, Wiplinger Aircraft Service. Wiplinger purchased his first seaplane in 1951 and wanted to

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become a dealer for EDO, then the largest float manufacturer in the world. Wiplinger's application was not approved, so he sold Wiplinger Aircraft Service and set out to build his own floats, establishing Wipline, Inc. in 1960. Many of the features Ben Wiplinger incorporated in the first set of Wipline floats remain standard today.

Ben Wiplinger passed away in 1992, leaving the company now known as Wipaire to his son, Bob, who continues to serve as the Chief Executive Officer. Ben Wiplinger's grandson, Chuck, now works alongside Bob as President and Chief Operating Officer of Wipaire.

Ben Wiplinger's contributions to aviation were recognized in 1999 when he was inducted into the Minnesota Aviation Hall of Fame, and his legacy continues to impact pilots and aircraft owners today.

The scholarship is valued at \$1,500 and will be paid directly to the winner's designated flight school. Applicants must hold a sport pilot certificate or higher, and must submit the application form and a 500-word essay that includes why the applicant would like to learn to fly seaplanes, how

the scholarship will help in their career or aviation industry aspirations, and a statement of financial need. Applicants must also submit copies of their pilot certificate and medical (if applicable), and must be a legal resident of the United States or Canada, excluding the province of Quebec.

The application form may be downloaded at [www.wipaire.com/scholarship](http://www.wipaire.com/scholarship) and will also be available at Wipaire displays at trade shows. Entries must be received by June 30th, 2015.

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

## Quad City Airport Director Honored With National Distinguished Service Award



(L/R) Bruce Carter and AAAE Chair Randall D. Berg.

MOLINE, ILL. – Bruce E. Carter, A.A.E., Director of Aviation at Quad City International Airport, has been selected as the recipient of the American Association of Airport Executives (AAAE) Distinguished Service Award, presented to airport executives in recognition of career-long leadership and contributions to aviation.

Carter began his 40-year career as an air traffic controller in Des Moines, Iowa, and has held airport director positions in Waterloo, Iowa and Springfield and Peoria, Illinois before becoming the director at Quad City International Airport in 1999.

Carter currently serves as a second past president of the AAAE Board of Directors and is a past president of the AAAE Great Lakes Chapter.

The award was presented to Carter at a recent Metropolitan Airport Authority of Rock Island County board meeting in Moline. □

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## Honda Aircraft President & CEO Honored At 12th Annual “Living Legends of Aviation”

BEVERLY HILLS, CALIF. – Michimasa Fujino, founding president and CEO of Honda Aircraft Company, received the “Aviation Industry Leader of the Year Award” at “Living Legends of Aviation,” January 16, 2015 at the Beverly Hilton. Fujino was recognized for his development, production, marketing and sales of the innovative HondaJet. The aircraft’s Over-The-Wing Engine Mount configuration breakthrough has proven to dramatically enhance aircraft performance, fuel efficiency and passenger comfort and holds several patents for aircraft design.



Michimasa Fujino

Fujino joined Honda R&D Co. Ltd. in Japan in 1984 after graduating from Tokyo University with a degree in aeronautical engineering.

Three new aviators were also inducted into the “Living Legends of Aviation,” including Bruce Whitman, CEO of FlightSafety; Major General Carl McNair, retired, the first Chief of the Army Aviation Branch; and Herbert D. Kelleher, founder of Southwest Airlines.

John Travolta, the “Official Ambassador of Aviation,” hosted the annual event, which is organized by Kiddie Hawk Air Academy. □

## Embry-Riddle Names 2015 Bob Hoover Presidential Scholarship Recipients

ENTERPRISE, FLA. – The Citation Jet Pilots Association (CJP) recently joined with the Bob Hoover Legacy Foundation in contributing \$50,000 each towards four Bob Hoover Presidential Scholarships to students attending Embry-Riddle Aeronautical University (ERAU) on campuses in Prescott, Ariz. and Daytona Beach, Fla.

These latest scholarships – each



Bob Hoover  
(Center)

worth \$25,000 – were awarded during a reception Oct. 23, 2014 in Daytona Beach and attended by storied test pilot, aviation legend, and foundation namesake, Bob Hoover, as well as Embry-Riddle President Dr. John P. Johnson, members of the university’s board of trustees and president’s advisory board, and members of the CJP and Hoover Foundation boards.

This is the second year CJP has bestowed the Bob Hoover Presidential Scholarships, following last year’s inaugural recipient, Yann Bosch. Along with the Bob Hoover Legacy Foundation, CJP expanded the program to encompass four academic scholarships to Embry-Riddle students pursuing aviation careers.

Scholarship recipients in 2014 include those inspiring both civilian and military flying careers; even one student with the ultimate goal of starting his own airline.

Scholarship recipients were selected based on their academic record, leadership skills, service to others, work ethic and financial need. Each student submitted a written essay demonstrating their passion for – and commitment to – the aviation industry. □

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## Leadership of Antique Airplane Association Remains All In The Family

In July of 1953, the oldest antique airplane was 50 and not flying much. Jets were beginning to squeeze props from the sky, and airplanes from the 1920s and '30s were disappearing, some barely old enough to vote. Progress has a way of trampling the pioneers until they're gone, which is when new generations look around wondering, "Hey, whatever happened to...?"

Sixty-one years ago, Robert L. Taylor – pilot and mechanic – saw the future and saved the past. He formed the Antique Airplane Association (AAA) in Ottumwa,



Brent Taylor  
Ben Taylor Photo

Iowa at a time when many of the airplanes we now consider classics, hadn't even been built.

Now, after six decades serving as AAA president – longer than the leaders of any other aviation organization – Bob Taylor has stepped aside to become AAA's Chairman Emeritus.

At a recent AAA board meeting, the directors elected pilot/mechanic and AAA Executive Director and Bob Taylor's son, Brent Taylor, to become the new president of AAA.

Robert L. Taylor may have handed over the reins, but you'll still find him at home on Antique Airfield in Blakesburg, Iowa, making sure this new kid "Keeps The Antiques Flying!"

## Darrell Collins Gets Standing Ovation At EAA Wright Brothers Banquet

OSHKOSH, WIS. – Aviation historian, Darrell Collins, had the audience at EAA's annual Wright Brothers Memorial Banquet in Oshkosh, Wis., December 12, 2014, mesmerized as he described the flight controls of the Wright Flyer. Collins, a native of North Carolina's Outer Banks, is a U.S. National Parks Ranger and historian at the Wright Brothers National Memorial, Kill Devil Hills, North Carolina,

Collins described how the Wrights made four flights from level ground near the base of the hill on December 17, 1903, following three years of gliding experiments from atop this and other nearby sand dunes.

Collins, who is ranked as one of the top five historians in the world on early aviation and the Wright brothers, has been on the aviation/aerospace lecture circuit for the past 23 years. Previous speaking engagements have included the Aero Club of Washington's Wright Memorial Dinner, National Air Transportation Association's 50th Anniversary Convention, and the Aerospace Industries of America and Aircraft Owners



Darrell Collins  
Dave Weiman Photo

and Pilots Association annual conventions. Collins is a regular speaker at EAA AirVenture Oshkosh and the Australian International Airshow DownUnder.

In 1990, Collins was nominated for the Freeman Tilden Award, as the National Park Service's top Interpretative Ranger. In 1999, he was nominated by the Department of the Interior to represent the National Park Service for the "Park Ranger Tour Program," an outreach program for children in major U. S. cities. In 2003, the governor of North Carolina awarded Collins the "Order of the Long Leaf Pine," the highest civilian recognition given by the State of North Carolina, for his outstanding and dedicated service to the Wright Brothers National

Memorial. Also in 2003, the National Aeronautic Association presented him with the Paul Tissandier Diploma for his career of service to aeronautics and airports.

Collins and his wife, Tonya, have two grown sons and a grandson. Collins is not yet a pilot himself, but hopes to be one day.

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## Indiana Farmer Celebrates 102nd Birthday By Flying Over His Farmstead

TAB, IND. – What nicer way for a farmer to celebrate his 102nd birthday than to fly over his farm? Such was the case for Gene Leak of Tab, Indiana, who flew with family friend, Martin Rice, on November 14, 2014.

Rice and Leak departed shortly after 9:00 a.m. from Purdue University Airport (KLAF) in Lafayette, Ind. Their first stop was Doc Cottingham's private airstrip west of Lafayette. With winds blowing at 10 kts and three notches of flaps deployed, the 7GCBC Citabria only used a third of the 1200 ft. runway.

A local newspaper reporter met them when Leak and Rice landed. Following the interview, they departed for Tab, Ind. airport, 10 miles west/northwest of the Cottingham airstrip.

Leak circled the 1,000-acre farmstead where he was born and later lived with his late wife of 77 years, Vivian. The farmstead is still being farmed by a sixth



Gene Leak



Aviation friends and family met Gene Leak following his flight. (L/R) A.J. Booher, Amy Booher, Gene Leak, Jolene Rice, and Martin Rice.

generation of the Leak family.

Leak was born on November 18, 1912. He and Vivian got married on December 24, 1938 and they have two daughters, who live nearby.

Leak is a long-time aviation enthusiast and marvels at the advances, which have come about since in his lifetime, only 9 years after Orville and Wilbur lifted off at the sand dunes of Kitty Hawk, North Carolina. □

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### Caroline A. Morey

July 19, 1938 - December 6, 2014

MIDDLETON, WIS. – Caroline A. “Nana” Morey, 76, passed away on December 6, 2014 at Agrace HospiceCare in Fitchburg, Wis. She was born on July 19, 1938 in Faribault, Minn. and received her nursing license at the University of Wisconsin-Madison. The former wife of Field Morey, son of Howard Morey who established Morey Airport and Morey Airplane Company in Middleton, Wis., she also received her private pilot certificate and instrument rating, and participated in two transcontinental women air races over the years.

Caroline Morey is survived by her son, Richard, and his two sons James Howard and Michael River, and daughter, Debbie (Dale) Maier, and children Dane, Dylan and DeeDee, and other family members.

A celebration gathering took place on December 19, 2014 at Middleton Municipal Airport-Morey Field. □



Caroline Morey

### Shea Retires... Illinois Aeronautics Director's Position Open

SPRINGFIELD, ILL. – Illinois Division of Aeronautics Director Susan Shea has retired, and the position is now vacant. Steve Young, Chief of Air Operations for the State of Illinois, is helping out administratively, until a successor is named. □



Susan Shea



## Top GA Airport Advocate Goes Solo!



Bill Dunn

WASHINGTON, D.C. – The nation's top general aviation (GA) airport advocate is now available for hire by airport stake holders.

Bill Dunn, airport advocacy vice president for the Aircraft Owners and Pilots Association (AOPA) for the past 23 years, has launched **Aviation Strategies, LLC**, a new company that helps airport sponsors, GA pilots and aviation business owners navigate complicated airport issues that often precede draconian restrictions or outright airport closures. The company is focused exclusively on issues at GA airports.

Dunn led AOPA's national airport policy from 1991 through 2014. He created the successful *AOPA Airport Support Network* in the mid-1990s, and after the terrorist attacks in 2001, built *AOPA's Airport Watch Program* to blunt Transportation Security Administration (TSA) mandates that would have crippled GA.

Dunn is perhaps best known for his

hands-on efforts to keep airports open, including his 2003 orchestration of local GA interests to keep developers from closing historic Albert Whitted Airport in St. Petersburg, Florida. In 2006 and again in 2008, he worked with local advocates in Oceanside, Calif., to elect pro-airport members of the city council and head off closure of that airport.

Former AOPA President Phil Boyer praised Dunn, saying that few if any airport advocates have as deep an understanding of airport issues, airport regulations, and the complexities of dealing with airport neighbors at the national, state, and local levels.

"Bill is tenacious, knowledgeable, dedicated and knows airports; their issues, assets, problems and opportunities," said Boyer. "I always referred to him as our airport 'bulldog' who knew how to stay the course, build consensus and deal with the public. Bill is someone I would surely want on my side."

Regional Airline Association president Roger Cohen said, "Bill has earned the respect and trust of decision makers in Washington, D.C., and across the nation. He possesses a keen sense of both broad public policy as

well as the 'micro politics' of any given situation. His personal integrity gives him the strength to stand behind his convictions."

As principal of Aviation Strategies, LLC, Dunn is offering his expertise to communities, local pilots, airport boards and aviation small business owners faced with serious airport issues. Company specialties include:

- Airport Law & Legal Resources
- Airport Rules, Regulations, & Minimum Standards
- FAA Grant, Airport Compliance & Disputes
- Airport Rules, Regulations & Standards
- Appraisal Services
- Issues Advocacy
- Tenant & Community Relations
- Airport Land Use & Protection
- Local & State Government Representation
- Legislative Initiatives
- Government Relations
- Coalition Building

To learn more about **Aviation Strategies, LLC** services and what it can do for your airport community, visit **www.avstrat.com**, email **info@avstrat.com** and call Bill Dunn at **913-498-9393**. □

## Jeppesen CEO Joins EAA Board of Directors

OSHKOSH, WIS. – Mark Van Tine, Chief Executive Officer of Jeppesen and Vice President of digital aviation for The Boeing Company, has joined the top leadership of the Experimental Aircraft Association (EAA) as the newest member of the EAA Board of Directors.



Mark Van Tine

Van Tine flies a Glasair Sportsman, built by him and eight high school students in 2013, out of his airpark home. Van Tine has also dedicated his time and efforts to such benefit

programs as Challenge Air for Kids, Colorado UPLIFT youth service organization, and the Wingspan

Campaign Committee for Wings Over the Rockies Museum. □

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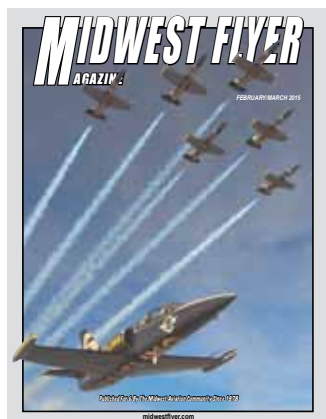
## Breitling Jet Team Announces Show Dates For First U.S. Tour

WILTON, CT. – The “Breitling Jet Team” has announced its tour dates for 2015. The team is the first and largest of its kind, comprised of seven L-39 C Albatros jets that can reach speeds of up to 435 mph. The team has flown across 36 countries to date.

The Breitling Jet Team will begin its tour at Sun 'n Fun in Lakeland, Fla., with stops in Maryland, the Jones Beach Air Show in New York, EAA AirVenture-Oshkosh in Oshkosh, Wis., SeaFair in Seattle, Wash., and the National Championship Air Races in Reno, Nev. For the full schedule, visit [www.breitling-jet-team.com](http://www.breitling-jet-team.com).

“We are thrilled to announce the 2015 schedule for the Breitling Jet Team,” said Breitling USA President Thierry Prissert. “It will be the first time North American audiences will have a chance to see them, and witness the precision and unmatched skill that goes into their display. They are the epitome of Breitling; pilots who are dedicated to their craft and constantly pushing the envelope with their daring maneuvers.”

The jet team recently completed their year-long European



tour, which included performances in Italy, Germany, France, and Poland. Highlights from the 2014 European tour included the team's first appearance at the ILA Berlin Air Show, a rare privilege afforded to a civilian team, and flying with Italy's "Frecce Tricolori" jet team at the Fly For Peace event, which was organized to promote peace and human rights. Previously, the Breitling Jet Team flew east on the Breitling Dragon Tour, which included stops in Mongolia, China, South East Asia, South Korea, and Japan.

The precision and skill demonstrated by the team personifies Breitling's ties to aviation. Since developing onboard chronographs for airplane cockpits, including World War II propeller-driven fighter planes, Breitling has been known as the authentic partner of aviation. This reputation was solidified in 1952, when Breitling launched its legendary Navitimer wrist chronograph featuring a circular slide rule serving to perform all navigation-related calculations. A cult object for pilots and aviation enthusiasts, it has been continuously manufactured for almost 60 years – making it the world's oldest mechanical chronograph still in production. Other favorites among pilots are the Aerospace watch, which was launched in 1985, and the innovative Emergency timepiece with a built-in transmitter that was originally introduced in 1995 and was recently updated to a new version that will launch in 2015 and is the world's first wristwatch with a dual frequency locator beacon. □

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## Sun 'n Fun 2015 To Feature Two Jet Teams... One Military, The Other Civilian!

LAKELAND, FLA. – Any Midwest pilots considering flying to Florida for the 41st Annual Sun 'n Fun International Fly-In & Expo, April 21-26, 2015 in Lakeland, Fla., won't be disappointed in the event's lineup of air show performers. Both the U.S. Air Force Thunderbirds and Breitling Jet Team will be featured, along with some of the biggest names in the air show entertainment industry.

The Breitling Jet Team will begin its first-ever United States tour on April 21 at Sun 'n Fun. The team, comprised of seven L-39C Albatros military jets, perform a rapid-fire

succession of maneuvers. To date, the team has flown across 36 countries.

The U.S. Air Force Thunderbirds will perform April 25-26th in their F-16 Fighting Falcons.

Other performers will include the Commemorative Air Force (CAF) Red Tail Squadron with its P-51 Mustang and "Rise Above" traveling exhibit, and the "Texas Flying Legends."

The fly-in will include a trade show with 500 exhibitors.

All event proceeds are returned to aviation-based STEM (Science, Technology, Engineering & Math) curriculums through year-round programs and activities at Sun 'n Fun's Aerospace Center for Excellence.

For more information, visit [www.sun-n-fun.org](http://www.sun-n-fun.org). □

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## 45th Anniversary of Apollo 13 To Be Commemorated At EAA AirVenture Oshkosh

OSHKOSH, WIS. – One of the most harrowing and triumphant adventures in space exploration history will be commemorated at EAA AirVenture Oshkosh 2015, as members of the Apollo 13 crew and team will participate in activities marking the 45th anniversary of what was called the “successful failure” of the aborted moon mission.

EAA AirVenture 2015, the



63rd annual Experimental Aircraft Association fly-in convention, will be held July 20-26 at Wittman Regional Airport in Oshkosh.

Apollo 13 mission commander Jim Lovell and flight director Gene Kranz will lead the members of the mission team participating in activities at Oshkosh.

The Apollo 13 crew before launch in 1970: (from left) Fred Haise, Jack Swigert and Jim Lovell. (NASA photo) ☐

## AOPA Announces 2015 Fly-In Dates & Locations

FREDERICK, MD. – Building on the popularity and success of its inaugural events, the Aircraft Owners and Pilots Association (AOPA) will host five regional fly-ins at new locations nationwide during 2015, which will include AOPA's Homecoming Fly-In at its headquarters in Frederick, Maryland.

“The AOPA Fly-Ins were a huge hit with our members in their first year, and we're thrilled to be able to continue them in 2015,” said AOPA President Mark Baker. “With new locations we'll be able to meet folks we've never met before, support more general aviation airports and continue our mission to build the GA community all across the country.”

AOPA's 2015 Fly-Ins are scheduled for California's Salinas Municipal Airport (SNS) on May 16, Minnesota's Anoka County-Blaine Airport (ANE) on Aug. 22, Colorado's Colorado Springs Municipal Airport (COS) on Sept. 26, and Tennessee's Tullahoma Regional Airport (THA) on Oct. 10. In addition, the AOPA Homecoming Fly-In will be held at Maryland's Frederick Municipal Airport on June 6.

The AOPA Fly-Ins are designed to give anyone the chance to experience the fun, wonder and excitement of general aviation. And for the first time, each AOPA Fly-In will kick off with a Friday night social event. Most locations will also offer on-field camping.

Participants will be able to see, test,

and buy the latest aviation products and services from exhibitors. Aircraft displays will feature everything from the newest models rolling off the assembly line to the rarest antiques and most venerable warbirds. And a variety of seminars and educational opportunities will be offered throughout the day with an expanded slate of speakers on aviation safety, maintenance, flying tips and aircraft ownership.

Attendees will also have the chance to hear directly from Baker during a Pilot Town Hall event, and to ask questions and mingle with AOPA staff throughout the day.

Food is an important part of any fly-in, and AOPA will honor tradition by offering a pancake breakfast for just \$5. Lunch will be served by gourmet food trucks or local restaurants, and special pricing will be available for attendees who register in advance.

For those just venturing into aviation, each AOPA Fly-In will include a “Learn to Fly” area with information and activities for future pilots. For pilots who may not have been actively flying, free “Rusty Pilots” seminars will be offered at each fly-in. Those who complete a Rusty Pilots seminar can receive a logbook endorsement for the ground portion of the flight review, making it a great way to return to the skies.

During 2014 more than 16,000 people attended AOPA Fly-Ins, which also drew more than 2,800 aircraft. AOPA received requests from more

than 40 airports to host a 2015 Fly-In. Final selections were made based on a combination of location, runway and ramp capacity, facilities, prevailing weather and several other important factors.

For more information and to see a map of AOPA's 2015 Fly-Ins, visit [www.aopa.org](http://www.aopa.org).

Attendees can pre-register beginning next month. Exhibitor registration is open now. ☐



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# First Production Aerolab LoCamp About To Take Flight.... Appearances At 2015 Sun 'n Fun & AirVenture Anticipated



The Aerolab LoCamp

Good things sometimes take ages to materialize, but are well worth the wait. So it is with the “**Aerolab LoCamp**,” now nearly 15 years in development, but poised to take off at last. For those *Lovers of Old Fashioned Aircraft* that crowded around the original prototype at Sun 'n Fun and EAA AirVenture-Oshkosh some years back, they can soon start building their own nostalgically-rendered – but thoroughly modern – flying machines!

If all goes well in the phase 1 test flights, the first flying production kit aircraft, LoCamp N527CL, sporting a 110 hp Rotec R2800 radial engine, will debut in the Rotec Aerosport exhibit at Sun 'n Fun, April 21-26, 2015, and then again in the Rotec Aerosport exhibit at AirVenture, July 20-26, 2015.

The LoCamp is the low-wing version of the company's Sport Camp series. Biplane and parasol wing versions are planned for the future, as is a fully-manufactured, fly-way Special Light Sport (SLSA) LoCamp. “These aircraft go back to a certain era,” says company founder, aircraft designer and former Alitalia airline captain, Francesco Rizzi. “Our mission is to produce charming flying machines with souls as standard equipment.”

The LoCamp will likely be certified under the Experimental Amateur-built rules, and is available now



Under its 1930s-looking skin, the Aerolab LoCamp is thoroughly modern, with CNC laser-cut, TIG welded fuselage and tail, aluminum spars and ribs, push-rod controls, electrically-actuated flaps and trim, and a Rotec R2800 110-hp radial engine up front!

as a kit approximately 49% completed. Accompanied by an extremely detailed and easy-to-follow assembly manual, the kit can be quickly assembled by even first-time homebuilders.

While obviously appealing to nostalgic impulses, the Aerolab LoCamp is a state-of-the art aircraft under its 1930s-looking skin. Comprised of a CNC laser-cut and TIG welded steel fuselage and tail section, aluminum spars and ribs, push-rod controls and electric flaps and trim, the kit comes complete except for paint,

chemicals and glue, and an electrical system. The covering package includes fabric, finishing tapes, inspection rings and fabric rivets. (No rib stitching necessary!)

Powered by the Rotec R2800 110 hp radial engine, the LoCamp is expected to cruise at 106 mph, stall clean at 45 mph, and flaps down at 41 mph. The calculated empty weight is 848 lbs., leaving a useful load of 472 lbs. while staying within the 1,320 lbs. limit necessary to be Sport Pilot-eligible. Sea level rate of climb is expected to be about 800 fpm. Range with full fuel at gross weight calculates out to 523 statute miles, with a 30-minute reserve. (Additional specs and dimensions are posted on the website, [www.aerolabusa.com](http://www.aerolabusa.com), including a link to the Rotec Aerosport site.)

Golden Age Aeroworks, LLC, d/b/a Aerolab USA, is the exclusive distributor of Aerolab Manufacturing, Inc. products



Nothing's more fun than homebuilding with an enthusiastic group of volunteers!



Ed Leineweber displays the beautiful Rotec R2800, fresh from the factory in Australia. Normally costing nearly \$24,000 new, including shipping to the U.S., the first 10 LoCamp kit buyers will get one for the discounted price of \$15,000 FOB Lone Rock!

in the United States. Ed Leineweber is leading the initiative at Tri-County Regional Airport (LNR), near Spring Green and Lone Rock, Wisconsin, about 50 miles west of Madison in southwest Wisconsin.

Aerolab USA offers a complete builder's assistance program in its large, well-equipped, sunny new hangar. Arrangements can be made to store a builder's project locally between building sessions, if necessary. LoCamp transition flight training will also be available.

Tri-County Regional Airport offers amenities which include an airport restaurant, terminal building with lounge and restrooms, fuel sales, hangar rentals for as low as \$100.00 per month, and a full-service general aviation aircraft maintenance shop. Motels and other restaurants and attractions are nearby, including the Wisconsin River wilderness area, beautiful hardwood-covered hills and rushing trout streams of the unglaciated driftless area of Wisconsin, and Frank Lloyd Wright's home "Taliesin" in Spring Green.

Current LoCamp prices and options can be found on the Aerolab USA website, along with over 100 build photos ([www.aerolabusa.com](http://www.aerolabusa.com)).

Delivery positions are now available for a refundable \$500 deposit. The first kits are already in the company's Wisconsin warehouse, ready to ship.

To further encourage the more adventurous early builders, a fantastic price deal on the R2800 radial engine, collector ring and throttle body injector is available to the first 10 kit purchasers. See [www.aerolabusa.com](http://www.aerolabusa.com) for details.

Project partnerships will be facilitated upon request.

For additional information, contact Ed Leineweber at **608-604-6515**, or via email at [eleineweber@aerolabusa.com](mailto:eleineweber@aerolabusa.com).

Personal inspection of the aircraft and tours of the Aerolab USA facilities are welcomed.

*EDITOR'S NOTE:* Ed Leineweber is the managing member of Golden Age Aeroworks, LLC. He is a retired circuit court judge now practicing primarily aviation and business-related law ([www.leineweberlaw.com](http://www.leineweberlaw.com)). Leineweber holds is a CFII, is an FAA-licensed aviation maintenance technician (LSRM), and has owned two fixed base operations. □



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# EAA To Support Construction of New Wright “B” Flyer At Wrights’ Original Factory

OSHKOSH, WIS. - The Experimental Aircraft Association (EAA) and its members have been invited to support the construction of a “new” Wright brothers aircraft on the site of the brothers’ original Wright Company factory in Dayton, Ohio. The aircraft project will be designed and built to modern airworthiness standards, but resemble the famed Wright Model B, which was the brothers’ first factory-produced airplane in 1910.

William J. “Jay” Jabour, president of the Wright “B” Flyer Inc. organization, made the announcement at EAA’s annual Wright Brothers Memorial Banquet in Oshkosh, December 12, 2014. The airplane project meshes with the missions of both Wright “B” Flyer and EAA organizations.

To help promote the project, the Wright “B” Flyer replica built in 1982 – known as the “Brown Bird” – will be displayed and flown at EAA AirVenture Oshkosh in Oshkosh, Wis. in July 2015.



Brown Bird makes a photo pass at the 2008 Vectren Dayton Air Show.  
Wright B Flyer Inc. Photo

## Piper Delivers Three G1000 Seminole To UND

GRAND FORKS, N.D. – Piper Aircraft Inc. has delivered three twin-engine piston-powered training class Seminole aircraft to the UND Aerospace Foundation, which provides training and aircraft for the University of North Dakota’s John D. Odegard School of Aerospace Sciences in Grand Forks, N.D. The pilot training aircraft delivered in December of 2014, are now part of the aviation department’s training fleet of more than 120 aircraft. Piper Seminoles are the training aircraft of choice for UND’s multi-engine and multi-engine instrument flight courses.

The new Seminoles are fully IFR equipped with Garmin G1000 avionics and GFC 700 autopilots. Delivery of these



Piper Seminole

three new trainers adds to the university’s fleet of 17 Avidyne-equipped Seminoles that UND plans to replace with Garmin G1000-equipped Seminoles over coming years.

Piper Aircraft Inc., headquartered in Vero Beach, Fla., manufactures the single-engine M-Class series that consists of the Meridian, Mirage and Matrix; the Twin Class that consists of the Seneca V and Seminole; and

the Trainer Class that consists of the Archer TX, Archer DX, Arrow, Seminole and Seneca V.

For Piper aircraft sales, service and parts in the Midwest, contact Des Moines Flying Service and Chicago Piper at 800-622-8311 ([www.dmfs.com](http://www.dmfs.com)).

## The HondaJet Earns Popular Science Magazine’s “Best of What’s New” Award

GREENSBORO, N.C. – The HondaJet, with its innovative Over-The-Wing Engine Mount (OTWEM) configuration, has been selected by

Popular Science magazine as a “Best of What’s New” award winner for 2014 in the aerospace category. The HondaJet was recognized for its superior combination of performance, fuel efficiency and passenger comfort ([www.HondaJet.com](http://www.HondaJet.com)).



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## Indiana's Marsha Fulton Wins EAA Aircraft Sweepstakes Grand Prize Fairchild 24H

COVINGTON, IND. – Marsha Fulton of Covington, Indiana, EAA Lifetime 32139/Warbirds 594364/Vintage 21420, won the 2014 EAA Aircraft Sweepstakes grand prize 1937 Fairchild 24H Deluxe.

The Fultons have several other planes including a Cessna 310B (hangared in nearby Danville, Illinois), a Cherokee 235 Pathfinder, Cherokee 140, Mooney Cadet, and a Fly Baby that Marsha and her husband, John, purchased in 1974 and completely rebuilt from the ground up. John is also restoring a J-3 Cub.

In the 1970s, John Fulton founded EAA Chapter 622 in Danville, for which he served as chapter president for several years. He and Marsha now serve as chapter co-treasurers. □



The Fairchild 24H looks as great in flight as it did when it was first introduced more than 75 years ago. The aircraft was the grand prize in the 2014 EAA Sweepstakes. (EAA photo by Jason Toney)

## Lightspeed Launches \$500 Burger Deluxe Getaway Promotion

PORTLAND, OREGON – Lightspeed Aviation, a leading manufacturer of aviation headsets, is once again launching a promotion that plays off a story familiar to just about every pilot: the \$100 hamburger. This year, however, they've added a side: a Markham leather flight bag from their new Adventure Flight Bag Collection.

Any eligible participant that registers a new Lightspeed Zulu PFX, Zulu.2 or Sierra ANR headset at **LightspeedAviation.com** during the promotion will be automatically entered into a weekly drawing for a \$500 getaway package that includes gift cards for avgas, rental car, dining, and lodging, plus a Markham leather flight bag from the new Lightspeed Adventure Flight Bag collection. New headsets purchased at any authorized Lightspeed dealer can be registered to generate an entry.

"The \$500 Burger Deluxe Getaway is designed to encourage pilots to engage in the adventure and freedom we enjoy as pilots, while building excitement around our products," said Teresa De Mers of Lightspeed Aviation.

There will be seven weekly drawings during the

promotion, which runs January 9 through February 26, 2015, which means Lightspeed will be handing out a total of seven getaway packages. Any U.S. resident 18 years of age or older is eligible to enter.

For more information, including the Official Rules, visit [LightspeedAviation.com/BurgerDeluxe](http://LightspeedAviation.com/BurgerDeluxe). □

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The Connell Family: (L/R) David Connell, James Connell, Patrick Connell, Kathleen Connell-Kennedy, Michael Connell, Alyssa Connell.

## **Connell Aviation Group Launches National Aerospace Communications Company**

CEDAR FALLS, IOWA – Connell Aviation Group (CAG) has officially launched operations across the United States with a business model unique to the nation. Headquartered in Cedar Falls, Iowa, with district offices in Minnesota and Arizona, the company is a dedicated aviation and aerospace communications firm – led by aviators, for aviation professionals.

Connell Aviation Group was formed to answer a need in the industry – the ability for aviators and aviation-based companies worldwide to have access to the highest quality communications platforms built by specialists dedicated to their industry.

Dedicated to advancing flight worldwide, CAG is strategically led by an executive advisory board of elite aviation and aerospace professionals whose entire careers have been dedicated to the field.

The board's qualifications span all facets of aviation and aerospace – powered by the Connell Communications' expert marketing team.

Deemed her greatest professional accomplishment thus far, Alyssa Connell, Chief Executive Officer, found a way to bring her family of aviators together. As her grandfather, James Connell, turns 80 years old in 2015, Alyssa Connell is honoring his lifetime dedication to the aviation industry by sharing his pioneer spirit with others.

"We saw a niche in the market where we felt with our vast familial aviation experience, we could solve a need and cultivate positive change," said Alyssa Connell. "After months of strategic planning, CAG is now a viable entity. The sky is the limit for this group."

Since 1954, the Connell family has spanned the spectrum. Their work includes flight instruction, managing airports, implementing large commercial maintenance programs, and producing award-winning airshows.

"We believe in safer skies. Stronger pilots. More reliable aircraft. Thriving airports and industry," said James Connell, Senior General Aviation Specialist with Connell Aviation Group. "And, now we believe in getting other aviators to the point above."

Connell Aviation Group offers four communications service lines: online, public relations and marketing, corporate event management, and economic/business development.

"As a nearly 45-year veteran in airport management, we've walked in the shoes of general aviators," said Karen Connell, Director of Business Development with Connell Aviation Group. "We've built custom programs for each market sector, specifically identifying their targeted needs and creating cost-effective solutions."

The company has expertise in and will be serving the following industry markets: airports (general aviation and



commercial service), flight and aircraft maintenance instruction and education, agricultural aerial applicators, avionics, aviation maintenance, parts distributors, disassembly and part-out companies, corporate aviation and charter, aircraft salvage, aircraft storage, classic aircraft restoration, freight companies, airshow and aviation entertainment, aviation trade shows, conferences and conventions, aviation and aerospace manufacturing, and government and economic development authorities.

Guided by a leadership team of six members of the Connell family – the Connell Aviation Group board has a combined total of more than 250 years of aviation and aerospace experience. This group oversees the positioning, development and strategic direction of the company, its clients and the industry.

In addition to Alyssa Connell, members of the executive advisory board include James Connell, Michael Connell, Patrick Connell, David Connell and Kathleen Connell-

Kennedy. The administrative team includes Karen Connell, Krista Connell-James and Anna Connell.

As the patriarch of the Connell Aviation family, James Connell has dedicated his life to not only advancing flight, but to sharing his aviation legacy with his children and grandchildren. He and his wife, Karen Connell, lead the general aviation program for Connell Aviation Group. James Connell also advises clients needing assistance with flight instruction and education.

Michael Connell has extensive training and certifications in both flying and maintenance. As a senior general aviation specialist for Connell Aviation Group, he is a highly sought-after instructor and maintenance professional for clients multi-nationally.

Patrick Connell is an expert-in-residence of MRO and commercial aviation. His aviation career has crossed the spectrum from general aviation to now leading large commercial aviation maintenance programs. Patrick Connell is an industry leader in airline refurbishing and storage.

David Connell is an expert in a wide range of commercial aviation maintenance platforms, including general maintenance. He is also a leading sheet metal specialist. A veteran pilot, David Connell has commercial, multi-engine and multi-engine instrument ratings.

Surrounded by pilots and planes her entire life, Kathleen Connell-Kennedy started her career as part of a commercial aviation crew. Now, she is the CEO of an aerospace manufacturing company.

Alyssa Connell loves the sky and those who have dedicated their lives to it, starting with her own family. As the CEO of Connell Communications, a preeminent marketing and public relations firm, Alyssa Connell founded Connell Aviation Group to combine her love of the open air, her aviation family and her passion for strategic communications.

For more information about Connell Aviation Group and its programs, visit [ConnellAviationGroup.com](http://ConnellAviationGroup.com). □

## The Perfect Model May Be Closer Than You Think!

**F**ace it. You would love to have a model of your airplane painted in its same colors and N number, but you don't want to spend hundreds of dollars. Thanks to fellow pilot, Keith Oberg of Bloomington, Minn., the perfect model may be closer than you think.

Oberg started his aviation career with the airlines in 1963, as a reservation clerk in Chicago. He moved through the ranks at the airline ticket counter, airport operations and finally became a flight dispatcher apprentice in Minneapolis in 1969, while studying for his FAA certificate. After the airline's strike and layoff in 1971, he became an aircraft router, then dispatcher in 1977 with another carrier. That's where he stayed until he retired in 2004.

"I had the idea of offering my fellow airline employees and the public nostalgic gifts in 1992, as the old

name airlines disappeared due to de-regulation," said Oberg.

Airways Gifts started as a small mail order/retail store business selling small items – tee-shirts, coffee mugs, collector pins, logo watches, kit models, display models and other small toys. As time went on the shopping mall where



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## PRODUCTS & SERVICES

the company was located closed and Oberg had to move everything to his basement. That meant dropping all of the wholesale items he had been buying and concentrated on, and limiting his inventory to items he could make, himself. That's when Oberg started producing military models for individuals and several museum gift shops, and custom models.

After retirement, Airways Gifts outgrew Oberg's basement. He now rents what used to be a store in the old shopping mall.

Today, the aviation gifts are on Oberg's website [www.airwaysgifts.com](http://www.airwaysgifts.com), and he still mails out a catalog once a year.

Airways Gifts models are a little different from almost all

the other models made in the Philippines. The models are entirely handmade... no decals, only hand painting. The company uses only kiln dried hardwood, and their clear coat is a sealant, so Oberg guarantees that his models will not crack.

Airways Gifts custom models are very affordable starting at \$165.00 for models with a 12 to 14-inch wingspan. Airways Gifts make almost anything in any size model a customer would want -- military, general aviation, corporate aircraft, airliners, helicopters and even blimps. The company has made models from a 6-inch wingspan to a 6-foot wingspan.

For additional information, contact Keith Oberg at [airwaysgifts@juno.com](mailto:airwaysgifts@juno.com) or call 651-423-5111. □

## Remote-Operated Hydraulic Door Battery Backup System For Aircraft Hangars & Other Buildings

**S**chweiss Hydraulic Doors can now be opened or closed during an unexpected power outage with a DC battery-motorized back-up control system. Hangar owners/operators simply press "Up," and their hydraulic door opens. The back-up systems are also engineered with a drill-driven backup system at no additional cost, which uses a screw gun 7/16" socket hex head. Hydraulic tractor fittings come standard with each Schweiss Red Power pump hydraulic unit.

Emergency door lowering can also be as simple as turning a screw on the pump. A large moving door can close at a controlled, safe speed, no matter the situation or emergency. It's that easy... no mess, no oil drains back into the tank.

Schweiss Doors has been at the forefront of providing hydraulic and liftstrap bifold doors for aviation and agricultural uses throughout the U.S. and Canada.



A DC battery-motorized back-up control system on the Schweiss hydraulic pump system takes the worry out of operating a door in case of a power outage.

The Schweiss hydraulic door pump unit provides faster door speed when opening and closing, giving a cycle time of approximately 30 seconds. It is the most efficient pump on the market.

Hangar owners/operators do not want a slow door that lets the heat out of their hangar in the winter or air conditioning out in the summer. The uniquely designed Schweiss pump unit is a all-in-one contained unit and can be top-hung or under-hung and mounted on the hangar wall, floor, beneath a bench or in a back room.

The hydraulic pump system uses a fast and quiet, fan-cooled LEESON 1,800 rpm motor available in 2 to 10 hp, depending on the size and weight of the door. Schweiss doesn't use undersized motors that can get hot and burn out.

Two powerful cylinders carry the entire weight of the door. Schweiss cylinders won't bend, break or bow. Another important feature that hangar owners/operators won't find on other hydraulic doors is the recent introduction of "spherical bearings." These bearings are located between the teardrop area and cylinder plate at each end of the doors' cylinders — a perfect answer to a safer, stronger and longer-lasting door.

The frames on Schweiss hydraulic doors have "added-strength" with double end hinges and more hinges per door, which means they don't have to support as much weight per hinge.

For more information on hydraulic door backup systems and bifold doors, call Schweiss Doors at 800-746-8273 and visit [www.schweissdoors.com](http://www.schweissdoors.com). □

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### An Aviator's Lasting Impression

by Don Winkler

**A**s aviators we are caught up in the task of flight planning, preflight and other important duties prior to departing and arriving at our home airports that we seldom have a chance to view what our activities really encompass – that being active participants in a very complex society.

As a pilot and former air traffic controller, I have observed tens of thousands of aircraft arriving and departing airports over the years, but I really never gave it much thought. Until one day while driving around my local airport, I noticed well defined black rubber tire tracks on the runway from landing aircraft. There were immeasurable amounts of them and each had their own story. I thought about what I had seen... military transports with troops returning from duty from afar... F-16s from our local guard unit on practice missions or returning from war... airliners with passengers arriving for business and vacations... and general aviation aircraft with individuals and families flying for recreation, student pilots



involved with flight training, executives and technical people flying for business, and everyone under the sun, including university athletic teams, flying on charters. Then there were the medical patients on air ambulance and volunteer Angel Flights. Each aircraft left a well define, visual image on the runway, telling a story... *those tire tracks!* □

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# Aeronautics Report

Wisconsin Bureau of Aeronautics  
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David M. Greene, Director  
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## Winter Pre-Flight Tips

by Justin Hetland  
*WisDOT Bureau of Aeronautics*

The beginning of the winter season came in fast and cold this year, bringing back memories of the not so fondly remembered 2013-2014 winter when we were all introduced to the term “Polar Vortex.” I, for one, hope we won’t have a repeat of last year’s harsh conditions. Now that we’re in the thick of the winter flying season, here are some ways to prepare yourself and your airplane for a cold weather flight.



Justin Hetland

a hangar, park your airplane facing the sun. Especially in the morning, sunshine on the airplane will melt frost off the airframe and windscreen.

- **Cover Important Surfaces:** You’ve heard of covering plants to protect them from frost. You can do the same thing to wings and other surfaces on your aircraft to prevent frost buildup. Frost reduces lift by a surprising amount and greatly increases takeoff distance. Also, remember to cover vents, engine inlets/intakes, pitot tubes and static ports.

- **Clear Off Snow & Ice:** When I flew corporate, sometimes we would be in Aspen for a week at a time during snow season, and a hangar was not an option. As a result, we would have to sweep off the snow and ice. This is a must if you find your airplane covered in snow and ice.

- **Fuel Contamination:** Checking your fuel for contamination is important any time of the year, but



### Aircraft Preparation

It’s easy to rush through your preflight when it’s cold; however, this is the time of year when you should do your most thorough preflight inspection. Be sure to check your manufacturer’s cold weather recommendations and operating guidelines.

- **Aircraft Parking:** Regardless of whether or not you have a climate controlled hangar, it’s always better to keep your aircraft tucked away inside. Parking inside a climate controlled hangar can help prevent condensation from forming in fuel tanks. However, if you don’t have access to

even more so in cold conditions with large temperature fluctuations. Be sure to thoroughly sump fuel before a flight. As mentioned earlier, parking in a climate controlled hangar will help minimize condensation in fuel tanks. If parking indoors is not an option, try to fill up your tanks as soon as practical after landing.

- **Fuel Vents:** Make sure fuel vents are not plugged with ice or other frozen materials.

- **Baffles:** Baffles help restrict large amounts of cold air from entering the engine compartment and may be recommended below certain temperatures by the



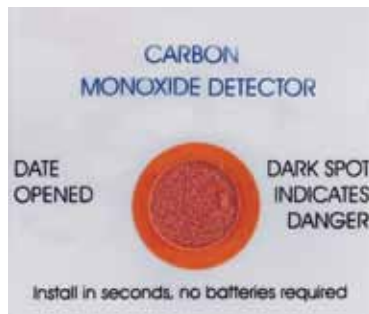
manufacturer. At times, FAA approval is required prior to installation. On aircraft that experience wide temperature variations during operation, it's also recommended that you closely monitor cylinder head temperatures if possible.

- **Oil:** Winter flying often means changing to a different weight oil. Check with the manufacturer for recommendations on what oil to use at low temperatures.

- **Oil Breather Tube:** Due to the nature and location of the oil breather tube on some aircraft, it should be carefully checked during preflight to make sure condensation has not frozen in the tube. A frozen oil breather tube can lead to engine failure in flight due to pressure build up in the crank case causing a seal to rupture or the oil filler cap to blow off, resulting in loss of oil pressure.

- **Propellers:** In cold weather, oil, like a lot of fluids, becomes thicker and can congeal in propeller governors, which can lead to prop control difficulties. During training in multi-engine aircraft, feathering should be used with caution to not let the engine sit for an extended period as oil could cool enough to cause difficulty re-starting.

- **Cabin Heat:** If you plan on warming yourself and passengers with a muffler shroud type heater, have a carbon monoxide detector in the cockpit. Also, consider a thorough inspection of the exhaust system to check for cracks that can leak CO into the cockpit.



- **Wheel Wells & Wheel Pants:** These are great places for snow and ice to accumulate while taxiing. Consider removing wheel pants in slushy conditions when the slush could re-freeze in flight causing wheel and brake issues during landing. For retractable gear aircraft, the best thing to do is avoid slush and mud in cold conditions as recycling the gear shortly after takeoff is not recommended unless it's an emergency situation.

## Personal Preparation

Knowing you have to preflight your airplane outside in the cold can help you decide what to wear on a winter flying trip. One should not hurry through the preflight just because it's too chilly. Bundle up enough to make being outside in the cold tolerable while you do your normal preflight routine. If you've dressed for this, you're dressed appropriately for a winter flight.

Think about how much open space is on the ground when you look out of the cockpit during a flight. In the event an off-airport landing must be made, you'll no doubt look for a large, clear area to put the airplane down. Are you dressed to walk a long distance for help? What may be a relatively short walk in the summer can seem painfully long in winter when you're not dressed for it. Throw in the possibility of injuries, and walking for help may be even more difficult.

- **File A Flight Plan:** In the event of an off-airport landing in a sparse area, having filed a flight plan will make chances of rescue more likely.

- **Dress In Layers:** At the very least, bring layers of clothing. You can add them and remove them as necessary. Some airplane cabin heaters don't warm the cabin very well in cold temperatures, so wearing layers while flying can also add a certain degree of comfort.

- **Bring A Survival Kit:** What goes in a survival kit can depend on the person, the terrain you're flying over, the weather conditions and so on. Some good winter items would be matches wrapped in plastic, a lighter, a candle, some plastic garbage bags, a knife or utility tool, a small mirror, dry gloves and socks, a sleeping bag, a space blanket, a compact tent, nutrition bars, water, and a first aid kit. A survival kit's contents should be tailored to the flight and the person making the flight. Use some common sense and ingenuity when packing your own survival kit.

Hopefully, these tips will give you something to think about before your next winter flight. The FAA, AOPA and others have additional information covering all aspects of winter flying, so check them out as well. Stay warm, and as always, have a safe flight! □

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## Meet Jean Rickman...

*Operations Program Associate  
WisDOT Bureau of Aeronautics*

Jean Rickman joined the Wisconsin Department of Transportation in July of 1980. Prior to her current position, she worked in the Division of Motor Vehicles and the Division of State Patrol. Jean joined the Bureau of Aeronautics in January 2014 as Operations Program Associate.

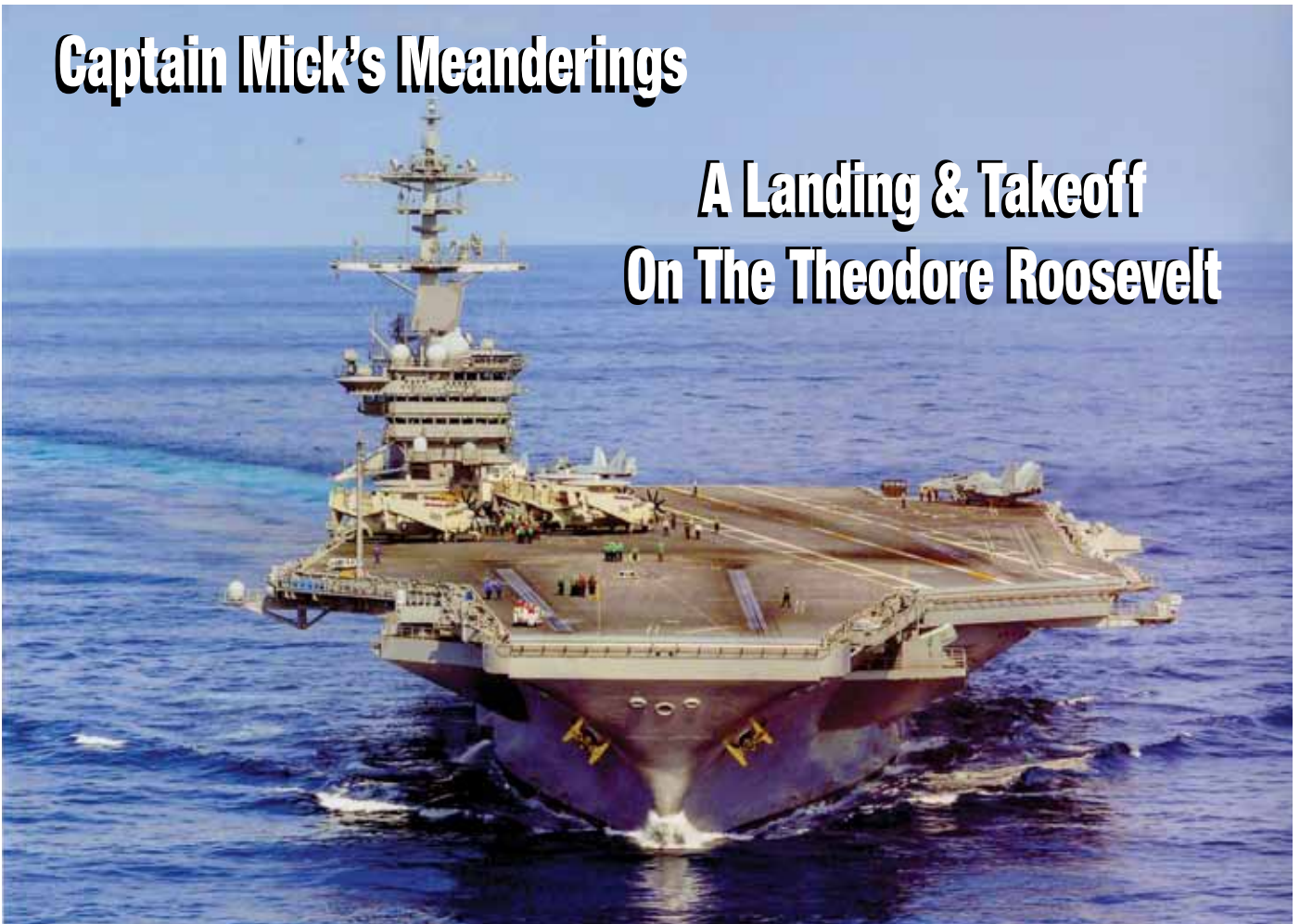
Jean is responsible for a wide range of duties which involve assisting the bureau director, the bureau section

chiefs and other aeronautical professionals within the bureau. For example, Jean provides purchasing and procurement services, manages specialized contracts for statewide pilot and mechanic training, coordinates staff travel arrangements, and manages aircraft scheduling. She also helps coordinate many statewide, multi-governmental agency seminars including the Airport Engineer's Workshop, Airport Operations and Land Use Seminar, Flight Instructor Refresher Courses, and Inspection Authorization Seminar.

Jean lives on the west side of Madison with her husband, Jeff. She enjoys family, friends, golfing, and is a huge Badger football and basketball fan. □

# Captain Mick's Meanderings

## A Landing & Takeoff On The Theodore Roosevelt



USS Theodore Roosevelt  
*U.S. Navy Photo*

by Michael "Mick" Kaufman

All of my life, I have admired Navy pilots and their ability to take off and land on aircraft carriers. The Navy calls their pilots "aviators," and claim they are better than pilots. I had the opportunity to visit the "USS Theodore Roosevelt" (CVN 71) in October 2014 to see for myself.

With only two days notice, I was on a flight to Norfolk Naval Air Station, Virginia, the following day, received a safety briefing, outfitted with flight and water survival gear, and boarded a twin-engine Grumman C-2 Greyhound for a flight to the Theodore Roosevelt. I never knew for sure where the ship was located at sea, but based on the amount of time it took the C-2 to reach the ship at 330 kts, I estimate about 500 miles off the Virginia coast.

Landing onboard a carrier is different than any landing I have ever

made or experienced because of the sudden stop. You are going from 150 mph to 0 mph in two seconds. We were briefed before boarding the aircraft on what to expect, but experiencing it was another thing.

After arriving onboard, I was escorted to my sleeping quarters where my luggage had already been delivered, courtesy of the U.S. Navy. After just a few minutes in the cabin, there was a knock on the door and I was escorted with several other visitors to meet the ship's captain.

During my stay, I was allowed to see the entire ship with the exception of the nuclear power plant. After being greeted by the captain, our tour guide provided the group with safety gear and hearing protection, then escorted us to the flight deck. I have never been so close to landing aircraft before, especially military aircraft. Most of us have seen movies of carrier operations, but there is

no substitute in seeing them firsthand.

I was allowed to observe air operations day and night from the flight deck, the bridge, and a catwalk alongside the bridge. Photographs were allowed in most areas, and we were told where cameras were not permitted.

I learned a lot about the Navy and the carrier while I was onboard. There were around 5,000 personnel on the Theodore Roosevelt and approximately 70 aircraft during my visit. The average age of the people onboard was 21.

The Theodore Roosevelt is nicknamed the "Big Stick," and her radio call-sign is "Rough Rider." From the history books, we can see how these names fit. Roosevelt's motto was "Speak softly, but carry a big stick," and his cavalry unit where he served as a lieutenant colonel was known as the "Rough Riders." Theodore Roosevelt was the first U.S. president to ride in an aircraft and the first to ride in a





An F-18 Hornet catches the arresting cable to touch down on the USS Theodore Roosevelt as Mick Kaufman (center) and other visitors stand by.

submarine.

The Theodore Roosevelt is in the class of aircraft carriers referred to as the "Nimitz Class," and was designed for a service life of 50 years. The carrier had been in service for 25 years and had just spent over a year in the shipyard being refueled and refitted with up-to-date electronics and other equipment. I was surprised that a nuclear-powered carrier could operate 25 years without refueling.

The other guests and I were treated like visiting dignitaries while onboard. The food was excellent and the crew was very courteous and answered our questions.

Among the ship's personnel were several doctors, nurses and dentists. One of the tour guides I had during my stay was the ship's head dentist. His knowledge of the entire ship amazed me. You would have thought he was the captain.

The seas were calm during my entire visit, but I found it difficult to sleep. My cabin was located two levels below the flight deck. There were air operations that went on most of the night. Every time an aircraft would land, there was a loud bang, followed by the engines going to full power. When an aircraft hits the deck, the pilot is not sure if he/she has properly caught the arresting cable and needs the full power to go around if necessary. The missed cable and go-around is called a "bolter."

My visit came to an end way too quickly, and it was time to go to the briefing room. The briefing was about the catapult launch and also to pick up safety and survival equipment for the flight back to Norfolk Naval Air Station. My writing skills could never describe what a catapult launch was like... just picture going from 0 to 150 mph in 3 seconds. The pilots cannot have any control of their body movements during that time, so they take their hands off the controls until the G forces stabilize.

After arriving back at Norfolk NAS, I was invited to join a group of high-ranking officers for breakfast, including the former skipper of the Theodore Roosevelt, Rear Admiral Stan Bryant

(3rd C.O. CVN-71), and the former captain of the USS America, Captain Kent Ewing.

I came away with a great appreciation for the U.S. Navy, naval aviators and the crews onboard aircraft carriers. I would highly encourage any young man or woman seeking a military career to take a hard look at the Navy. As a civilian aviation veteran, many times I say to myself, "Gee, if I had only done this or that." Becoming a naval aviator is one of those this and that I regret not doing. Remember, "They call them aviators in the Navy, because they are better than pilots!"

*EDITOR'S NOTE:* Special thanks to the U.S. Navy and Capt. Kent Ewing (retired) for making this experience possible. □

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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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651-234-7200 or (toll free) 1-800-657-3922

## It is important that you know...

*by Cassandra Isackson*

*Director, Minnesota DOT Office of Aeronautics*

**Y**ou, as an aviator, aviation administrator or manager, or aviation supporter, need to know how your aviation tax dollars are put to work for you in Minnesota.



Cassandra Isackson

I think you also need to care about and understand how the Airport Improvement Program (AIP) impacts aviation throughout Minnesota. The AIP and the projects it pays for are vitally important to aviation across the state and the nation.

First, there are four main sources of state aeronautics funding. Each source is a tax on aviation-related activities. The dollars come from aircraft registration tax, aircraft sales tax, aviation fuel tax, and airline flight property tax. These four funding sources provide approximately \$18

million annually dedicated for use only on aviation-related projects and programs. The state's airport fund is the primary funding source for MnDOT Aeronautics.

Additionally, Minnesota receives an average of \$60 million per year in federal dollars via the Airport Improvement Program (AIP). The AIP provides federal grants-in-aid for planning and constructing airport projects such as runways, taxiways, buildings, lighting and navigational systems. MnDOT Aeronautics is working with airports in the state to channel these federal funds to projects.

Of the state's 135 publicly owned/operated airports, 38 are eligible only for state funds, while 97 are eligible to receive federal dollars via the AIP and may also receive state funds. The 97 airports eligible for AIP funds are part of the National Plan of Integrated Airport Systems (NPIAS).

One very important issue for this federal congressional session is the AIP. Keep in mind that (even if your airport is not eligible for federal dollars) the more federal dollars available via the

AIP, the more it will help to potentially make additional state dollars available to non-federally eligible airports.

Another important issue is the Minnesota governor's budget. As proposed, MnDOT Aeronautics would receive the remainder of the \$15 million that was borrowed for the general fund during the budget shortfall and use it to invest in some additional aviation projects in the 2016-17 biennium. So when you talk to your local leaders, you may want to let them know you support the federal Airport Improvement Program and the state airports fund portion of the governor's budget proposals for Minnesota.

As I close my column for this issue, I will share one final thought... Please invite me to come to your airport meeting, whether for your airport commission or board, local EAA chapter, a fly-in or another important aviation event. I look forward to the opportunity to answer questions about what we are doing to get money out there to benefit your airport. It also gives me a chance to meet you face to face, and you have the additional opportunity to share information to help us do an even better job for YOU! □

## Safety Complacency

*by Dan McDowell*

**I**n the 1970s, we were happy if our automobile engines went 60,000 miles before needing overhaul or replacement. Today, the average auto engine can easily last (with reasonable care), 150-200,000 miles, or more. Jet engines were no different. Some were

good for 2,000 hours before needing major maintenance. Today, similar jet engines are safe and reliable with proper care, for 8,000 to 10,000 hours before major maintenance or overhaul is required.

Airframe and avionics manufacturers are also building great reliability and safety into their products. Cirrus aircraft, for instance, come standard with a Ballistic Recovery Systems safety

parachute. If a pilot gets into a serious situation and cannot recover, the chute is there to help the pilot and passengers survive a potential crash.

Automobiles have airbags in the dash and some even have side impact airbags, all to protect the occupants of the vehicle. Some aircraft may have similar devices in the not-too-distant future. Many newer cars have steel cage construction and side impact

steel beams in the doors. New aircraft, like the Cirrus SR20 and SR22, are designed with an airframe built to withstand significant crash impact forces, while remaining intact to protect the occupants.

The point is that design engineers, new technologies and materials, and manufacturing processes have all contributed significantly to the greatly increased reliability of engines and significantly improved safety and survivability for vehicle and aircraft occupants. But is all this built-in safety and obvious reliability making us safety complacent?

Think for a moment. Have you heard someone mentioning a kid that has trouble reading an analog clock because everything in their house is digital? Have you heard a recent TV news magazine story about the increasing number of people who cannot write (cursive script) because they only use keyboards every day? Have you read a recent news story about the many efforts of airline flight attendants to get people to listen to the flight safety instructions?

In an article by Deb Riechmann, reporter for the San Francisco Gate News, she says, discussing the pre-takeoff passenger briefing, "...the briefings, required since the early 1960s, are often ignored – by people certain they are doomed if something goes wrong, by those who are convinced they are safe, and by those who think they have heard it all too

many times." Later in the article she says, "Confidence in the safety of flying contributes to apathy about safety briefings..."

So what does this have to do with general aviation? Quite simply, everything! If we can be lulled into complacency with safety issues about our autos, and with flight in airliners, we should probably stop and look at what we do with our own aircraft, and in our lives. We should look at ourselves, or better yet have someone who won't hesitate to be truthful, observe us objectively and give us solid feedback. This could help save our, and other people's lives.

We must ask the questions: Am I unsafe in anything I do in relation to my flying? What am I lax in doing? What do I overlook? What do I rush by with little more than a passing glance when I do my walk around? Do I make sure that my aircraft is maintained according to the FARs and manufacturer's recommendations? Is my minimum equipment list (MEL) up to date? Have I complied with all the appropriate airworthiness directives? Am I proficient and current at night flying, GPS navigation, dead reckoning, landing in crosswinds, and in the use of all navigational equipment installed on my aircraft?

Is my health a safety factor? Imagine someone who works on a computer every day. They have frequent headaches, and some difficulty clearing their eyes from time to time.

Besides being a potential hazard on the highways, what if this person DOES have an eye problem and does nothing about it? Now they get into their aircraft and fly. Can they see the traffic they are overtaking? When given traffic advisories, will they ever actually see the traffic? Are they safe in the pattern? Can they see traffic in the dimming light of the day on the ground as they taxi about? Do you see the point?

Being complacent about safety issues, any safety issues, is a serious mistake that could cause you to suffer significant, if not fatal consequences. Worse yet, you might cause harm to a number of innocent people in the process. Is being safety complacent worth that possibility?

No one can really afford to be safety complacent at any time. No one should rely 100% on the technologies to make up for their lack of safety awareness and preparation. In fact everyone, especially aviators, should always keep the basics in mind. What if the technology fails? Could you handle a given situation by reverting back to the basics like dead reckoning? If you lose your panel because of an electrical failure while in flight, could you safely navigate to another airport?

It is important for everyone, not just aviators, to maintain a sound, safety awareness at all times. After awhile it becomes second nature to do things with safety in mind. Being complacent (especially about safety) is a mistake no one can afford to make. □

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## The Changing Winds

**A**s winter's grip weakens, spring in all its beauty and anticipation starts to bring about many changes. We may hear the excited chirping of a variety of birds returning from their winter habitat. We will see a brilliant blue sky filled with a warming sun, while big, puffy clouds float silently overhead. We may notice that even the still frozen soil will yield to the push of the first crocus buds.

All that beauty comes with a little

bit of a price for aviators in particular. That price is putting up with the highly changeable weather. For instance, cold fronts can still race through the region producing copious snow, freezing rain, sleet, and freezing fog. While just hours later it can be bright and sunny with temperatures quickly warming to the point where it feels as if jackets aren't needed.

So, bear in mind that spring weather is often tumultuous. One day you can have snow and the next can be washed

out with severe thunderstorms and hail. The point is aviators must maintain a very high level of weather awareness to help assure their safety and the safety of their passengers, at all times. It is always wise to get a professional weather briefing and plan carefully and thoroughly *before* you take off.

Remember, this is a time when those last vestiges of winter and the lengthening days of spring combine to bring about fast moving, variable weather, with the changing winds. □

# Student Success Is Priority One For The Learning Jet



The Learning Jet  
St. Paul Downtown Airport - St. Paul, Minnesota  
Photos by Michael C. Pohl

by Dave Weiman



**M**ore and more communities are realizing the educational benefits of having an “airliner” parked on the ramp at their local airport to increase student proficiency in Science, Technology,

Engineering, Aerospace, and Mathematics (STEAM). A Boeing 727 has been parked at St. Paul Downtown Airport (KSTP), thanks to the generosity of FedEx, which retired the cargo jet aircraft. “The Learning Jet,” a project geared towards fostering STEM subjects at PreK-12 schools, is targeted towards reaching girls and minority students, because these groups have traditionally been excluded from STEM careers. The project is an initiative of the Minnesota Association of Women In Aviation (MnAWA), which completely remodeled the cabin of the aircraft into an enticing, interactive classroom.

The Learning Jet is a multi-modal transportation curriculum to help Minnesota students succeed in school, mobilize future talent for aviation, and cultivate a workforce that is prepared to meet the transportation challenges of the future. The project is also intended to encourage Minnesota schoolteachers to implement transportation lessons and activities in their classrooms.

The project creates a standards-based PreK-12 curriculum covering the six modes of transportation – aeronautics, freight, highways/traffic, rail, waterways, and bike/pedestrian.



Students who are already inclined towards math and science can be drawn to the civil engineering aspect of the program. Students who may be interested in STEM subjects, but are not because of historical social stereotypes in which girls are not good at math, or being a computer geek is not cool, can become engaged through The Learning Jet curriculum.

Using these six modes of transportation, The Learning Jet curriculum covers **technologies**, such as structures and materials, propulsion, suspension, as well as guidance, control, and support systems; system processes, including inputs to transportation systems models, processes and resources, outputs and impacts, and feedback systems; **social and political aspects**, such as 14 decision-making models for transportation, political, economic, environmental, and social/technical influences; and **design briefs and activities**.

In addition to STEM education, learning activities are structured to empower students’ capabilities as problem-solvers and team players.

Elements of the curriculum include pre-lessons for teachers; learning goals for each transportation mode; lessons for primary grades (PreK-3), intermediate grades (4-6), middle school grades (7-9), and high school grades (10-12); follow-up lessons (for later classroom use); and activities for the lessons.

Minnesota teachers will be able to access the transportation curriculum online. They can use the curriculum in conjunction with visits to The Learning Jet.

Teachers schedule their class for a half-day or full-day program, and they can request the program cover particular STEM topics, a specific form of transportation their students



are studying, or even a certain lesson the teacher has identified by searching the curriculum online. The day's activities are then tailored to meet these needs.

A big plus for The Learning Jet is the atmosphere of having the classroom in a jet airliner, rather than a

traditional setting with four walls and a blackboard. This unique atmosphere establishes a mindset for learning the very subjects being taught.

The Minnesota Association of Women in Aviation is an organization established exclusively for charitable,

educational, and scientific purposes under IRS Code 501(c)(3).

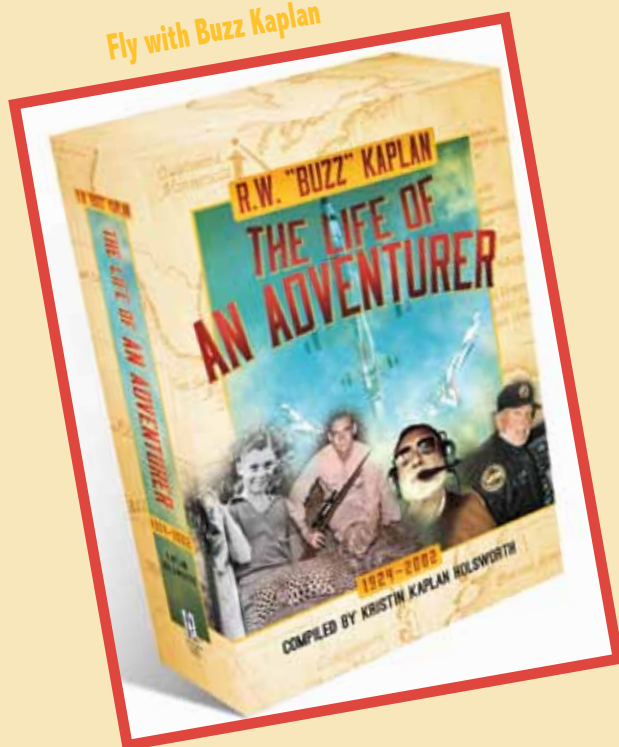
For additional information, visit <http://mnawa.org/news/> and follow the project on Facebook and Twitter: <https://www.facebook.com/LearningJet> <https://twitter.com/mnwomenaviation> □

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## Richard Cross President & CEO, Cirrus Flight Operations



Richard Cross

**R**ichard (Dick) Cross is president and CEO of Cirrus Flight Operations, Inc., a family-owned business located at Anoka County-Blaine Airport in Minneapolis, Minnesota. He founded the company in 1977.

Cirrus Flight Operations began as a flight school and is today a full-service

fixed base operation.

Cross holds an ATP Certificate and has more than 24,000 hours. He is type rated in the Learjet, Beechjet, and Cessna Citation, and in the Boeing 727, 737, and DC-10 as a flight engineer. He is a flight instructor and advanced instrument ground instructor, and holds a CFI Gold Seal Certificate.

Cross began his aviation career as a part-time flight instructor at Skyline Flight School in Minneapolis (1970-1973).

He flew a Beech 18 and Volpar Turboliner as pilot in command with Viking International Airfreight (1973-1974), and then a Learjet for Kallestad Laboratories in Minneapolis (1975-1976).

He was a flight instructor at Cirrus C & N Aviation in St. Paul (1976-1978), a chief pilot for Chicago Cutlery in Minneapolis (1978-1989), then a pilot with Sun Country Airlines (1989-2013).

Cross is currently seeking consultant opportunities in aviation, from line service and lease negotiations, to equipment evaluation, acquisition, maintenance and operation. Additional areas of expertise include customer and public relations, flight services and support, operations efficiency, charter operations, aircraft management, Metropolitan Airport Commission relations, sales and marketing/aircraft sales, business development, and property management.

Cross has a Bachelor of Arts Degree in Economics with an emphasis in Environmental Economics from the University of Minnesota-Minneapolis.

He has served on the Minnesota Aviation Trades Association (MATA) Board of Directors since 2013, and can be reached at 612-859-6404 or via email at [cirrusair@q.com](mailto:cirrusair@q.com). □

## Minnesota To Get Fire Boss Aircraft



Air Tractor's AT-802F "Fire Boss"

ST. PAUL, MINN. – The Minnesota Department of Natural Resources will replace its two (2) Bombardier CL-215

water bomber firefighter aircraft they have used for the past 14 years, with six (6) modern, cost-effective Fire Boss

aircraft.

Equipped with Wipaire amphibious floats, Air Tractor's AT-802F "Fire Boss" adds yet another dimension of capability for firefighters. It can scoop 800 gallons of water in 12-15 seconds and be off the water and on its way again to the front lines in as few as 20-30 seconds. With the ability to work as a land-based aircraft or water scooper, the "Fire Boss" can drop an initial load of retardant, then remain close to a fire by scooping water from a nearby lake.

The Fire Boss is equipped with a 1600 hp Pratt & Whitney PT6A-67F engine.

Wipaire, Inc. is headquartered at Fleming Field - South St. Paul Airport in South St. Paul, Minn. □

## Final Conforming Vision SF50® Personal Jet Takes Flight To Complete Certification Fleet

DULUTH, MINN. – Cirrus Aircraft has announced the successful maiden flight of the third and final conforming flight test aircraft, 'C-Two' (C2), in their Vision SF50 personal jet program. The initial flight of C2 marks the latest significant milestone for the Vision™ jet

program as C2 now joins C0 and C1 in FAA flight testing and certification activities.

C2's first flight took place on December 20, 2014 at Duluth International Airport (KDLH). □



Cirrus Vision SF50

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Solomon (Sol) Kassaye (center) with fellow students at Northland Community & Technical College. In the background is an RQ-4 Global Hawk unmanned aerial vehicle, manufactured by Northrop Grumman.

## An Unmanned American Dream

*by Matthew Brenden*

**T**he “American Dream” is the opportunity for prosperity and success through hard work for all. It means something different to everyone, but the principles remain the same regardless of who you are.

Solomon (Sol) Kassaye found his version of the American Dream with Northrop Grumman and Northland Community & Technical College 14 years and 7955 miles after he started the immigration process to leave Ethiopia to come to Minnesota.

Sol graduated from Northland’s first class of Unmanned Aerial Systems; the first program of its kind in America. He was hired by Northrop Grumman and is stationed in Sigonella, Italy in a position he calls a “dream come true!” Sol was born in 1987 in Addis Ababa, Ethiopia (east Africa). He came from an Ethiopian middle-income family that was able to provide him with relatively good education at elementary and public high schools. At age 11, his family got the chance to come to America.

Due to the complicated immigration process, Sol was not able to get approved to come to America with the rest of his family. His mother, stepfather and two young siblings left for America and Sol was moved to his grandfather’s home until he finalized the immigration process. The process took over seven years, so at age 18 in 2006, Sol was approved to enter the United States as a permanent resident.

Sol has had a lifelong interest in aviation. In Ethiopia, there are few private aviation industries to work in and according to Sol, the Ethiopian Airlines hire only the most educated people so his chances were extremely slim to enter this workforce.

When Sol turned 16, he graduated from an Ethiopian high school. He was able to work in an automotive shop that trained young people as long as the kids provide free assistant service for the lead mechanic. He was able to learn many things in this job. According to Sol, “Even though I was not paid anything, the education I got from there helped me shape my future. I was able to learn that I enjoyed the challenge of troubleshooting, fixing, and the feeling of accomplishment you get from the job.”

Sol added, “From that point on I decided I was going



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to be a technician because of the feeling of joy I got from the job. I learned that you don't need much money in life to be happy, as long as you get satisfaction from your job." He found a trade he was passionate about, but the dream of working in aviation was ever-present.

On May 15, 2006, Sol arrived in Minneapolis, Minnesota to finally be reunited with his family. Sol planned to work low wage jobs, but his parents insisted he go to school. He followed their advice and went back to high school as an 11th grade student. This decision proved extremely beneficial as he improved his English and it helped him to better understand life in Minnesota.

Sol also participated in Post Secondary Enrollment Options (PSEO) where he took several college-level classes. He attended automotive courses in college and high school side by side. He added, "The automotive experience in college gave me an idea about the industry and the job. My experience taught me that the automotive industry is good and interesting, but very competitive and it lacks much of the challenge the aviation industry offers. This helped me decide to change to an aviation major when I headed to college."

After high school, Sol attended Minneapolis Community & Technical College where he took the prerequisites for the aviation program. During this time their aviation program was cancelled so Sol took his life north to Northland Community & Technical College's Aviation Maintenance Technology (AMT) program in Thief River Falls, Minnesota. Sol found the school and the program a natural fit for him. He said it was everything he hoped it would be – challenging, interesting, and difficult. His favorite parts of the AMT program were working with composites, jet engines, powerplants and airframes.

During his time in the AMT program, Sol saw himself graduating and working for an airline. It was also during this time that Northland was developing the first Unmanned Aerial Systems program in the country. His instructors introduced Sol to this cutting-edge program and what it could lead to.

"To be honest, I was as skeptical as most students on spending another year in school and the prospects of getting a job working on Unmanned Aerial Systems (UAS), because there were no commercial Unmanned Aerial Vehicles (UAV)." Sol decided it would be advantageous to try the program

because of the classes in avionics, composites, and electronics.

Sol enrolled in the UAS program and immediately found it a great fit. He said of the 30-credit program, "It really covered everything and prepared me for what is out there in the job market right now, and I am very grateful for that."

As he went through the UAS program, he received encouragement and support from Northland Community & Technical College and Northrop Grumman.

"I kept getting encouragement from Northrop Grumman management," said Sol. "That encouragement played a huge role in keeping me in the program during difficult days."

As graduation neared, Sol felt confident in his skills and was ready to begin the next chapter.

"The Northland staff was a huge help as I prepared to graduate and enter the workforce," said Sol. "Jon Beck really helped me get to where I am," he stressed. Sol was ready for new challenges and he set his sights on working for a leader in unmanned aerial systems, Northrop Grumman.

Northrop Grumman and Northland Community & Technical College have a history of partnership and collaboration. Northrop Grumman has been a key partner throughout the growth of Northland Aerospace.

"Northrop Grumman is a leader in unmanned systems," said Janis Pamiljans, Northrop Grumman Aerospace Systems sector vice president and general manager for Unmanned Systems. "In order to maintain that leadership, we need to grow the men and women who will design, operate, manage and lead the unmanned capabilities of tomorrow. That's why it's critically important that we partner with organizations like Northland Community & Technical College."

Northrop Grumman is a leading global security company that provides innovative systems, products and solutions in aerospace, electronics, information systems, and technical services to government and commercial customers worldwide.

"Northrop Grumman has been a strong ally in the development of this program from the beginning, and we are so thankful for their continued support and for hiring our graduates," said former chief development officer at Northland, Dan Klug. "Northland and our entire aerospace programs are grateful and excited by Sol's hiring."

Upon graduation, Sol received promising word on getting a job at Northrop Grumman from Sean Callahan of Northrop Grumman. He had high hopes of this and prepared himself to take full advantage of this amazing opportunity. Sol started his internship with Northrop Grumman at Grand Forks Air Force Base in North Dakota.

"It has been the most interesting and unique experience of my life," said Sol. "The company has a wonderful and friendly work environment, which is built on providing quality service to its customers and I am proud to be a part of it."

Sol was upgraded to a full-time employee and had planned to be assigned to a full-time permanent position in Guam upon completion of his internship. While stationed in Sigonella, Italy as a technician/mechanic, Sol spoke about his position and said, "This is where everything is happening!"

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According to Bruce Jinneman, Northrop Grumman Technical Services RQ-4 enterprise manager, Northrop Grumman currently employs three Northland graduates and hopes to hire more in the future.

"Northrop Grumman has no internal school house to produce UAS technicians," said Jinneman. "As the UAS business continues to grow, we now have a source in Northland for producing technicians to support a variety of UAS. Northland graduates have FAA certified airframe and powerplant certificates, are trained not only in UAS mechanical systems, such as hydraulics, brakes and engines,

but also have experience in UAS avionics systems."

Sol is proof that hard work and dedication are crucial to finding the American dream. He overcame obstacles many couldn't fathom, and continually spoke not of himself, but in how others helped him along the way.

"The staff at Northland were amazing...everything they did was for me," said Sol. I got this job because of Northland. It's a dream come true for someone like me to have a career like this."

For additional information about Northland Community & Technical College, contact Jonathan Beck at 1-800-959-6282 or via email at Jonathan.Beck@northlandcollege.edu (www.northlandaerospace.com). □

## **AT OUR AIRPORTS**

### **Momentum Acquires Carpenter Avionics**

SMYRNA, TENN. – Momentum Aviation Holdings, Inc. has acquired Carpenter Avionics, Inc, located at Smyrna Rutherford County Airport (KMQY) in Nashville.

Carpenter General Manager John DenDekker will continue in that role, but will report to Mark Lee, President of Momentum Aviation Holdings.

Bob Carpenter founded Carpenter Avionics in 1981, after serving in the U.S. Air Force and working in avionics for 25 years. Fran Carpenter has been serving as president and CEO.

Smyrna Rutherford County Airport is the busiest general aviation airport in Tennessee, and the third-busiest airport in the state (www.CarpenterAvionics.com). □



(L/R) John DenDekker, Fran Carpenter and Mark Lee.

### **Illinois Airport Offers Incentives To Attract New Tenants**

LAKE IN THE HILLS, ILL. – As a means to attract more tenants, Lake In The Hills Airport has a T-Hangar Incentive Program which rewards current airport tenants with a finder's fee equivalent to one month's rent valued at \$302 for referring new tenants who sign a one-year lease. As an incentive to new tenants signing a one-year lease, they will receive the rent for the first three months free!

In addition, the incentive program offers new tenants a 10-cent-per-gallon discount for full-service fuel purchased at the airport during the initial 12-month lease.

The village attributes the downturn in the economy in recent years to hangar vacancies. The hangar incentive program will run through May 31. The village took over fuel sales at the airport in July 2014. □

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# CALENDAR

Send the date, times, location (**INCLUDE CITY, STATE & AIRPORT NAME & I.D.**), and contact person's telephone number, as well as that person's address & email address for reference. First 15 words **FREE**. \$.75 for each additional word.

Complete "Calendar of Events" Form at [www.MidwestFlyer.com](http://www.MidwestFlyer.com)

– Or Mail To – Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575

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**Also, use only current aeronautical charts, etc., for navigation and not calendar listing information.**

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

## 2015

### FEBRUARY 2015

- 3\* **St. Paul (STP), Minn.** - Aviation Day at the Capitol at Hangar 510 at the Downtown St. Paul Airport. Free event 10:30am-1:30pm. Lunch 11:30am-1pm. Contact [gordon.hoff@comcast.net](mailto:gordon.hoff@comcast.net) to visit with your State Senators & Representatives.
- 7\* **BRODHEAD (C37), Wis.** - Chili Ski Fly-In 10:30am-1:30pm. Chili and all the fixins will be available in the Chapter Building for a free-will donation. Field condition report posted at [www.eaa431.org](http://www.eaa431.org).
- 7\* **CANTON (1D2), Mich.** - Frost Bite Chili Fly-In. Bring a pot of your favorite Chili or a dessert to share 11am-3pm. [www.113.eaachapter.org](http://www.113.eaachapter.org)
- 7\* **HURON (88D), Ohio** - Skiplane Fly-In. Chili, Burgers, Dogs & Beverages Supplied. Covered Dish Appreciated 1-3:30pm. 419-239-8292.
- 17 **MADISON, Wis.** - Wisconsin Bureau of Aeronautics Engineer's Workshop will be held at the Crowne Plaza Hotel. Registration go to <http://www.dot.wisconsin.gov/news/events/air/engineers-workshop.htm>.
- 21 **Milwaukee, Wis.** - Mechanics refresher and inspection authorization (IA) renewal seminar at the Crowne Plaza Hotel. A block of rooms are reserved at the rate of \$80 a night. You must

identify yourself with "Wisconsin Dept. of Transportation." Call (414) 764-5300 to make your reservation. Deadline to reserve room at this rate is January 20, 2015. For further information, contact: Jeffery Taylor, [Jeffery.taylor@dot.wi.gov](mailto:Jeffery.taylor@dot.wi.gov), (608) 266-7347. [www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm](http://www.dot.wisconsin.gov/news/events/air/aviation-mechanic-seminar.htm)

- 21\* **PALMYRA (88C), Wis.** - Veto Chili Challenge Cook-Off. If you can't cook chili, come eat and vote for the one you think is the best starting 1pm. Info Mike Dean at [mdean@lavelle.com](mailto:mdean@lavelle.com) or call 262-279-3270.
- 22\* **WARROAD (RRT), Minn.** - Ski Plane Fly-In and Breakfast 8am-Noon. Ski Planes land on the Warroad River, wheel planes at the Warroad Airport (KRRT). Shuttle service is available. Dave Paulson 218-386-1818, 218-386-2098 or email [dpaulson@ssbwarroad.com](mailto:dpaulson@ssbwarroad.com)
- 23-24 **LANSING, Mich.** - Great Lakes Aviation Conference at The Lansing Center. [www.GreatLakesAviationConference.com](http://www.GreatLakesAviationConference.com)
- 28\* **OSHKOSH, Wis.** - Wisconsin Light Sport Safety Seminar. Registration 8am-9am. Free seminar starts at 9am at the EAA AirVenture Museum Founders Wing. FAA "Wings". [www.AV8SAFE.org](http://www.AV8SAFE.org)

### MARCH 2015

- 1-3 **FARGO, N.D.** - Upper Midwest Aviation Symposium at Holiday Inn. 701-328-9650.
- 18-19\* **SIoux FALLS, S.D.** - South Dakota Airports Conference at the Holiday Inn City Centre. Registration 605-773-4430. Hotel 605-339-2000.
- 30-31 **BROOKLYN CENTER, Minn.** - 2015 Minnesota Aviation Maintenance Technician Conference at the Earle Brown Heritage Center. [www.regonline.com/1596744](http://www.regonline.com/1596744). For more information visit: [mndot.gov/aero](http://mndot.gov/aero). 800-657-3922 ext. 7248.

### APRIL 2015

- 15-17 **St. Cloud, Minn.** - Minnesota Airports Conference at Rivers Edge Convention Center. Registration: 612-624-3745.
- 18\* **LEE'S SUMMIT, Mo.** - Pancake Breakfast 8:30am-Noon.
- 21-22 **DES MOINES, Iowa** - Iowa Aviation Conference at the Sheraton.
- 21-26\* **LAKELAND, Fla.** - Sun 'n Fun. [www.sun-n-fun.org](http://www.sun-n-fun.org)

### MAY 2015

- 1-3\* **BRainerd, Minn.** - Minnesota Seaplane Pilot's Safety Seminar at Madden's on East Gull Lake. [www.mnseaplanes.com](http://www.mnseaplanes.com)
- 11-13 **LA CROSSE, Wis.** - Wisconsin Aviation Conference at the Radisson Hotel. For additional information go to [www.wiama.org](http://www.wiama.org), or contact Bob O'Brien at 815-757-2869.
- 13-14 **ROCKFORD, ILL.** - Illinois Aviation Conference at Clock Tower Resort. Hangar Party Sponsored by Poplar Grove Airmotive, Poplar Grove Airport/ Museum.
- 16\* **LEE'S SUMMIT, Mo.** - Pancake Breakfast 8:30am-Noon.
- 16\* **SALINAS (SNS), CALIF.** - To read more about the AOPA Fly-In go to [www.midwestflyer.com/?p=8264](http://www.midwestflyer.com/?p=8264). Starting in February you can RSVP to attend by going to [www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About](http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About)
- 17\* **BRODHEAD (C37), Wis.** - Pancakes, two sausages, scrambled eggs and choice of beverage breakfast 7am-Noon. Served up on our own airplane mechanic-designed professional pancake griddles. There is outdoor seating under the pavilion as well as heated indoor seating in case of inclement weather.
- 17\* **TAYLORVILLE (TAZ), ILL.** - Biscuits and gravy, sausage and eggs, hashbrowns, pancakes, donuts, cereal, coffee, tea, orange juice breakfast.
- 30-31\* **BLAINE (ANE), Minn.** - Discover Aviation Days at Anoka-County-Blaine Airport. 763-568-6072. [www.DiscoverAviationDays.org](http://www.DiscoverAviationDays.org)

### JUNE 2015

- 6 **HEBRON (KHJH), NEB.** - Nebraska State Fly-In and Air Show. [www.hebronairport.com](http://www.hebronairport.com).
- 6\* **FREDERICK (FDK), Md.** - To read more about the AOPA Homecoming Fly-In go to [www.midwestflyer.com/?p=8264](http://www.midwestflyer.com/?p=8264). Starting in February you can RSVP to attend by going to [www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About](http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About)
- 4-7\* **JUNCTION CITY (3JC), Kan.** - National Biplane Fly-In at Freeman Field. [www.nationalbiplane-flyin.com](http://www.nationalbiplane-flyin.com)
- 7 **WILD ROSE (W23), Wis.** - Pancake

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7\* AUDUBON (ADU), IOWA - Breakfast 6:30-10:30am. 712-563-3780.

20\* LEE'S SUMMIT, MO. - Pancake Breakfast 8:30am-Noon.

27-28\* MANKATO (MKT), MINN. - MN Air Spectacular Air Show. Featuring U.S. Thunderbirds, U.S. Army Golden Knights, Sean Tucker, John Klatt, Air Guard and Jet Waco, Dave Dacy, Jelly Belly, and warbirds.

#### JULY 2015

16-19\* BRODHEAD (C37), WIS. - Annual gathering of the Brodhead Pietenpol Association and the National Hatz Club.

18\* LEE'S SUMMIT, MO. - Pancake Breakfast 8:30am-Noon.

19\* TAYLORVILLE (TAZ), ILL. - Biscuits and gravy, sausage and eggs, hashbrowns, pancakes, donuts, cereal, coffee, tea, orange juice breakfast.

20-26 OSHKOSH (OSH), WIS. - EAA AirVenture 2015 [www.airventure.org](http://www.airventure.org)

25-26\* MASON CITY (MCW), IOWA - Fly Iowa 2015. [www.flyiowa.org](http://www.flyiowa.org)

#### AUGUST 2015

10-13 MIMINISKA LODGE, ONTARIO - Canadian

Fishing Fly-Out 2015. 3-Night/2-Day Trip. (See ad on page 63 for more info.) 1-888-465-3474.

10-15 MIMINISKA LODGE, ONTARIO - Canadian Fishing Fly-Out 2015. 5-Night/4-Day Trip. (See ad on page 63 for more info.) 1-888-465-3474.

22\* BLAINE (ANE), MINN. - AOPA Fly-In at Minnesota Anoka County-Blaine Airport. To read more about the AOPA Fly-In go to [www.midwestflyer.com/?p=8264](http://www.midwestflyer.com/?p=8264). Starting in February you can RSVP to attend by going to [www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About](http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About)

#### SEPTEMBER 2015

19\* LEE'S SUMMIT, MO. - Pancake Breakfast 8:30am-Noon.

20\* TAYLORVILLE (TAZ), ILL. - Biscuits and gravy, sausage and eggs, hashbrowns, pancakes, donuts, cereal, coffee, tea, orange juice breakfast.

20-22\* KANSAS CITY, MO. - 4 State Airport Conference at Downtown Marriott Hotel. 816-289-7218 or 816-810-5706.

23-24 STEVENS POINT, WIS. - Wisconsin 2015 Airport Operations & Land Use Seminar at Stevens Point Holiday Inn & Convention Center (715-344-0200). For seminar information contact: Hal Davis - (608) 267-2142 or email [howard.davis@dot.wi.gov](mailto:howard.davis@dot.wi.gov)

26\* COLORADO SPRINGS (COS), COLO. - AOPA Fly-In at Colorado Springs Municipal Airport. To read more about the AOPA Fly-In go to [www.midwestflyer.com/?p=8264](http://www.midwestflyer.com/?p=8264). Starting in February you can RSVP to attend by going to [www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About](http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About)

#### OCTOBER 2015

10\* TULLAHOMA (THA), TENN. - AOPA Fly-In at Tullahoma Regional Airport. To read more about the AOPA Fly-In go to [www.midwestflyer.com/?p=8264](http://www.midwestflyer.com/?p=8264). Starting in February you can RSVP to attend by going to [www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About](http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2015/About)

#### NOVEMBER 2015

17-19 LAS VEGAS, NEV. - NBAA 2015 Business Aviation Convention & Exhibition. [www.nbaa.com](http://www.nbaa.com).

Wisconsin Flying Hamburger Socials [www.wisconsinflying.com/flysocial](http://www.wisconsinflying.com/flysocial)

Airports or EAA Chapters, go to this site to find out how you can be a part of this.

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**HANGAR FOR SALE** - Wisconsin - Dodge County Airport (KUNU) - 60W X 50D, Door 58'W X 18'H, hydronic floor heat. \$69,500. Contact Mary at 920-386-2402 or [Mary.Gasper@WisconsinAviation.com](mailto:Mary.Gasper@WisconsinAviation.com). More details and photos available at [WisconsinAviation.com](http://WisconsinAviation.com).

**HANGAR FOR SALE** - Wisconsin - Dodge County Airport (KUNU) - 40W X 32D, Door 38'9"W X 10'H. \$27,500. Contact Mary at 920-386-2402 or [Mary.Gasper@WisconsinAviation.com](mailto:Mary.Gasper@WisconsinAviation.com). More details and photos available at [WisconsinAviation.com](http://WisconsinAviation.com).

**HANGAR FOR SALE** - Wisconsin - Dodge County Airport (KUNU) - 50W X 60D, Door 44W X 11H. \$49,900 / MAKE OFFER. Contact Mary at 920-386-2402 or [Mary.Gasper@WisconsinAviation.com](mailto:Mary.Gasper@WisconsinAviation.com). More details and photos available at [WisconsinAviation.com](http://WisconsinAviation.com).

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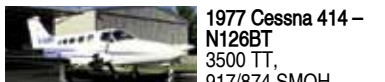
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## Avemco Supports Flying Proficiency Clinics

FREDERICK, MD. – Avemco Insurance Company will support the 2015 Bonanza & Baron Pilot Training (BPT) flying proficiency clinics that are currently being offered throughout the U.S. Designed specifically for pilots and owners of Bonanzas, Barons, Travel Airs, Twin Bonanzas and Dukes, each type-specific weekend clinic offers full-immersion

training and instruction.

Avemco policyholders who attend a BPT clinic can qualify for safety rewards credits on their annual insurance premiums.

To learn more about the BPT clinics and their schedule, contact Mick Kaufman at [captmick@me.com](mailto:captmick@me.com). □

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## GAMA Welcomes Passage of Legislation Beneficial To GA

WASHINGTON, D.C. – The General Aviation Manufacturers Association (GAMA) applauded the U.S. Congress for passing legislation recently in two areas important to its members: extending expiring tax provisions important to general aviation growth and innovation, and passing a key appropriations bill funding the Federal Aviation

Administration (FAA). The tax provisions promote research and development (R&D) and enable bonus depreciation that will allow general aviation manufacturers to introduce new, safety-enhancing products, boost sales and jobs, and aid the overall U.S. economy ([www.gama.aero](http://www.gama.aero)). □

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## EAA Becomes Supporter of UAS Safety Campaign, “Know Before You Fly”

OSHKOSH, WIS. – EAA announced its support of the new unmanned aerial vehicle systems (UAS) safety campaign, “Know Before You Fly,” during the 2015 Academy of Model Aeronautics (AMA) Expo, January 9, in Ontario, Calif. The campaign provides prospective operators of UAS with the information and guidance they need to fly safely and responsibly. The Association for Unmanned Vehicle Systems International (AUVSI), Academy of Model Aeronautics

(AMA), and Small UAV Coalition, in partnership with the Federal Aviation Administration (FAA), is spearheading the effort. These founding organizations of the campaign represent the vast majority of UAS users and manufacturers. AMA represents approximately 175,000 modelers and 2,400 flying clubs around the country.

For more information, visit [www.knowbeforeyoufly.org](http://www.knowbeforeyoufly.org) or follow the trend online with #KnowB4UFLy. □

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## OSHA Orders Pilot To Be Reinstated After Being Illegally Fired For Refusing To Fly Unsafe Medical Helicopter

LUCASVILLE, OHIO – Faced one night with a trip over mountainous terrain in a medical transport helicopter with a faulty emergency locator transmitter (ELT), a pilot refused to fly the aircraft and was later terminated for not flying. An investigation by the U.S. Department of Labor’s Occupational

Safety and Health Administration followed. As a result, Air Methods Corp. was ordered to reinstate the pilot, pay \$158,000 in back wages and \$8,500 in damages, and remove disciplinary information from the employee’s personnel record. In addition, the company must provide whistleblower rights information to all employees.

OSHA found that Air Methods Corp., the largest U.S. provider of air medical transportation services, violated the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR21) when it fired the pilot who was assigned to the company’s Lucasville, Ohio station. AIR21 protects employees who report air safety information. Federal Aviation Administration regulations require pilots in command of a civil aircraft to determine if an aircraft is in a condition for safe flight.

Any of the parties in this case can file an appeal with the department’s Office of Administrative Law Judges. For more information on OSHA rules and regulations, visit <http://www.osha.gov/>. □

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A large photograph of the Thunderbird Aviation building, a modern brick structure with large windows. Two white aircraft are parked on the tarmac in front of the building. The building has a sign that says 'THUNDERBIRD AVIATION' and a smaller sign that says 'WELCOME TO THE TWIN CITIES'.

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