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ONWARD AND UPWARD

Anything worth doing, takes time and persistence. We've learned that through the years-long effort to pass things like BasicMed, which now has well over 40,000 pilots flying under the new third-class medical certification.

Well... when it comes to stability and planning for the FAA, the wait is finally over! After years of short-term extensions, the FAA has secured a \$90 billion five-year FAA reauthorization bill allowing the agency to plan for future growth, so it can continue to be the world leader in aviation safety and modernization. Most importantly, however, it does not include any reference for handing the air traffic control system over to the airlines. That proposal was defeated in large part because of the organized opposition by the GA community.



Another positive step for GA was the recent announcement to relaunch the FAA's \$500 rebate program in support of Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipage. This program will help fund nearly 9,800 new installations. Over the past four years, AOPA has also worked with the FAA and manufacturers through the Equip 2020 Working Group to develop lower cost solutions for pilots. The cost of equipping has dropped significantly in recent years, and coupled with the rebate, the safety enhancing technology is more accessible than ever.

AOPA and others in the industry have also been working to expand the Light Sport Aircraft category. The goal is to move away from prescriptive general aviation regulations and more toward performance and risk-based measures. The expected proposal will hopefully revise regulations governing Light Sport Aircraft, expand accommodation for electric propulsion, change regulations regarding experimental aircraft manufacturing, and welcome new novel aircraft that currently do not have certification standards such as hoverboards, jet-packs, and others.

It's an exciting time to be a general aviation pilot. We thank you for your support of all AOPA's initiatives and look forward to helping you navigate these changes and opportunities as we work towards protecting and expanding your freedom to fly.

Mark R. Baker

President & CEO, AOPA

ISSN: 0194-5068

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Remember To Change Your Mailing Address

by Dave Weiman

f you are moving, be sure to change your mailing address with the Federal Aviation Administration (FAA), and of course with us at *Midwest Flyer Magazine*. As a certificated pilot, you are required to notify the FAA of any change in address. Likewise, if you are an aircraft owner, you are also required to notify the FAA and your state aeronautics office, bureau or division.



You can either call, write or change your address with the FAA online. The telephone number for the **Airman Certification Branch is 866-878-2498.** Online, go to: https://registry.faa.gov or go direct to: https://www.faa.gov/licenses_certificates/airmen_certification/update_address/ The mailing is: Federal Aviation Administration, Airman Certification Branch, AFS-760, PO Box 25082, Oklahoma City OK 73125.

When you die, your executor should notify the FAA by mail with a letter stating that you have died, and include a copy of your death certificate with your name, date of birth, and either your social security number and/or pilot certificate number.

If you own an airplane and have an address change, contact the **Aircraft Registration Branch** of the FAA at **866-762-9434**, or send a letter to: Federal Aviation Administration, Aircraft Registration Branch, PO Box 25504, Oklahoma City OK 73125, or go online at **https://registry.faa.gov** or go direct to: https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/change_of_address/

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Operation Safe Pilot All Over Again, But This Time FAA Cross-Checks Pilots With The VA Disability Database

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s some of you may know. the Department of Justice (DOJ) recently issued a press release announcing that it had indicted four pilots for lying on their medical



Greg Reigel

applications. In each case, the airman failed to disclose that he was receiving Veterans Administration ("VA") benefits for a medical condition that would likely have either disqualified the airman from receiving a medical certificate, or would have certainly subjected the airman to additional scrutiny and/or testing requirements by the FAA's Office of Aerospace Medicine.

The airmen were "caught" when the FAA cross-checked its database of airmen holding medical certificates with the VA's disability benefits database. This is reminiscent of the FAA's 2002 Operation Safe Pilot in which it performed a similar cross-check, but with the Social Security Administration's ("SSA") disability database. Operation Safe Pilot resulted in prosecution of 40 pilots who were receiving SSA disability benefits for conditions that would have either disqualified the airmen from receiving a medical or would have triggered further inquiry by the FAA.

After Operation Safe Pilot, the FAA revised the application for medical certificate to include language that specifically authorizes it to conduct this type of cross-check with SSA and VA. When an airman signs the medical application, he or she is agreeing that the FAA can perform this type of search.

Since the DOJ press release was issued, I have received multiple calls from airmen who believe they may be in a similar situation, but have not yet been "discovered" or received any notice from the FAA. In each call the airman is, perhaps justifiably, concerned regarding his or her liability exposure for criminal prosecution. Fortunately, options, albeit not great options, are available provided the airman is not yet in the FAA's cross-hairs.

Depending upon the circumstances, airmen have at least two options for dealing with the situation:



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- 1. An airman can contact the FAA via letter and disclose the previously omitted information regarding both the medical condition and the receipt of disability benefits. It is also helpful to provide an explanation for the non-disclosure, to the extent that the airman has a reasonable explanation for failing to disclose the information. This may persuade the FAA that the failure to disclose was not intentional, but merely a misunderstanding, etc.; or
- 2. The airman can apply for a new medical certificate and disclose the medical condition and receipt of benefits on the application. Then when the airman goes to his or her aviation medical examiner ("AME") for the medical examination, the airman can explain the situation to the AME.

In either instance, the airman will want to have all of his or her VA medical/disability records available to provide to the FAA. However, an airman should keep in mind that any information he or she provides to the FAA could be used against the airman in a criminal prosecution. So, it is important for the airman to be very careful about what he or she says to the FAA or AME.

Although pursuing one of these two options does not guarantee that the FAA will not prosecute the airman, coming clean and correcting the record before the airman is "caught" may convince the FAA that prosecution is unnecessary. However, even if an airman is not prosecuted, it is quite likely that the FAA will follow its standard playbook and revoke all of the airman's certificates as a sanction for falsifying the airman's medical application(s).

If you find yourself in this situation, please call and I will be happy to help you through the process.

EDITOR'S NOTE: Greg Reigel is an attorney with Shackelford, Melton, McKinley & Norton, LLP, and represents clients throughout the country in aviation and business law matters. For assistance, call 214-780-1482, email greigel@shackelfordlaw.net, or Twitter @ReigelLaw.

Justice Department Involvement In FAA's Illegal Charter Case Spotlights Consequences For Aircraft Owners

WASHINGTON, D.C. – The National Air Transportation Association (NATA) and its Illegal Charter Task Force are continuing efforts to increase awareness of the dangers posed by illegal activity, and educate aircraft owners, consumers and operators on the importance of compliance with safety regulations. In a move that highlights the serious

consequences when aircraft are found to be operating illegally, the Federal Aviation Administration (FAA) has referred a high-profile enforcement action to the Unites States Attorney's Office (USAO).

This summer, the FAA announced a \$3.3 million civil penalty against an aircraft owner it found to be conducting

commercial flights without proper authorization. The aircraft owner allegedly conducted hundreds of commercial charter flights for third parties with whom the owner had created multiple timeshare agreements. While regulations permit certain payments when using timesharing arrangements, this operation was collecting unauthorized payments among other alleged infractions. In October 2018, the FAA referred the case to the USAO for action. The case is referred to as United States of America v. The Hinman Company, Case No. 1:18-cv-01140, U.S. District Court, W.D. Michigan (October 4, 2018).



Things On Your Airplane That Flop In The Breeze

by Harold Green

n experienced Designated
Pilot Examiner (DPE) recently
observed that a common
thread he saw among applicants was
that some were not properly recovering
from stalls or unusual attitudes. He even
admitted to being somewhat concerned
about the outcome in a couple of cases.



Harold Green

The obvious cause is improper use of controls to maintain controlled flight. The following is a basic review of the function of the control components on the average airplane; it is also an appeal to maintain coordination at all times. This discussion plows no new ground. Rather, it is an attempt to provide a slightly different perspective on control response and recovery procedures. The time-honored emphasis on airspeed, coordination and attitude does not change.

In the following discussion, it should always be

remembered that whenever lift is created, so is drag, and as lift increases, so does drag. That is, the old TINSTAAFL or, "There Is No Such Thing As A Free Lunch" comes to the fore again.

We all know that the elevator controls the pitch of the airplane. Harking back to basic aerodynamics, remember that the airplane is suspended under the center of lift with the center of gravity ahead of the center of lift and the horizontal stabilizer aft providing a balancing force. Thus, the center of lift and the downward force on the stabilizer form one end of a teeter-totter with the center of lift being the fulcrum. Lift variation on the tail created by varying the angle of the elevator causes a change in pitch by changing the angle of the teeter-totter.

In straight and level flight, there is always a downward force on the tail keeping the airplane balanced. When the elevator is pivoted UP, it actually creates lift in the down direction on the tail. That happens when you apply backpressure on the pitch control, be it stick or control wheel. This causes the nose to rotate upward about the center of



lift. Then, whether we stall or climb depends on the degree of pitch and the amount of power available. Hence the term Pitch + Power = Performance.

Of course, if the deflection of the elevator is negative, forward pressure is applied to the pitch control. If the elevator is deflected downward, lift is upward. In actuality, less downward lift on the tail is created, the nose pitches down and the speed increases. As the speed increases, the downward force on the horizontal stabilizer increases due to increased air flow tending to raise the nose again. Thus, in order to hold a specific angle of attack while descending, it is necessary to increase the pressure on the pitch control proportional to the airspeed increase to keep our teeter-totter balanced. In short, the plane wants to maintain the airspeed in order to achieve balance of the teeter-totter.

This then leads to another control element – the "elevator trim." The elevator trim actually flies the elevator. Thus, when you want to relieve forward pressure, the trim is adjusted "upward" to cause the elevator to shift downward and replace the downward force you were holding. Obviously, this reverses if the need is to increase the pitch attitude. Remember, the trim tab actually moves opposite to the direction of the desired force change.

It might be enlightening to check the emergency section of your Pilots Operating Handbook (POH) and you may see that in the event of a flat nose wheel tire or a nose gear that is broken or won't extend, the procedure calls for setting the pitch trim full down to reduce the load on the nose wheel. That's because when you override the trim, it acts as an extension of the elevator and its effect is reversed since it just adds effective pitch to the elevator.

Remember, the trim force is a function of the airspeed over the elevator. Therefore, as speed is changed, it should be remembered that control pressure must be used to stabilize the air flow over the elevator before the trim can be adjusted properly for sustained level flight.

We will ignore the effect of aileron trim since the discussion is already complex enough and aileron trim is not as universally available as pitch trim.

Next, consider the ailerons. (Ignore spoilers today.) These little guys are way out on the end of the wings and flop up

and down in opposite direction to each other in response to lateral movement of the control wheel or the stick to control the roll of the plane. The aileron that is down causes an increase in lift (and hence an increase in drag), and the one that is up causes a loss of lift (and hence a decrease in drag). The result is twofold. The plane rolls in the direction of the UP aileron due to the decreased lift, and the increased lift of the opposite, or DOWN aileron, and the plane yaws in the direction of the down aileron due to the increased drag associated with the increased lift coupled with decreased drag of the opposite aileron. Therefore, if you bank left without rudder application, the nose goes right before the horizontal component of lift makes the plane turn, and if you bank right, the nose goes left before you turn. In both cases, with shallow bank once established, the plane will continue in a gentle turn with little or no additional input on your part. The amount of bank that remains coordinated without rudder is related to the amount of dihedral of the wings. Steeper, and you have to take additional steps with the rudder and elevator.

The rudder is the vertical hinged thingy on the tail, which is connected to the pedals on the floor. Normally the rudder controls where the nose points. That's referred to as the "yaw" of the plane. In the extreme, knife-edge flight where the plane is at a 90-degree bank, the rudder controls the pitch of the plane. Please note that this is still yaw. It's just rotated by 90 degrees. However, in normal flight, the rudder does not contribute to lift. What it does do is counter the drag created by the ailerons or other non-symmetrical drag effects including P factor and torque compensation. The rudder is what keeps the little ball in the center of its cage. That is a fact often ignored by pilots, both experienced and novice. This little ball never seems to receive the attention it deserves. Failing to keep the ball in the cage leads to many accidents, sometimes even fatal. In fact, coordination, and hence the ball, is very important to this entire discussion since if the ball is not in its cage, the plane is not in coordinated flight.

Now consider an actual situation. Straight and level flight will be ignored since that is not interesting for our purposes.

Assume you are executing a steep turn while practicing for a check-ride. The private pilot level of a 45-degree bank was chosen by the FAA because during the turn you need to be





aware of the coordination of the plane. The ball tends to slide out of its cage due to the effects of torque and P-factor . As a result, you must use rudder during the turn. The ball should stay in its cage. To complicate the issue further, the amount of rudder is different when turning left vs. turning right. The same is true of the ailerons. If in visual flight conditions, the secret is to be looking outside, holding the bank and pitch, and applying a combination of rudder and aileron to hold the attitude. Control forces vary between left and right to compensate for P-factor, torque, and adverse yaw. But, in any event it requires coordinated effort of rudder, elevator and aileron to keep that pesky little ball in its cage while holding altitude. Too much bottom rudder and you not only slip, you tend to lose altitude. Too much top rudder and you skid and tend to gain altitude. Too much elevator and you tend to climb...too little and you tend to dive. Changing any one affects the others. That is, it requires coordinated use of all except the trim to maintain level steep turns. If you get too tired, you can always use trim to alleviate the pitch force.

Now we go on to "unusual attitudes." Typically, in an unusual attitude, the pitch and power are adjusted to correct the situation, but all too often rudder and aileron coordination are ignored. That's fine, but in an uncoordinated airplane, unusual attitudes can be exacerbated. Therefore, stay coordinated in order to keep the dirty side down.

Next, "execute a stall." Of course the first priority is to reduce the angle of attack to stop the stall. That means increased power and decreased pitch. That doesn't happen instantaneously, so some other things also need to be done. During the stall a wing may drop due to a non-symmetrical stall of the two wings or perhaps the stall was induced during a turn. Today's light airplanes will generally allow coordinated use of rudder and aileron to correct a wing drop. However, this can be abused. When a wing drops in

the stall, it needs to be brought back. If we use ailerons, the aileron on the down wing will also move down attempting to raise that wing. This creates increased drag causing that wing to slow down and hence increasing the stall on that wing. That in turn, could cause the plane to roll inverted and enter a spin. That doesn't happen too readily as modern airplanes are designed to stall from the wing root outward, hence reducing the leverage of unbalanced lift and effectively controlling the growth of the stall. However, as mentioned in a previous column, earlier design airplanes and highly maneuverable planes have wings designed for performance and don't have this advantage.

This does not mean that with some effort, you can't get into trouble. If, when performing the stall, for whatever reason, one wing stalls more, or earlier, than the



other, there will be an unbalanced roll force and the more completely stalled wing will drop faster than the other. One way to create that situation is to be uncoordinated when entering the stall. The natural reaction is to apply aileron to raise the wing. This means the aileron on the down wing will deflect downward, thus increasing the drag on that wing, causing the plane to rotate slightly to that side. That increases the stall on that wing causing more roll action.

WHOOPS! Over you go. A better reaction is to use rudder to increase the velocity of the down wing, hence reducing or eliminating the stall imbalance condition. This will speed up the down wing increasing the lift and thereby raise the wing. Thus, if the right wing is down, use left rudder to compensate, and when you use aileron, use them in a coordinated fashion. This is a rare case where uncoordinated flight is okay, but it doesn't last long.

Since modern airplanes are designed to stall from root outward, you can also use COORDINATED rudder and aileron to alleviate the situation. This does not mean that you can't get into trouble using ailerons with modern airplanes. Note that the wings cannot be designed to eliminate a stall... they are just designed to control the development of the stall. A fully developed stall can result in some very dramatic maneuvers, spins being only one effect. At this point the pilot effectively becomes a test pilot. The pay doesn't change, but

the consequences can be extreme.

In all, this has been a pitch for more coordinated, knowledgeable, and effective use of the aircraft controls. Note that the physics described herein apply no matter the type, size or purpose of the airplane involved. Our goal is safer operations throughout the flight regime. Stall recovery still requires a reduction in the angle of attack and usually an increase in airspeed regardless. Controlling coordination throughout all aspects of flight, and understanding what the control forces do, could go a long way to reducing upsets and loss of control accidents. Have fun!

EDITOR'S NOTE: Harold Green is an Instrument and Multi-Engine Instrument Instructor (CFII, MEII) at Morey Airplane Company in Middleton, Wisconsin (C29). A flight instructor since 1976, Green was named "Flight Instructor of the Year" by the Federal Aviation Administration in 2011 and is a recipient of the "Wright Brothers Master Pilot Award." Questions, comments and suggestions for future topics are welcomed via email at harlgren@aol.com, or by telephone at 608-836-1711 (www.MoreyAirport.com).

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials before attempting any procedures discussed herein.

BRS Aerospace Adds Five More Facilities To Cessna Parachute Installation Network

SOUTH ST. PAUL, MINN. – BRS Aerospace has named another five Cessna Parachute System Authorized Installation Centers in North America and South Africa to handle whole aircraft parachute installations on the Cessna 172 and 182 aircraft fleets. BRS offers a whole aircraft parachute system for Cessna 182s manufactured in 1964 and newer, and Cessna 172s manufactured in 1966 and newer.

"The BRS ballistic recovery system for owners and operators of Cessna 172s and 182s is very comparable to systems on the world's best-selling single-engine piston powered aircraft," said BRS President/Director Enrique Dillon. "With these five added facilities, BRS just made it even easier to find a qualified facility to install these lifesaving

safety devices."

New Cessna Installation Centers approved by BRS Aerospace include Absolute Aviation Group in South Africa; Brant Aero in Brantford, Ontario, Canada; Clearwater Aviation in Clearwater, Fla.; Total Avionix in Latana, Fla.; and Vector Air in Erie, Colorado.

Installation kits for the Cessna 182 Skylane are \$17,500 and \$15,500 for the Cessna 172, plus installation fees.

BRS Aerospace was founded in 1980 in South St. Paul, Minn. It has manufacturing facilities at South St. Paul Municipal Airport and in Pine Bluff, N.C. For more information go to www.brsaerospace.com.

ASK PETE

by Pete Schoeninger

Confession: In the previous issue of Midwest Flyer Magazine, I incorrectly stated that there were 517 Cessna 172 Skyhawks built in 1986. I switched numbers by mistake. The real number is 157 aircraft. We hope you find the following questions and answers informative and sometimes entertaining.



Pete Schoeninger

Q: You recently wrote that used Cessna 172s have risen in value. Is this true of other similar airplanes, such as the Cessna 172RG, Cessna 172XP, and the Piper Warrior?

A: The similar airplanes as referenced have risen in value, but not as much as comparable used Cessna 172s. On average, a 1980 Cessna 172 will have a value around \$55K, a 1980 Cessna 172RG would be about the same, a 1980 Cessna 172XP would bring about \$65K, and the 1980 Piper Warrior would bring much less at around \$35-40K. That continues to make the Piper Warrior, in my opinion, a very good value.

Q: Follow up question on Warrior value. Why do you think the Piper Warrior underperforms in valuation against the Cessna 172?

A: In my opinion, the demand for used Piper Warriors is less than used Cessna 172s for three reasons: 1) Many people learn to fly in Cessna 152s, and the C-172 is an easy and natural first step up. 2) Cessna 172s in the utility category may be legally used to teach spins; Warriors cannot. That fact gives an edge to the C-172 for flight schools. 3) The Piper Archer (very similar to the Warrior, with a little more power, speed, and useful load) can be had for roughly the same price as a C-172. 180 hp Piper Archers are good performers, and some view the Warrior as a weak sister with 20-30 hp less. But is a 20-30 hp increase worth \$1,000 per horsepower? You decide.

Q: While many new cars, and new airplanes, now have fuel injection, I wonder why older cars with carburetors do not get carburetor ice like older airplanes do?

A: The main reason is location. Heated air rises into the car carburetor, which usually sits just a couple of inches above the hot engine block versus cold outside air going directly into the airplane engine carburetor, located below the engine.



Q: A friend swears that his Cessna 182 Skylane is a couple of miles an hour faster with his wife sitting in the backseat, rather than next to him up front. Is that possible?

A: Sure, and probably true. You'll remember that the center of gravity on almost all airplanes is ahead of the wing's center of lift. The tail on the C-182 (and other airplanes) needs to produce a downward pull to keep the airplane level. Within reason, the further aft the center of gravity is, the less downward pull the tail needs to produce, reducing drag, and reducing the weight the wings need to carry. Some airliners have fuel tanks in the tail and computers to move fuel around to keep a relatively rear (but within safe limits) center of gravity for optimum efficiency.

Q: My instructor insists that I drain fuel samples from each drain before our flight lesson. Frankly, this is getting absurd. Sometimes the fuel tanks on my rented Cessna 172 must get drained several times a day. I am close to my private pilot check-ride and I have never seen one bit of water in the fuel samples I take. When challenged, my flight instructor's only response was "The book says to do it." Can you do better for an answer?

A: I'll grant you, it would be unusual for you to see water in fuel in the circumstances you describe. Airplane fuel tanks can be exposed to large changes in temperature (remember the sun shines directly on them heating them up during the day) in a very short time, which can produce some condensation inside the fuel tank, particularly if the fuel tank is low on fuel. Another possible water source that cars do not have are airplane fuel caps, which usually sit on top of a cabin or wing. During rain – or when snow melts – a small amount of water can enter the tank if the cap seal is not perfect. I have seen as much as a quart of water drained from airplanes that have been inactive for a little while. In a few airplanes, the manufacturer may suggest rocking the wings a little to make sure any possible water contamination gets to the drain plug area.

Q: A customer of mine (I operate a small FBO in Indiana) has asked us to sell his Piper Dakota. He has given me his

bottom dollar, which I feel is a competitive price. But he will not leave the signed bill of sale with me. I think he is being way too cautious, but I am reluctant to tell him that. How would you handle this situation? EDITOR'S NOTE: The bill of sale is the document usually used to transfer airplane ownership.

A: I have a \$9,000 lesson to share with you. A long time ago, I had a similar scenario with a very nice Piper Saratoga we had listed for sale. A guy called and inquired about it, and a week later with no notice, he showed up bright and early with his mechanic. They looked at the airplane for about two hours and the prospect said OK, let me see the bill of sale and I will telephone my bank and wire transfer funds today, and we will fly it home. The seller was out of town for a week and he would not leave an open bill of sale with us. Thus, I was unable to produce a bill of sale for them on the spot. They left in a huff, and bought another Saratoga the next morning. That was a \$150,000 sale my company missed, and a 6% commission I didn't get.

In later years, I began asking that owners provide our company with an open signed bill of sale in exchange for a signed receipt for it. If the owner will not give an open signed bill of sale to you, have him send one to an airplane title company with instructions not to release the title until money is received. You will have to convince the owner that sometimes airplane sales are impulse situations, and you (the salesman) have to have maintenance logs and a bill of sale readily available.

Q: I have a Cessna 180 on straight floats. The engine is at TBO, and when it was in for an annual inspection last week, my mechanic told me the engine compression was too weak to pass inspection, but he would be willing to sign a ferry permit to allow the airplane to be flown somewhere for an engine change or sale. I am probably going to move up to a C-206 for more room, so I am considering selling the C-180. Do you think I should try and sell it as is, or overhaul it, and if I overhaul it, should I go with one of many optional horsepower increases available?

A: Since the airplane can be flown away (with a ferry permit from your mechanic), you could advertise it for sale and describe the "runout" condition. Since it is a floatplane, it is possible someone might want to install a larger engine. If there are no takers and you decide to overhaul the engine, I would go with the stock horsepower, and not do an engine upgrade. If you spend say an extra \$15,000 to \$20,000 for a big horsepower increase, I don't think you would get that back at resale time, as relatively few buyers would pay the big premium for more power.



Q: With snow season upon us, any tips for landing on slick runways?

A: Some instructors will recommend if landing on a slippery runway, or on a snow-covered runway with unknown braking action, that you make sort of a soft-field landing, and you keep some power on, and use half flaps or less. If after touching down things immediately get too slippery, you can almost immediately (with full power) return to the safety of the sky. And be extremely careful with brakes, using very little if any, unless absolutely necessary.

Q: My neighbor – a veteran pilot – says you can get vertigo while flying in snow at night if you turn on the landing light. Why?

A: If you are flying in snow at night and turn on your landing light, you will get the illusion that snow is coming nearly straight at you. It is possible that your mind can think that means you are going straight up, which is not the case. You may wish to ride with your flight instructor in these conditions so you can experience it firsthand before you attempt to experience it as pilot-in-command.

Q: I am considering buying a 40-year-old Cessna 172 and putting it on floats for next summer. Would I be better off

buying an airplane with floats, or buying an airplane, then buying floats separately?

A: Usually the package costs less than a sum of the pieces, so to speak. I would aggressively look for an airplane that has floats that go with it. And remember that most older C-172s DO NOT have structural modifications (called a float kit), so if you do buy a stand-alone C-172, be sure it has a complete float kit. You might be well advised to consider a higher horsepower airplane for better load carrying capability, as a C-172 on floats (especially if on amphibious floats) has pretty limited payload.

Q: A friend asked me to do an Internet search for a YouTube video entitled "16-Year-Old Girl Solos Stinson." Sure enough, there is a video of a young lady doing a great job of her first solo flight on her 16th birthday in a Stinson. My friend said that it might have been a Piper product. I thought Stinsons were made by the Stinson Division of Consolidated Vultee in Michigan?

A: Near the end of the production run, Piper did buy assets of the Stinson and continued production for the last 300 or so airplanes, out of a total of about 5,000 aircraft built.



Q: As a follow up, can you add any comments on Stinsons?

A: Sure, I like them. They are high-wing tail draggers, originally covered with fabric, but many were metalized in the late 1940s. Many can legally carry four full sized adults and full fuel. But the newest Stinson is nearing 70 years old, so a mechanical inspection by a knowledgeable aircraft mechanic is mandatory if you are considering buying one. Originally produced with Franklin engines, some owners prefer conversions to other engines including the Lycoming 0-360 or Continental 0-360 or 0-470. Univair of Colorado owns the type certificate and sells parts when needed.

Q: Many people – including you – recommend a prepurchase inspection before buying a used airplane. I could not find anything on the FAA website about pre-purchase inspections?

A: There is not an FAA mandated pre-purchase inspection unlike 100-hour or annual inspection requirements. But it is a good precaution to have a mechanic you trust inspect an airplane you are considering buying. Usually it is a good idea to let the knowledgeable mechanic look at an airplane until he is satisfied it is in good mechanical condition. This can take a few hours or a few days depending on the complexity of the airplane, and how orderly the maintenance records are, and other factors.

Q: My partner (we share ownership of a Cessna 172RG) says I am a "throttle jockey" and always drag the brakes a little and thus run the engine at higher than needed RPMs. I don't think I do. How can I check up on myself?

A: You should be able to taxi most airplanes on most airport surfaces at an idle speed of under 1000 RPM.

Q: On the ramp, and sometimes on the runway, the ball in my turn and bank indicator is very slightly left or right of center. Is it possible the instrument is installed with a bit of a tilt?

A: Possible, yes. Probable, no. Most airplane ramps have a slight incline to them for water drain off. Many runways have a slight crown for the same reason. For some airplanes you can put a level on the floor, or on the bottom of the door frame, and on the bottom of the other door frame, and add or subtract a bit of air in one main tire until the airplane is exactly level. Then look at the ball...it should be in the center.

EDITOR'S NOTE: Pete Schoeninger appraises airplanes for estates, divorces, and partnership buyouts. He is a 40-year general aviation veteran, starting out as a line technician as a teenager, advancing through the ranks to become the co-owner and manager of a fixed base operation, and manager of an airport in a major metropolitan community. For aircraft appraisals, contact Pete at PeterSchoeningerLLC@gmail.com or call 262-533-3056 (peterschoeningerllc. wordpress.com).

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FOCUSED ON THE FUTURE OF AVGAS Phillips 66 & Afton Chemical Team Up To Tackle Piston Aviation's Biggest Challenge

by Ed Leineweber

or decades, Phillips 66 and Ethyl Corporation have been doing their part to provide the highest quality 100LL aviation gasoline to the piston aviation industry. Phillips 66 and Afton Chemical, sister company to Ethyl, have teamed up to develop an unleaded Grade 100 octane aviation gasoline, UL100, that replaces 100LL and will meet future industry needs. I attended their EAA AirVenture



Ed Leineweber

Oshkosh forum in July 2018 and learned more about the details of their efforts and plans.

The Phillips team's first steps were to envision a UL100 that will be fully compatible with both the present 100LL and the existing avgas distribution network. They see a future aviation fuel that would (1) service the entire fleet of general aviation piston aircraft; (2) meet or exceed the performance and quality characteristics of 100LL as specified in the ASTM D910 standard; (3) produce less hazardous engine emissions compared to 100LL; and (4) minimize any cost increases. Team members believe that their emerging UL100 fuel will meet or exceed these benchmarks.

The primary difference between the current 100LL fuel and the Phillips 66 UL100 under development lies in the additive package. While the petroleum components of both fuels are the same, a new manganese-based package replaces the existing lead-based package found in 100LL. Included in the new Phillips package is a proprietary scavenger formulation and an antioxidant. The relative percentage of petroleum components compared to 100LL have been adjusted to optimize performance with the new Phillips additive package.

As experience over recent decades has demonstrated, there



are many challenges in developing a new piston aviation fuel. These include the need for the new fuel to fully satisfy the entire piston-powered fleet in order to simplify the distribution and storage systems; making sure that these distribution and storage systems are in place, with whatever modifications from the current structure are needed; and securing from the FAA fleet-wide authorization for use in piston engines. Until these challenges have been met, the goal of practical, commercially viable lead-free avgas will remain unachieved.

As part of its program to develop and launch UL100 into the market, the Phillips/Afton team is participating in the Piston Aviation Fuel Initiative (PAFI) Unleaded Avgas Development Group working to ensure a successful development of any new unleaded avgas product. This is a broad working group made up of teams of relevant and interested players from government and industry.

Since research and development of Phillips UL100 is still underway, predicting when the finished product will be available is speculative at best. Still the company is targeting commercial introduction in 2021 or the following year.

Many questions surround the Phillips/Afton effort, and some of them were addressed at the AirVenture forum presentation. For instance, it is not certain that Phillips will actually manufacture UL100 if it is approved, but might license production to others. Since Phillips 66 has the most extensive fuel distribution system in the industry, it is likely that it will be heavily involved in whatever approved formulation of lead-free avgas is finally successful in the marketplace. Further, it is unlikely that ultimately more than one such approved formulation will emerge as the 100LL replacement since standardization across the piston engine universe will probably be compelled by commercial realities.

The Phillips/Afton forum presenters stressed that the goal of UL100 development includes the objectives of having their fuel meet the demands of all piston aviation engines, including high-output powerplants, without engine modifications, and without changes in service intervals or aircraft operational practices or procedures. Finally, Phillips/Afton is focused on producing a 100LL

replacement that minimizes health and safety concerns, taking into consideration fuel and additive handling and engine emissions.

As detailed in the forum presentation, the active ingredient in the new manganese-based additive package is a chemical known as Methylcyclopentadienyl Tricarbony (mmt*), a metallic octane-boosting additive that was invented in the late 1950s by Ethyl Corporation. This additive is known to provide engine benefits such as octane number increase, detonation protection, valve seat recession protection, and combustion improvement.

According to Phillips/Afton, manganese is an essential element to the body and is naturally occurring in the environment, abundant in soil, the food we eat, the water we drink and the air we breathe. While there are circumstances in which manganese exposure can be health-threatening, initial assessments confirm Phillips' expectation that "the tiny amounts of manganese used in UL100 would not meaningfully increase the amounts of manganese present in the air." Further testing and analysis will be undertaken to confirm these initial assessments.

The challenge of replacing 100LL with a commerciallyand technically-viable lead-free piston engine fuel has eluded us for many years, but through the efforts of Phillips/Afton, its competitors and the collaborative work of industry, aircraft operators and government stakeholders, we might finally be on the brink of success. Let's all hope so.

EDITOR'S NOTE: Ed Leineweber is an aviation lawyer, CFII and retired circuit court judge. These days he devotes much of his time to the development of the LoCamp kit aircraft through his company, Golden Age Aeroworks, LLC. He can be reached at edleine61@gmail.com or (608) 604-6515.

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Life Elevated® – Not Just Utah's Tourism Tag Line

by Yasmina Platt

ou may have noticed that the Beehive State, Utah, is pushing a strong tourism campaign. They have good reasons to. The state has sooo much to offer; they truly have something for everybody. And I really like their tag line - Life Elevated®.



Everybody likes to be elevated when the word means "exalted, joyful." Then, some of us (including you, since you are reading this magazine) like to feel elevated when the word has a physical meaning: "raised up, especially above the ground or above the normal level." So, Life Elevated to me means a "lifted life," a life full of happiness, excitement, traveling, adventures, flying, etc. And I like the sound of all of that.

My husband and I recently visited southern Utah as part of a wonderful trip to celebrate our 10th wedding anniversary and we can attest that "Life Elevated®" does mean all of that I mentioned. Even though this was a ground-based trip where we did a lot of hiking, canyoning, camping, biking, Jeeping, etc., I couldn't resist and had to get airborne. After calling



The existing St. George Airport (KSGU) will be closed soon for a few months of construction.

multiple instructors, Joey with Aviation Services Group at St. George Regional Airport (KSGU) squeezed me into his schedule to get a checkout in their C-172.

St. George is a good hub; it's "a stone's throw" from all kind of places and activities, but one can be in the area for weeks and not see and do everything on the bucket list. So, one good way to cover a lot of ground in a short amount of time is to fly over it all!

During our 1.8-hour flight, we saw all the towns around

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Lambs Knoll (up ahead) is a wonderful place for climbing and canyoneering on the foothills of Zion National Park.

it, several state parks, multiple wilderness areas, other important (man-made and natural) features and, of course, the majestic Zion National Park. We also landed at the Mesquite (67L) airport in addition to KSGU.

A previous blog I wrote, Flying to National Parks (https://airtrails.weebly.com/other/flying-to-national-parks), shares good tips for things to consider when flying over and around federal, protected land. The most basic is... fly at least 2,000 feet over as *suggested* by Advisory Circular 91-36D, VFR Flight Near Noise-Sensitive Areas.

Soon after departing KSGU, we could see Sand Hollow State Park, a favorite for us "Jeepers," and two GA airports in Hurricane: private airstrip community Grassy Meadows/Sky Ranch (UT47) and Stout Airport (1L8). We did not land at either, but Joey told me Stout is a bit sporty with their higher elevation and shorter runway that has a higher middle section, making it impossible for pilots on one side of the runway to see the opposite end.

Then, we were over Highway 9, the Zion to Mt. Carmel Highway, and by the beautiful town of Springdale with Zion surrounding it. The views of Zion were outstanding during late afternoon.

I also found Lambs Knoll along Kolob Road, a great area for climbing and canyoneering/canyoning (of which we took great advantage of). And, believe it or not, we saw quite a few volcanoes. Thankfully, they are either dormant or extinct; however, we could see dried up lava everywhere from when they were active. It was quite impressive to see it amongst the rest of the landscape, especially with the pretty fall colors.

Then we were off towards Pine Valley Mountain and Snow Canyon State Park, although unfortunately, we could not see much of this state park because the combination of the sunset and the terrain to the west kept the park mostly in the shade/dark. But, we could see both St. George Airports (the old and the new) pretty clearly. One has to be careful (and trust the instruments) to ensure a successful landing at the right airport.

I particularly enjoyed Mesquite Airport (67L), across the border in Nevada. The instructor wanted us to come here because it was a challenging airport, but I did not find the challenge...just its beauty.



The Mesquite, Nevada airport (67L) is surrounded by a community with a golf course and beautiful scenery.

And, now with the sun behind us, the sunset showcased some beautiful mountains on our return flight from Mesquite to St. George. Back at KSGU, one should visit the Western Sky Aviation Warbird Museum.

Visit multiple airports and aviation museums in Utah, participate in the "Fly Utah" challenge, and earn prizes (decals, hats, patches, and even a flight jacket!). Learn more at https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:5115.

So, there, elevate your life, visit Utah! The tourism website www.visitutah.com has fantastic resources for non-flying-related things to do. To see more pictures of the flight, visit www.airtrails.weebly.com under "U.S. Destinations."



The approximate route we flew on ForeFlight.

P.S. KSGU will be closed for a few months in 2019 to allow for the reconstruction of the runway. Always check NOTAMS prior to departure. Landing at the old airport is not an option!

EDITOR'S NOTE: Yasminia Platt has been with the international airport planning and development consulting firm AECOM since 2016. She also writes an aviation travel blog called "Air Trails" (www.airtrails.weebly.com), in addition to articles on "Pilot Destinations" for *Midwest Flyer Magazine*. Pilots can locate articles Yasmina Platt has written by going to www.MidwestFlyer.com and typing in her name in the search box.

The Pilot / ATC Partnership

by Marc Epner

hile aviation safety is ultimately the responsibility of the Pilot-In-Command (PIC), most would agree that it is the result of effectively working with available resources to produce the desired result – a safe flight. Those resources include everything from aircraft systems and people in the plane, to those on the ground...a jigsaw puzzle of sorts. It is up to the pilot to have the knowledge and skills to put it all together.



Marc Epner

One piece of that puzzle is the human-to-human partnerships that are frequently part of our flights. This includes pilot and copilot, student and instructor, pilot and passenger, and maybe most important, pilot and controller. Note the use of the word, "partnership," as opposed to "relationship." A partnership is defined in many ways, but a common definition is a formal arrangement in which two or more parties cooperate to manage and operate a business. I prefer a more informal and generic definition which simply put, is a relationship wherein each party derives value from the other's investment in the partnership. This doesn't only apply to business. It holds true in any situation which brings two or more people together to achieve a single and shared desired outcome. The ingredients are the same regardless if it is about a marriage, a business, or a safe flight.

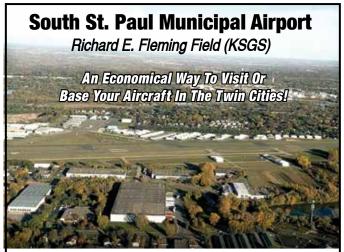
Partnerships are not easy. We're surrounded by daily examples of failed relationships. The good news is, there are plenty of examples of partnerships that work. In the context of the pilot/controller team, it's reasonable to ask; what are the ingredients of a successful partnership?

Open, Honest, Direct & Early Communication

When acting as PIC, it is easy to be so focused on what's going on inside the cockpit that outside communication can unknowingly become a distraction. That can change the dynamic of the conversation to be a series of one-way communication volleys. In other words, a series of monologues. Beware, two monologues do not make a dialogue. A back and forth of misunderstood messages, compounded by distractions, makes for an ineffective and inefficient use of time and can potentially produce disastrous results. It is critical to ensure that the intended message is understood, which may go beyond a simple read-back. We are human and we make mistakes. That goes for both pilot and controller. It is our responsibility to respectfully challenge commands that don't make sense.

I love flying with other people, as it serves as a learning opportunity for new ways to accomplish the fundamentals of a flight. The opposite is also true as I see actions that detract from safety. This includes many instances of a pilot blindly following an ATC command that is an obvious error or doesn't make contextual sense. It may be a command as simple as, "circle west and enter a right downwind for Rwy 36." That's an easy one to question, since it's impossible to comply. The controller either meant "circle east" or "enter left downwind." But what about a command to turn to a heading or climb to an altitude that doesn't make sense or may even conflict with a command given to another aircraft in the area? As PIC, we must clarify to our satisfaction and not abdicate our responsibility.

It's not just a pilot or ATC error that creates a breakdown in the partnership. A distraction in the cockpit caused by an ill passenger, an unstable approach, a system malfunction, or a whole host of other items can wreak havoc on a stable flight. In those cases, early notification can allow both pilot and controller to build a set of options to be considered and executed.



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I fly out of Chicago Executive Airport and generally include a remark in my flight plan that states **No Over Water.** In one instance, I had forgotten and received a clearance that took me out over Lake Michigan. I told Clearance Delivery I couldn't accept the clearance, which raised the controller's workload and delayed me a few moments, but made for a much less stressful flight for both ATC and me. In the case of unexpected issues, like inadvertent flight into Instrument Meteorological Conditions (IMC), the pilot has an obligation to confess his/her situation (keeping Aviate, Navigate, Communicate in mind) and seek assistance in getting to a stable and in-control state. The power of effective dialogue cannot be overstated.

Trust

Standing as the cornerstone of any successful partnership is trust. In aviation, both "sides" of the partnership trust that the other is prepared, proficient, and situationally aware of the trip ahead. As the pilot, it starts long before the flight, ensuring we put ourselves in a position to understand, evaluate, and comply with ATC commands. If for any reason we cannot do that, then we have to make ATC aware of any constraints, and work together to ensure the safety of our flight and that the safety of those around us is not compromised.

In non-aviation circles, trust in a partnership has to be earned and is formed over a period of time. It may be slow to develop, but given the long-term goal and benefit of the partnership, it's worth the investment. Conversely, pilot/controller partnerships are fleeting -- quickly formed and quickly dissolved with each frequency change. Trust is assumed until proven otherwise.

Controllers may form an early and potentially erroneous assessment of a pilot's ability based on lack of proper phraseology or confidence heard in the pilot's voice. Similarly, a pilot may have concerns with what is heard on frequency.

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For example, I was approaching my home airport and called in 12 miles west of the airport. The response I received, was to plan a straight-in to Rwy 16. As I was expecting to hear a right downwind or right base entry, I made a mental note to pay very close attention to all of his radio calls. His voice was unfamiliar, raising my alert status even more (our airport has a lot of trainees). So, when the controller told me to turn final behind a Cessna on the opposite base leg (the aircraft was actually nose to nose with me), I turned north, telling the controller I was turning left to enter an extended right downwind. The controller responded with a "thank you!"

Both individuals must be willing to forgive and forget and reestablish the trust. We are human and mistakes are made, but it doesn't mean the mistakes will continue. Both the pilot and the controller have earned the right to be behind the mic. That's a great place to start.

Focus On What's Important

I've been married for over 40 years and when asked about the secret to making our partnership work, I always answer, "Two tubes of toothpaste." She squeezes the tube in the middle, and I squeeze it at the bottom (as all pilots do), and it's not worth fighting about. Hence, we each get our own tube. While my response is tongue in cheek, the core concept of focusing on what's important to our desired outcome rings true. It's the same in aviation. Don't sweat the small stuff. We all learned it from the beginning: Aviate, Navigate, and Communicate. In that order with laser like focus.

As mentioned earlier, I love flying with other pilots. I learn new things regardless of the seat I am in. It also affords me the opportunity to watch how pilots prioritize their tasks. It's not that uncommon for me to see pilots focusing on the wrong things. Pilot Reports (PIREPS), for example, are of high value and contribute to safety, but there's a time and a place for everything. Breaking out at minimums is not the time to give a base report.

For the most part, this topic is a non-event. Both sides of the mic get through their responsibilities with relative ease. It's when things start to go wrong that issues arise. If a pilot realizes he has lost command and control of the airplane (knowing what the plane is doing and why it is doing it), it's time to declare an emergency and get both partners focused on regaining that command and control. Dividing attention to secondary tasks will only exacerbate the problem. This doesn't mean if the autopilot does something unexpected, that a mayday call is automatic. The simple solution may be nothing more than disconnecting the autopilot. But if you can't figure out the "what and why" on your own, a focused team effort is called for. The same holds true for the controller, who may become distracted with other high priority tasks. When the task load is high for either pilot or controller, an assessment of priorities has to be determined and as appropriate, the implications communicated to the other partner.

The Bottom Line

All partnerships require 100% investment to get the desired result. In a marriage, sometimes it's 50/50, but other times, one side may not be in a position to give their half of the bargain. So, if one can only give 25%, the other partner has to be fully committed to providing 75%. That's easier said than done with the pilot/controller relationship. In many relationships, the roles overlap so much that it's easy for one to pick up for the other. But in aviation, there are distinct skills, tools, and responsibilities for each half of the partnership. By applying the key concepts of Communication, Trust, and Focus, the issues can be mitigated and solutions determined and executed.

There is one more piece of the puzzle ...empathy. Spending time in the other person's shoes. I have taken multiple controllers flying (I make them do the radios) and have also spent several hours in the tower and at our local approach control facility. Doing so tightens the bonds between us and translates to one more important ingredient.... mutual respect and understanding. With that as a foundation, the sky's the limit!!!

Blue Skies and Tailwinds!

EDITOR'S NOTE: Marc Epner lives in Chicago, Illinois and flies out of Chicago Executive Airport in Prospect Heights/ Wheeling, Illinois. He is the cohost of the weekly radio program "SimpleFlight Radio" (www.simpleflight.net/radio and www.simpleflight.net/podcast). Comments about this article or SimpleFlight Radio can be emailed to him at me02@aol. com. An article about SimpleFlight Radio was published in the June/July 2018 issue of Midwest Flyer Magazine and is posted online at https://midwestflyer.com/?p=11782.

HIGH ON HEALTH

Nations Unite To Modify Medical Requirements

hirty-six nations around the globe have already moved forward and abandoned costly and burdensome bureaucratic red-tape requirements associated with outdated medical certification processes for general aviation pilots. In a September 24, 2018 meeting at the International Civil Aviation Organization (ICAO) headquarters in Montreal, leaders representing the International Council of Aircraft Owner and Pilot Associations (IAOPA) urged officials to keep pace with these changes as they review and update their standards for GA pilots.

ICAO Ambassador Thomas Carter greeted the IAOPA delegation, which included Mark Baker, president of both IAOPA and AOPA-US, IAOPA Secretary General Craig Spence, IAOPA General Counsel Ken Mead, AOPA Senior Vice President of Government Affairs and Advocacy Iim Coon, and IAOPA's ICAO representative Frank Hofmann. The nonprofit aviation membership group represents nearly 400,000 pilots in 79 countries.

Many countries have successfully developed and implemented new medical processes and rules. Just last year, "BasicMed" was introduced in the United States, and now more than 40,000 pilots are flying under the medical program. The United Kingdom, Australia, and other countries also have implemented changes aimed at reducing red tape for GA pilots.

IAOPA's meeting with ICAO came just weeks ahead of the Thirteenth Air Navigation Conference in Montreal, October 9-19, where industry stakeholders discussed the

CONTINUED ON PAGE 26



Our Saving Grace... A legacy for tomorrow's pilots

by Mark Baker AOPA President & CEO

in that time I've been privileged to meet some of the most celebrated aviators of the Greatest Generation and beyond.

I'm talking about pilots such as John Glenn, the first man to orbit the Earth, and later a U.S. senator and the oldest person to go to space at age 77; Gene Cernan, the last human to walk on the moon; Bob Hoover, a fighter pilot, test pilot, record-setter, and airshow



Mark Baker

innovator; Carroll Shelby, a military pilot and flight instructor who became best known for his auto racing and Shelby Cobra car design; and even Arnold Palmer, a legendary golfer and lifelong pilot who famously said that learning to fly was the third best decision he ever made – after marrying his wife and learning to play golf.

All these men are gone now. But they were among my heroes, and they left me – and so many others whose lives they touched – with a lasting impression of something good, strong, and nearly magical. I call it grace.

These were gracious and graceful people, who were always happy to talk with a fellow aviator or enthusiast. They were amazingly generous and willing to give of their time, knowledge, and expertise. They went out of their way to show newcomers that they are welcome and wanted in the aviation community. They embraced everyone and anyone who shared their interest in flying. Every pilot was a kindred spirit. They didn't boast about their own achievements, though they certainly had a right to do so. Instead, they listened and they shared.

I'm making a personal commitment to do more to emulate the grace of the great pilots I've known, to be generous in spirit and action, to reach out to those who want to fly, and to share what I've learned through a lifetime in aviation. I hope you'll join me. In a world that gets a little less civil every day, living with grace could be the best legacy we can hope to leave for the aviators of tomorrow.

AOPA GREAT LAKES REGIONAL REPORT

NASAO Conference, AOPA Fly-In, NBAA-BACE & State Legislative Matters

by Kyle Lewis

Regional Manager / Government Affairs & Airport Advocacy / Great Lakes

n the last two months, I have been crossing the United States attending various events and conferences that AOPA has a vested interest. The first was the National Association of State Aviation Officials (NASAO). NASAO brings together state aviation departments, aviation organizations, federal regulators, vendors, contractors and others. The conference was held



Kyle Lewis

in Oklahoma City, hosted by the Oklahoma Department of

Transportation (DOT) Aeronautics Commission. This was an opportunity for me, and other AOPA staff to network and consult with aviation directors and staff across our regions. At times, our work on the legislative front ties in directly with state-level DOTs as it is usually their office that will benefit or become burdened by legislation. Zoning, registration fees, funding levels, and taxes all affect the operation of state DOTs. AOPA works to maintain relationships with these departments as the outcome of any legislation or rulemaking will eventually affect the aviation user and stakeholder. As an FYI, the NASAO 2019 conference will be held in St. Paul, Minnesota and hosted by the Minnesota DOT Office of Aeronautics.

Southern Illinois Airport (KMDH) hosted an AOPA Fly-



In, October 5-6, 2018 in Carbondale, Illinois. I personally made the trip from southern Ohio to southern Illinois in my RV-12 and was extremely pleased with the hospitality and coordination of the event between the airport, Southern Illinois University and AOPA. Our events staff put in long hours and spend a lot of time away from home to bring these events out to our membership.

On Saturday of the fly-in, I hosted an Airport Support Network (ASN) reception and discussed ongoing airport issues across the region with our ASN Volunteers. David Ardrey, our ASN Volunteer for Southern Illinois Airport, was able to join us for a few minutes as he was a very busy person that weekend. David is also the Chairman of the Southern Illinois Airport Authority and was key in planning and hosting the event. He was able to promote the Airport Support Network Program while engaging the crowd during the pilot townhall meeting on Saturday afternoon. Thanks to David for all the hard work he put into the AOPA Fly-In and understanding the value of the ASN Program.

In mid-October, I attended the National Business Aviation Association, Business Aviation Conference & Exhibition

AOPA Great Lakes Regional Manager, Kyle Lewis (left), with AOPA Airport Support Network volunteer, David M. Ardrey of Murphysboro, Illinois (right). Ardrey is Chairman of the Southern Illinois Airport Authority in Carbondale. Dave Weiman Photo



(NBAA-BACE) in Orlando, Fla. with Steve Hedges (AOPA Southern Regional Manager), Tom George (AOPA Alaska Regional Manager), and Mike Ginter (AOPA Vice President of Airports and State Advocacy). As a group, we met with the NBAA Regional Team to discuss ongoing state legislative and airport issues that AOPA and NBAA share interest. NBAA offers perspective that can help influence the work we do on a state level and we are happy to work with such a world-class organization. The size and scale of the NBAA-BACE is mind-boggling, and nearly every corner of the aviation world was represented.

This fall has been active on the legislative side, some good and some not so good, as I will explain below:

• AOPA hosted a "General Aviation Advocacy Day" at the Ohio Statehouse on September 18th. The Ohio DOT Office of Aviation, Ohio Aviation Association (OAA), and EAA Chapter 9 represented aviation in Ohio by displaying in the rotunda during the day. On the west lawn of the statehouse, a Cirrus SR-22 static aircraft display decorated the grounds. The airplane was a huge draw to the public, legislators and staffers. A luncheon attended by nearly 70 staffers, legislators, ASN Volunteers and AOPA membership included presentations by AOPA, ODOT, and OAA. The event helped promote our legislative agenda for Ohio, which includes looking for more funding into the state grant program administered by the Ohio DOT Office of Aviation. The state

is currently not in compliance with the FAA order on aviation fuel sales tax revenue. The aviation fund in Ohio is only at \$6 million, drastically lower than the \$16 million which is estimated to be brought in as sales tax revenue in the state. I will be working with the Ohio Aviation Association over the fall and winter months to look for legislative solutions to rectify the situation.

• Michigan House Bill 4350/4351 – Sales Tax Exemption for Parts and Labor, Michigan Based Aircraft. The legislation passed the Michigan Senate unanimously on September 26th and was presented to the Governor on October 4th. The Governor vetoed the bill on October 16th. The Governor cited that the loss of tax revenue would hurt the Michigan School Aid Fund with a loss of \$4 million. The Michigan School Aid Fund sits at \$24 billion. The veto is shortsighted on behalf of the Governor as the potential loss of quality aviation jobs and its effect on the economy will far outweigh the \$4 million tax revenue loss into state coffers. The bill sponsor has commented that the legislation will be reintroduced in 2019. This was a hard loss as it had been noted that if it passed the Senate, the Governor would sign off. That happened to not be the case.

It is always a privilege to be able to communicate my work with you and as always, please do not hesitate to contact me with questions or concerns at kyle.lewis@aopa.org

NATIONS UNITE FROM PAGE 23

implementation of global strategies for safety, air navigation planning, and development. IAOPA encouraged ICAO to review existing protocols and develop common universal medical guidelines for GA pilots. This work is being done in furtherance of IAOPA Resolution 29/6, Harmonized International Civil Aviation Medical Standards, which was adopted unanimously at the twenty-ninth World Assembly hosted by AOPA New Zealand.

The aviation industry is also facing a shortage of skilled

professionals, a problem that ICAO is working to address through its Next Generation of Aviation Professionals initiative. Similarly, AOPA is doing its part to encourage youth to get involved in science, technology, engineering, and math (STEM) related fields and help grow the pilot population through its "You Can Fly" program.

During the visit to ICAO headquarters, Baker also discussed the many ways in which AOPA's You Can Fly program can be used as a resource for nations around the world. The program works to inspire people to fly and keep them flying by reducing costs and regulatory hurdles, increasing access, and improving value.

Often, that starts in schools. Part of the You Can Fly program is the high school STEM curriculum, which encourages students to pursue careers in aviation. So far, it has proven a huge success as approximately 2,000 students in 81 schools are using AOPA's ninth-grade curriculum.

You Can Fly also aims to get pilots involved in flying clubs to make aviation more affordable and to get a sense of camaraderie and support. This year, the program helped start 28 new clubs, for a total of 93 flying clubs started in recent years.

Additionally, IAOPA leaders spoke to ICAO officials about the countless aviation safety resources offered through the AOPA Air Safety Institute, including podcasts, seminars, web courses, and case studies.





Alyssa J. Cobb, Director of eMedia at AOPA, flew the AOPA Super Cub Sweepstakes plane to Carbondale, Illinois and on to the AOPA Fly-In in Gulf Shores, Alabama.

Dave Weiman Photo



The AOPA Super Cub Sweepstakes plane for 2019 was completely restored with modern avionics, and comes with tundra tires, amphibious floats, and hydraulic skis. Visit www.aopa. org/sweeps for official rules. The Super Cub was selected as the 2019 sweepstakes plane in honor of the aircraft's 70th anniversary.

**Dave Weiman Photo*

AOPA Makes Major Industry Announcements At Carbondale Fly-In

by Dave Weiman

rmed with a nationally acclaimed aviation program, the students and faculty of Southern Illinois University in Carbondale, Illinois, provided the enthusiasm, leadership and energy the Aircraft Owners & Pilots Association (AOPA) needed to host its third regional fly-in of the year, October 5-6, 2018. Southern Illinois Airport (KMDH) provided the facilities, and AOPA's staff provided the expertise needed to inform and educate attendees.



Dr. David A. NewMyer of Southern Illinois University (SIU) Aviation spent much of his time at the AOPA Fly-In greeting guests and former students who are now professional pilots. The SIU aviation campus is located on Southern Illinois Airport, Carbondale, Illinois.

(www.aviation.siu.edu)

Dave Weiman Photo



Southern Illinois University (SIU) Aviation faculty and students were on hand to welcome AOPA members.

SIU Photo

Friday afternoon and all day Saturday, members attended seminars and visited the exhibit hall, AOPA Village and admired the many airplanes on static display.

Among the many seminar speakers was flight instructor, Max Trescott, who shared his insights on flying with modern GPS receivers at Friday's IFR workshop. During the owner-performed maintenance workshop on Friday, Mike Busch of Savvy Aviation, advocated for reliability-centered maintenance (RCM) – maintaining aircraft based on their condition, and not because of the calendar or a schedule.





Cirrus Aircraft had both its SF50 Vision Jet and SR22T on display.

Dave Weiman Photo



Van Bortel Aircraft Inc. was represented at the AOPA Fly-In by Cynthia Meza, Aircraft Sales (left), and Tempist Evenson, Customer Service Manager (right). Van Bortel Aircraft is the world's largest Cessna dealer, selling new and pre-owned Cessnas and other piston aircraft (https://vanbortel.com).



Jeppesen representatives were on hand to promote current products and services, such as Jeppesen's and Bad Elf's new wireless data transfer system, using JDM Mobile and the Bad Elf Wombat portable device to update avionics data cards. (L/R) Christian Colbert, Michael Pound, and Aaron Leftwich.

Dave Weiman Photo



WACO biplane on amphibious floats.

Dave Weiman Photo

Guests spent Friday evening under the stars enjoying good food and live entertainment at the famous Barnstormers Party presented by Jeppesen.

There were plenty of hotels in the area, and attendees had the option of camping out beneath their wings.

Saturday started off with an early-morning pancake breakfast, ongoing educational safety seminars and informational workshops.

Included among the activities on Saturday was the third annual Southern Illinois Plane Pull. The Monsta Squad, composed of correctional officers and sergeants, won the event, which raised more than \$10,000 for Special Olympics Illinois.

A reception was held for AOPA Airport Support Network volunteers on Saturday afternoon, hosted by AOPA Great Lakes Regional Manager, Kyle Lewis, and AOPA Vice President of Airports and State Advocacy, Mike Ginter.

A Pilot Town Hall Meeting wrapped up the fly-in featuring AOPA President & CEO Mark Baker, members of AOPA's executive staff, and special guests including EAA Chairman Jack Pelton, U.S. Representative Mike Bost (Illinois 12th District), and the Chairman of the Southern Illinois Airport Authority, David M. Ardrey, who is also an AOPA



Included among the activities on Saturday was the third annual Southern Illinois Plane Pull. The Monsta Squad, composed of correctional officers and sergeants, won the event, which raised more than \$10,000 for Special Olympics Illinois.

Dave Weiman Photo



AOPA President & CEO Mark Baker (left) with guest speaker, EAA Chairman Jack Pelton (right).

Dave Weiman Photo

Airport Support Network volunteer.

The biggest announcement made at the Pilot Town Hall Meeting came when Mark Baker informed members that the Federal Aviation Administration (FAA) was reauthorized for

five years without privatization of the air traffic control system, thanks in large part to some 200,000 members who took the time to contact their elected officials on a moment's notice, as did the members of other major general aviation organizations. Baker further announced that the Federal Aviation Administration reinstated its \$500 rebate program to equip aircraft with Automatic Dependent Surveillance - Broadcast (ADS-B) Out equipment, and increased the maximum weight for light sport aircraft from 1320 lbs. to 3600 lbs.

The ADS-B rebate program that



A reception was held for AOPA Airport Support Network Volunteers on Saturday afternoon, hosted by AOPA Great Lakes Regional Manager, Kyle Lewis (center), and AOPA Vice President of Airports and State Advocacy, Mike Ginter (right).

Dave Weiman Photo

ended on September 18, 2017 will now close October 11, 2019. The agency is making \$4.9 million available under the new rebate program, which will help fund 9,792 new ADS-B Out installations before the January 2, 2020 deadline. After that date, aircraft flying in airspace where a transponder is necessary today will be required to be equipped with compliant ADS-B Out equipment.

In a statement provided to AOPA prior to the fly-in, FAA Acting Administrator Daniel Elwell said that the ADS-B mandate for aircraft to be equipped by January 2, 2020 is not going away. Reiterating that comment, Baker stated that this is the last opportunity for aircraft owners to take advantage of the FAA rebate program, and encouraged members not to wait any longer to install the equipment. The previous rebate program, which ran from Sept. 19, 2016 to Sept. 18, 2017, issued more than 10.000 rebates.

AOPA has worked with the FAA and manufacturers through the "Equip 2020 Working Group" to develop lower cost solutions, especially for legacy aircraft, which often are not equipped with a Wide Area Augmentation System (WAAS) GPS sensor, a necessary component for ADS-B Out. As a result of this collaboration, the cost of equipment has been reduced from more than \$5,000 a few years ago to less



than \$2,000 today.

As before, there are five steps aircraft owners must follow to meet the mandate and receive the \$500 rebate: 1) Purchase the equipment and schedule installation. 2) Get a Rebate Reservation Code by reserving a position online. 3) Install the equipment. 4) Conduct the required equipment performance validation flight and get an Incentive Code. 5) Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code. Full rebate rules are available on the FAA website: www.faa.gov. To help determine which ADS-B products might be best for your aircraft, see the AOPA ADS-B Selection Tool available online (https://www.aopa.org/go-fly/aircraft-and-ownership/ads-b/ads-b-selector).

The other huge announcement at the fly-in was FAA's decision to increase the maximum weight of light sport aircraft (LSA) from 1320 lbs. to 3600 lbs. effective in January 2019. Light sport aircraft can be flown by persons holding a Sport Pilot Certificate, in which the qualifications are less stringent than those of the Private Pilot Certificate.

The new weight limit will include a wide range of aircraft, such as the Cessna 150-152 series, which have a maximum gross weight ranging from 1500 lbs. for Cessna 150s to 1670 lbs. for Cessna 152s, as well as the Cessna 172 Skyhawk and Piper Archer II that can weigh as much as 2550 lbs.

Many pilots were critical of the FAA for not allowing these more durable and affordable training aircraft to be approved under LSA standards from the get-go. Instead, the FAA's decision to limit the weight of light sport aircraft promoted the sales of new aircraft that cost considerably more than used legacy aircraft. Until the new rule goes into effect, pilots are required to hold at least a Private Pilot Certificate to fly any aircraft that weighs more than 1320 lbs. The increases in weight limits will enable pilots holding a Sport Pilot Certificate to fly aircraft weighing 3600 lbs.

Baker added that over the past two years, AOPA has been working with the FAA, the ASTM International Light-Sport Committee and other general aviation organizations to improve and advance light sport aircraft, including increasing the weight limit and incorporating new technologies that make flying safer. The FAA is on track to publish a Notice of Proposed Rule Making (NPRM) in early 2019, which will include many of the suggestions for improvement.

Baker was joined on stage by EAA Chairman Jack Pelton, who reinforced EAA's and AOPA's strong working relationship, and emphasized their collaborative efforts on general aviation initiatives, such as increasing the weight of light sport aircraft, and getting lower cost avionics approved for both experimental and certified aircraft. Pelton added that there are also plans to allow professional builders to assemble homebuilt aircraft.

Southern Illinois Airport (KMDH), originally known as Murdale Airport, was founded in 1946, and opened on June 1, 1950 with one runway, one business, two buildings and eight employees. Traffic and business have grown considerably over the past six decades, particularly after Southern Illinois



(L/R) Gary R. Shafer, Airport Manager at Southern Illinois Airport, Carbondale, Illinois, with Dave Weiman of *Midwest Flyer Magazine*.

Jim Bildilli Photo

University started its aviation program in 1960. Today, Southern Illinois Airport ranks as the fourth busiest airport in the state with 27 buildings and more than 220 employees working for 11 tenants with an annual payroll exceeding \$5.6 million and yearly expenditures of \$2.5 million which is spent locally. Additionally, according to a study commissioned by the Illinois Division of Aeronautics, the airport contributes more than \$82 million in direct and indirect benefits to the region on an annual basis (https://www.siairport.com). Airport manager, Gary Shafer, was on hand at the fly-in to ensure there was ample aircraft and automobile parking and ramp space for displays. SIU Aviation was the presenting sponsor of the event.

Carbondale, Illinois is a favorite destination for sightseers, hikers, bicyclists, and fishermen as the city is surrounded by the beautiful Shawnee Hills. There is also a vibrant music scene, gourmet cuisine, educational museums, and spectacular wineries and breweries.

The two-day fly-in attracted 179 aircraft and nearly 7,000 people.

Look for AOPA to announce its 2019 fly-in schedule in a future issue of *Midwest Flyer Magazine*.

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Flying Salukis Once Again Headed For National Competition **After Eighth Straight Region VIII Win**

by Pete Rosenbery

CARBONDALE, ILL. – The Southern Illinois University Carbondale (SIUC) Flying Salukis punched another ticket to the national finals with the team's eighth straight National Intercollegiate Flying Association (NIFA) Region VIII title, October 13, 2018 at Purdue University. SIU finished with 382 points and won the ground and air event categories. Purdue University was second with Lewis University third. Results are available at the NIFA website: https://nifa.aero/ wp-content/uploads/2018-Region-8-SAFECON-Official-Results.pdf

The team is an example of the quality of the program, its faculty, and students. Nathan J. Lincoln, a senior lecturer in the aviation management and flight degree program, coached the team to two of its national titles. This year's team is another example of the program's success.

Won eight of nine events with top five scorers in SCAN. The dominating performance included a clean sweep of simulated comprehensive aircraft navigation (SCAN), where students plan a cross-country flight and answer multiple questions that include regulations, performance calculations, weather, weight and balance and aeronautical decision-making.

The team also placed among the top four finishers in computer accuracy and power-off landing events, and among the top three in aircraft recognition and traditional navigation events. Traditional navigation is where pilots and safety observer teammates rely on maps without using GPS.

Ezell, Kay, lead the pack. Cocaptains Jonathan Ezell and Robert Kay finished first and second, respectively, as top pilot and top scoring contestants. Ezell, a senior in aviation technologies from LaGrange Park, won the short-field landing event and placed in six other

events. Kay, a senior in aviation management from Plainfield, won SCAN, and with Brody Wilson, a senior in aviation management and flight, won traditional navigation.

Southern Illinois University Flying Salukis Continues Success In National Competition!



The SIU Flying Salukis Precision Flight Team Placed 3rd at the 2018 NIFA* Nationals (out of 25 teams). The SIU Team has placed in the top three nationally each year since 2011!!!! Team members leading the Flying Salukis are: (L/R) Robert Kay, Jonathan Ezell, and Trent Medernach.

*NIFA = National Intercollegiate Flying Association SIU Aviation provides a comprehensive aviation program offering both undergraduate and graduate degree programs in aviation.



For more information on SIU Aviation visit - www.aviation.siu.edu or call - 618-453-8898

Other regional winners included:

- Aircraft preflight inspection Trent D. Medernach, senior, aviation technologies and aviation flight, from Batavia.
- Aircraft recognition Nicholas G. Weber, senior, aviation management, from Fredericksburg, Virginia.
- Computer accuracy Andrew D. Finer, sophomore, aviation technologies and aviation flight, from Des Peres, Missouri.
- Message drop Andrew D. Finer (dropmaster) and Warren Wudtke (pilot), senior, aviation management and flight, from Palos Park.
- Power-off landing Brody Wilson, senior, aviation management and flight, from Elmhurst.

Other Flying Salukis, with hometowns, year in school, and majors are:

ILLINOIS

- Bloomington: Angel R. Cochran, senior, aviation management and flight.
 - Chicago: Matthew M. Santos, freshman, aviation flight.
- Crystal Lake: Sean P. Sullivan, senior, aviation management.
- Geneva: Maxwell J. Hamilton, freshman, aviation management and flight.
- Maroa: Lukas A. Miller, junior, aviation management and flight.
- Mount Prospect: Colin J. Heisler, junior, aviation management and flight.
 - Park Ridge: Gavin R. Voris, sophomore, aviation

management and flight.

- South Barrington: Alex W. Evans, sophomore, aviation management and flight.
- Springfield: Thomas J. Smith, senior, aviation management and flight.
- Western Springs: Angelina R. Kapp, freshman, aviation technologies and aviation flight.

GEORGIA

• Fayette: Matthew Browning, senior, aviation management and flight.

Assistant coach earns "Coach of the Year" honors.

Teddy Keenan, a member of the 2015 national championship team and an assistant instructor in the program, received Coach of the Year recognition. The other assistant coaches are Mike LeFevre and Kendra Wendling, also assistant instructors.

Regular competitor at nationals. The title qualifies the nine-time national champions for NIFA national competition for the 49th time in 50 years. The national event will be held May 13-18, 2019 at Southern Wisconsin Regional Airport in Janesville, Wisconsin, and hosted by the University of Wisconsin-Madison. The Flying Salukis finished third last year, marking the eighth straight year the team finished in the top three in the nation.

The team has national titles dating back to 1977 with the most recent in 2011, 2014 and 2015.

Lineup changes for national event. Kay, Browning and Wilson will graduate before the national competition. Ezell and Finer will take their place as captains.

Academy College Establishes Preferred Hiring Programs For Pilots & Aircraft Dispatchers

BLOOMINGTON, MINN. - Academy College, located in Bloomington, Minnesota, has established Preferred Hiring Agreements with CommutAir/United Express, GoJet Airlines, Cape Air/Nantucket Airlines, and Redwing Aero Company. These programs create opportunities for the students enrolled in either the Commercial Pilot, Aircraft Dispatcher or Aviation Business programs at Academy College.

Preferred Hiring Agreements include many benefits for Academy College students, including the opportunity to observe training classes at airline corporate headquarters, access to meetings with operation leadership teams, and the assignment of an experienced pilot or first officer by the

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airlines as a personalized mentor to the student.

Students can begin participating in these programs as early as their freshman year. Some of these pathway programs also provide:

- \$10,000 in tuition reimbursement.
- Advanced training opportunities in flight simulators.
- Flight benefits.
- Conditional letters of employment.
- Accelerated hiring process.

The aviation industry overall is facing a shortage in pilots, aircraft dispatchers, mechanics and business personnel. Nowhere is this more true than at the regional level. Thus, the current employment landscape affords unprecedented opportunities for Academy College students, since these programs are vital to the continued success of both the airlines and graduates.

For more information on how to participate in a Preferred Hiring Program, email the Academy College Admissions Department at admissions@academycollege.edu or call 952-851-0066 (www.academycollege.edu).

NBAA Aircraft Dispatcher Scholarship Recipient Attends Academy College

ince 2015, Academy College, located in Bloomington, Minnesota, has donated an Aircraft Dispatcher Course to the National Business Aviation Association (NBAA) Schedulers & Dispatch Scholarship Program. The scholarship provides the recipient with all the necessary knowledge and practical experience to become an FAA Certificated Aircraft Dispatcher.

This year's recipient is Cody Solma of Sioux Falls, South Dakota. After graduating from high school, Cody attended the University of Omaha to pursue a degree in Aviation. He also secured an aviation internship with an engineering firm in Omaha. It was this internship that gave Cody the interest and exposure to the world of aircraft dispatching. "I have always had a passion for flying airplanes and the aviation industry," Cody explained, "and I believed dispatching would be the next best thing."

Working at the engineering firm also allowed Cody to learn about the NBAA scholarship to attend Academy College.

"Academy College has been a wonderful experience for me," Cody reflected. "Although it has been the most challenging educational goal to date, it's well worth it. The instructors, administrators, and staff have been there supporting me every step of the way. The best part of attending Academy College is the [small] instructor-tostudent ratio, and how any one of [the instructors] will go out of his/her way to help the students succeed."



Nancy Grazzini-Olson, President of Academy College, congratulates Cody Solma of Sioux Falls, South Dakota, on receiving the National Business Aviation Association Schedulers & Dispatch Scholarship.

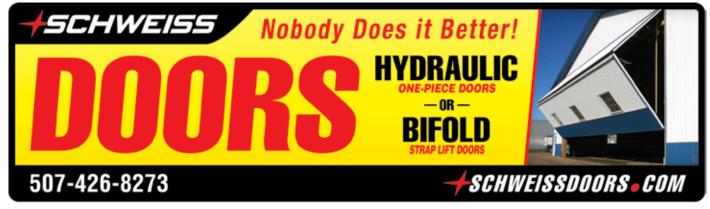
In addition to the Aircraft Dispatcher program, Academy College offers degrees in Commercial Aviation (BS), Commercial Pilot (AAS), and Aviation Business (AAS). Academy College was founded in 1936.

For additional information, call Academy College at 952-851-0066 or email scholarship@academycollege.edu (www.academycollege.edu).

Piper Aircraft Launches Apprenticeship Program For Local High School Graduates

VERO BEACH, FLA. - Piper Aircraft, Inc. is launching an accredited apprenticeship program in cooperation with Indian River State College. The program is being created in response to the increasing demand for high-quality manufacturing candidates at Piper Aircraft. The two-year program, which will officially start in the summer of 2019, will initially begin

with 10 individuals and grow to 20 active apprentices by year two. The program will include a combination of on-the-job training, as well as classroom instruction designed to qualify each participant as a journeyman in aircraft assembly. Each apprentice will be a paid employee of Piper Aircraft and will receive a full benefits package (www.piperaircraft.com).



Building & Flying An Airplane In Retirement



Bob and Joan Zaleski with their Sling 2 at EAA AirVenture Oshkosh 2018.

Dave Weiman Photo



Bob and Joan Zaleski spent most of their careers working and living in the Chicago area. Bob started flying when he was 17 years old, and flew with the airlines for 36 years beginning with Ozark Airlines in 1978, which was acquired by TWA in 1986, then subsequently acquired by American Airlines in 2000. He retired as an American Airlines Captain flying the MD-80 with more than 25,000 hours. Joan was an aviation insurance broker with NationAir Aviation Insurance and is a 150-hour private pilot. They met at DuPage Airport in West Chicago, Illinois in 1976, where Bob was Chief Flight Instructor at Planemasters, and Joan worked in the office. They have been married for 39 years and have one daughter, Lauren, 34. The couple retired in 2014, and packed up and moved to Naples, Florida, where the next chapter in their lives began.

Shortly after retiring, Bob and Joan went to EAA AirVenture Oshkosh, as they do each year, where they discovered the "Sling 2" – a two-place, low-wing, all-metal aircraft with tricycle landing gear. The aircraft is powered

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Bob and Joan Zaleski's Sling 2 features dual Garmin G3X Touch™ Flight Displays, a Garmin GTN 635 Touchscreen Navigator, a Garmin G5 Electronic Flight Instrument System (EFIS), and a Garmin autopilot.

by a 100 hp Rotax 912ULS or 912iS engine, or an optional turbocharged 115 hp Rotax 914, equipped with a three-blade Warp Drive Inc propeller. The airplane features a sliding canopy, two 19.8-gallon fuel tanks, and standard equipment that includes a glass cockpit.

Bob and Joan met the manufacturers of the aircraft, Mike Blyth and James Pitman of "The Airplane Factory" of Johannesburg, South Africa, at Oshkosh. Blyth and Pitman flew the Sling 2 around the world twice to prove the aircraft's capabilities. Following Oshkosh, Bob and Joan flew to Torrance, California for a demo flight at the manufacturer's U.S. dealership. They were so impressed with the airplane that they wrote a check on the spot, then went back to Naples to rent a hangar to build and house their new plane.

"The building process turned out to be much more satisfying than either of us had imagined," said Joan. "We settled into a weekday schedule of packing up the dog and a lunch, heading off to the airport, and working until the late afternoon sun reached far into the hangar. There were other days when we watched the sun set and the runway lights come on."

Bob and Joan said that the greatest benefit of building an airplane at an airport is that there are always willing and able helpers around when a few extra hands are needed. "The day we attached the wings to the fuselage reminded us of an old-fashioned barn raising," said Joan.

Bob said, "the Sling 2 is like a Cessna 172 at half the gas and twice the fun! Flying this airplane is like flying a little Mazda homebuilt...it's that sporty." The Sling 2 comfortably seats two people with enough room in the cargo compartment

for their beloved dog "Holly," a 12-year-old Shetland Sheepdog.

"It's a serious cross-country aircraft with a reliable engine," said Bob. Bob and Joan's Sling 2 is powered by a 100 hp Rotax 912is engine, cruises at 115 knots, and has a range of 900 nautical miles. The aircraft has a rate of climb of 900 fpm, a service ceiling of 12,000 feet, and stalls at 45 knots. "And I can attest to the fact that it is strong based on the number of rivets it has," said Bob, who holds an Airframe and Powerplant Certificate.

"It's amazing the level of sophistication there is in a homebuilt." Avionics-wise, Bob and Joan's Sling 2 features dual Garmin G3X Touch™ Flight Displays, a Garmin GTN 635 Touchscreen Navigator, a Garmin G5 Electronic Flight Instrument System (EFIS) as a backup directional gyro and horizontal situation indicator, and a Garmin autopilot.

The aircraft took two years, four months and eight days to build, and cost \$105,000, including paint. Dream Scheme Designs of Geneva, Illinois, created the paint scheme, and Hawk Aircraft Painting in Tampa, Florida, painted the

aircraft. The aircraft took its maiden flight on May 8, 2017. It was the second amateur-built Sling 2 to be completed in the United States. Since then, Bob and Joan Zaleski have logged some 300 hours, including several trips back to the Midwest. Their aircraft was displayed at the manufacturer's exhibit at EAA AirVenture Oshkosh 2018.

When not flying, Bob and Joan Zaleski are involved with EAA Chapter 1067 helping others to realize their dreams of building and owning a home-built aircraft. Joan is chapter president.

So, if you are retired and have the time, skill and interest to build an airplane as Bob and Joan Zaleski did, go for it. But for those of us who lack the time, skill and confidence to build an airplane, the Sling 2 is also available ready-to-fly. There are also two four-place models to choose from – the Sling 4 with the turbocharged 115 hp Rotax 914 engine, and the new Sling 4TSi with the new 140 hp turbocharged 915is engine.

For additional information, go to **www.airplanefactory. com.**

PRODUCTS & SERVICES

Tromblay Tool LLC – An Aviation-Focused Machine Shop In The New Golden Age of Small-Quantity Parts Production

by Ed Leineweber

ver the last couple of years, I've been working on modifications to an existing kit aircraft design and prototyping the changes on a built aircraft. This activity has led me into the fascinating world of aviation-related design and manufacturing, focused on small production quantities made possible as never before by Computer-aided Design (CAD) and Computer Numerical Control (CNC) machining. Shops that employ these technologies, as well as tried-and-

true old school machine shop tools, machines and techniques, can be found on airports, large and small, scattered around the country.

These shops have created what I think of as the New Golden Age of small quantity aircraft parts production and are having a big effect on vintage aircraft preservation, kit aircraft production and on-going efforts to keep legacy aircraft airworthy and in service. Tromblay Tool

LLC, located on the East Troy, Wisconsin, municipal airport (57C), is one such shop, and the subject of this first of a series of articles I plan to write highlighting other such shops contributing to this New Golden Age.

Bill Tromblay started Tromblay Tool LLC in 2001 and was later joined by his brother Jim, and Jim's son, Tony. Together, each morning they bring to the shop hangar a wealth of talent and experience where they create an engaging and productive blend of old school/new school metal-working activity. Decades-old lathes, mills and almost antique metal-shaping equipment stand alongside state-of-the-art CNC machines





The Tromblays: (L/R) Bill, Jim and Tony, with one of their CNC machines in the background. $\it Ed\ Leineweber\ Photo$



This photo is "busy," but if you look closely, you will see a fair depiction of Tromblay Tool LLC with an Aeronca Champ and de Havilland Tiger Moth undergoing restoration, and an older Bridgeport drill in the foreground, with a CNC machine control display behind it.

Ed Leineweber Photo

and CAD computers. A tour of their shop makes me wish I could stay on for an apprenticeship. (They even have an espresso machine!)

Bill is a journeyman machinist, certified welder, A&P/ IA and pilot with 26 years' experience. Jim is a journeyman machinist and certified welder with 30 years' experience. Tony, a recent graduate of a local technical college, is an apprentice machinist with two years on the job.

These guys have drawn their aviation inspiration from Bill's and Jim's grandfather, Major Clement W. Tromblay, USAF, who flew B-24 bombers in China, Burma and India, and C-54 cargo planes in the 1948-49 Berlin Airlift. A tribute to Major Tromblay in the form of a memorial display featuring his photo, medals and other keepsakes hangs in the shop where the men can view it as they work. The warmth and gentility of the Tromblays, their respect for their grandfather and his history, and their passion for their aeronautical and other work make this place something special.

Although Tromblay Tool also does work for the medical and food industries, their primary business is to custom design, machine and weld components for the aircraft industry. They manufacture parts with FAA Parts Manufacturing Approval (PMA), and Supplemental Type Certificates (STCs), as well as for Original Equipment Manufacturers (OEMs) and owner-produced parts under FAR §21.9. These parts are all either small production runs, prototypes or one-offs. If larger quantities are necessary, their work is sent on to a larger-scale fabricator.

As noted earlier, Tromblay Tool has a full line of CNC 36 DECEMBER 2018/JANUARY 2019 MIDWEST FLYER MAGAZINE

and manual equipment to handle any of their customers' needs, including full aluminum forming and repair capability with the use of their English wheel, Pullmax machine and Planishing hammer. Bill, Jim and Tony make parts that are not supported by anyone else, and they take pride in their high-quality products.

In addition to parts production and smaller projects, Tromblay Tool is currently restoring a 1946 Aeronca Champ and a 1932 De Havilland Tiger Moth.

Tromblay Tool LLC is the perfect example of the New Golden Age of small-quantity, high-quality aircraft parts production making use of old school knowhow, combined with advances in high-tech parts production. May this down home, small-scale segment of the aircraft industry, continue to thrive in the coming years!

EDITOR'S NOTE: Ed Leineweber has been a pilot for nearly 40 years, an aircraft owner, Certified Flight Instructor, licensed aviation maintenance technician, FAA Safety Team member, and an attorney, licensed to practice law in Wisconsin. He is also a former fixed base operator and airport manager. Now, mostly retired from the legal profession, including 20 years as a circuit court judge, Ed focuses his limited practice in Aviation Law and Alternative Dispute Resolution, including Mediation. When not practicing law, he enjoys working in his shop at the airport on aircraft restorations and on his aircraft kit company, and spending time with family and friends. Readers are encouraged to suggest other candidates in the Midwest for future articles in this series. Please email Ed Leineweber at eleineweber@ leineweberlaw.com, or call (608) 604-6515.



The steel hangar, built by B&B Welding, was entered into Star's Master Builder Contest and won first place in the "Best of Hangar" category.



Ely Helicopter Services selected a one-piece Schweiss hydraulic door in order to get the optimum clear opening height on the end wall of their new building.

Ely Helicopter Services Wins Star's Master Builder Best of Hangar Competition

FAIRFAX, MINN. – Winning an award for a job well done is surely gratifying, but a satisfied customer is the top priority among craftsmen in any field.

Bill Buckner of B&B Welding in Sallisaw, Okla., installed a 46- by 15-foot Schweiss hydraulic door, on the Ely Helicopter Services hangar, complete with two remote openers. The hangar was constructed with products from Star Building Systems. The building measures 70 feet long with a 16-foot eave height and a 2:12 slope on the roof. The hydraulic door is positioned in the middle of one 98-foot end wall. The project was submitted for Star's Master Builder Contest and won "Best of Hangar."

Jason "Hoot" Ely of Ely Helicopter Services is the satisfied customer on this project, constructed for his Sallisaw cropspraying business. Ely also offers aerial sightseeing, videos and photography, wildlife surveys, land surveys, cattle gathering, pipeline and powerline patrol, and aerial hog eradication and predator control.

"I really like the one-piece door," says Ely. "It also gives you more shade and keeps the hangar cooler. I've seen Schweiss doors on other hangars. I'm totally pleased with the construction of the door."

Ely learned the flying business from his father, John, at the age of 17, and now spends most of his time as the operations manager. He employs two helicopter pilots. Crop spraying makes up the bulk of the family business with an air fleet that consists of two helicopters: a Jet Ranger B3 and a Robinson R44 Raven II. Ely also owns a Cessna Ag Truck and an American Champion Scout.

Schweiss Doors, located in Fairfax, Minnesota, is the premier manufacturer of hydraulic and bifold liftstrap doors. Doors are custom made to any size for any type of new or existing building for architects and builders. For more information, visit www. bifold.com.



Ely Helicopter Services has a Jet Ranger Bell B3, a Robinson R44 Raven II, a Cessna Ag Truck and an American Champion Scout. The company provides aerial photo trips, wildlife surveys, land surveys, cattle gathering, pipeline and powerline patrol, timber control, aerial hog eradication and predator control.



New Jeppesen Technology Combines With Bad Elf Wombat Device To Update Avionics Data Cards Directly From The Cockpit

oeing, through its subsidiary Jeppesen, has introduced a new mobile version of its Jeppesen Distribution Manager (JDM) flight data update technology, and announced a new strategic alliance with "Bad Elf," a leading provider of aviation hardware and software solutions. Together, Jeppesen and Bad Elf have now established a wireless data transfer system for aircraft owners and operators, using JDM Mobile and the Bad Elf Wombat portable device to update avionics data cards.

"Previously, many aircraft operators needed to update data cards offsite, which often meant working a long distance from their aircraft due to a dependency on traditional landline PC technology," said Mike Abbott, director, Jeppesen Data Solutions, Product & Portfolio Management. "Through our relationship with Bad Elf, most of our general and business aviation customers will now be able to use JDM Mobile and the Wombat device to wirelessly update essential charts and data, right in the cockpit. This capability also extends to tens of thousands of customers operating legacy avionics that are not designed for wireless navigation data update capabilities."

Initially, Garmin and Avidyne avionics systems will be supported by the JDM Mobile and Bad Elf Wombat integrated technology, representing a majority of Jeppesen's general aviation pilot customer base. In the coming months, additional avionics systems will be supported across general and business aviation, in total reaching more than 80 percent of IDM customers.

Jeppesen data subscribers using supported avionics platforms are now able to use JDM Mobile to download data updates on an iPhone or iPad and then wirelessly connect to the Bad Elf Wombat device to transfer flight information to avionics data cards. This allows pilots to update their avionics with current data before taking to the skies.

Jeppesen navigation data (NavData) is developed from a comprehensive aviation database, which is composed of more than one million records. To ensure accuracy, Jeppesen flight information analysts edit and verify approximately 150,000 database transactions generated from worldwide aviation data source documents during every 28-day revision cycle.

For further detail on the integration of JDM Mobile and the Bad Elf Wombat at Jeppesen's our product page. To learn more about the aviation hardware and software solutions offered by Bad Elf, visit www.bad-elf.com.

NATA Names New President

WASHINGTON, DC - The National Air Transportation Association (NATA) Board of Directors has named Gary Dempsey its new president to succeed Martin (Marty) H. Hiller, who assumed the role of NATAs President in 2016, after 6 years on the association's board of directors. The appointment became effective October 1, 2018.

Gary Dempsey "Marty stepped in to lead the association at a critical point and did an outstanding job," said Greg Schmidt, President & CEO of Pentastar Aviation and Past Board Chair of NATA. "He has helped put the association in a solid financial position for years to come and led the battle on many of the threats facing our industry, including ATC privatization, workforce shortages and illegal charter."



Gary Dempsey most recently served as Jet Aviation's Vice President of Sales Americas, where he was responsible for forming and leading the company's aviation sales team. He was also a member of NATAs Board of Directors for the past 6 years, serving as chair in 2014.

Dempsey first joined Jet Aviation in 2003 as Senior Vice President, Aircraft Maintenance & OEM Development. Prior to Jet Aviation, Dempsey served in various leadership positions at Gulfstream Savannah and General Dynamics Aviation Services, as well as top-rated FBOs and service centers for Raytheon Aviation Services and Beechcraft in the U.S.

Dempsey holds a bachelor's degree in aviation management from Wilmington University. He is a pilot with multi-engine and instrument ratings, and an airframe and powerplant technician with FAA inspection authorization.



Three Northrop T-38 Talons are mounted inverted at Owatonna-Degner Regional Airport in Owatonna, Minnesota, depicting the top of the U.S. Air Force Thunderbirds' "Vertical Bomb Burst" maneuver.

Jim Hanson Photo

by Jim Hanson

e've all seen them...airplanes, helicopters, tanks, artillery pieces, and other pieces of military hardware on display at military bases and airfields, VFW and American Legion posts, and museums. Often, these are the very types of aircraft and vehicles that were based at a military installation. Sometimes, these old soldiers "guard the gate" at civilian airports as well.

Obtaining An Aircraft For Your Airport

In the 1990s, I was the manager of the Owatonna, Minnesota airport (among others). Someone on the local airport commission asked about obtaining an aircraft for static display. I had been involved with obtaining a Lockheed T-33 Shooting Star for the Albert Lea, Minnesota airport in the 1960s. (See Sidebar #1.) I advised them that this was no

small undertaking, but they went ahead with it, anyhow.

Like most major projects, this one initially was filled with wild enthusiasm. Discussions were held on "what kind of airplane should we ask for?" I counseled, "a small one. It won't be flown in here...it must be trucked in...get a small aircraft." I recommended a Northrop T-38 Talon training aircraft; the aircraft is sleek, supersonic, and best of all, it is small enough to fit on a truck. At the time, "The Boneyard" at Davis-Monthan Air Force Base near Tucson, Arizona, was in charge of applications. I had the Owatonna City Council provide a letter of request. (See Sidebar #1.)

The T-38 fleet was being downsized, and several were available. We chose one located at Wichita Falls, Texas, as it was the closest one to us. The aircraft had a cracked wing spar that precluded further flight. The city signed the documents, and it was ours.

Reality Sets In

We had 60 days to remove the aircraft. The city had not allocated money to send a team to Texas or to truck it back, and no plans had been made for a site to reassemble it, or for the display. As the deadline approached, I contacted long-time Owatonna pilot and businessman, Buzz Kaplan, head of the Owatonna Tool Company, about providing transportation. He arranged with their traffic department to backhaul the aircraft using an open-top truck on one of their delivery runs, but that left only a week to get it disassembled and loaded. I provided my Cessna 206 and five of my mechanics to fly down, disassemble the aircraft, and load it.

The crew flew down to Wichita Falls, a distance of 650 nm. The airport is a joint-use



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municipal airport with Sheppard Air Force Base. Arriving after the tower closed, our crew taxied around looking for a place to park. Noticing a car parked on the edge of the ramp with the lights on, they shut down the aircraft and walked over to it, finding the two military air police (AP) guards asleep. The APs ordered our crew of five mechanics to lie down on the ground and asked them what they were doing there. Our crew told the APs that they had orders to pick up an airplane and offered to show them the paperwork, but they were detained at base headquarters while the base commander was summoned. Arriving at 6:00 a.m., the base commander also asked our crew why they were there. Our crew provided the base commander with details, including the fact they had found the guards asleep. Things turned around rather quickly!

Our truck would be ready in a matter of hours. Though recipients of the donated aircraft are to take it apart at their own expense, because our crew had been detained, the base commander ordered personnel to assist them, which was really nice of him. They made it just in time for the arrival of the truck, and got the aircraft loaded for transport. Just before leaving, one of the military technicians approached the aircraft with a hammer, explaining that the aircraft had to be "demilitarized." He took the hammer to every gauge in the cockpit, rendering them inoperable. (The military does not want anyone to profit from their donations.)

The aircraft was transported to Owatonna, and reassembled in our hangar. Opinions were again offered on how best to display the aircraft – in an in-flight position on a plinth, in a banked position on a plinth, on a pedestal with the gear down...even on the ground and on its gear so it can be towed in parades. The problem was there was no money to accomplish ANY of these displays, and after a few months, we needed our hangar back, so a local pilot stored the aircraft for several years.

A Display Comes Together

The Kaplans and my wife and I had flown their Cessna Caravan across the Atlantic and toured Europe, the Mediterranean, and North Africa. After landing at Le Bourget Aerodrome in Paris, we visited the museum there, and on the spot where Lindbergh touched down on his epic flight, the French had mounted three Fouga CM.170 Magister training jets. The Magisters are about 60% of the size of the T-38, and they were mounted with two aircraft horizontally and opposing each other, and one going vertical. "That's the way we should mount the T-38 back in Owatonna!" I told Buzz. After consideration, he rejected the idea, saying "The T-38 is too heavy to mount horizontally." On the way back across the Atlantic, we discussed it again, and I suggested simply mounting the aircraft vertically. "No," was his reply. "The wind would catch it and blow it over." After reconsideration, I proposed that we get two more aircraft, and replicate the Thunderbirds' trademark maneuver, the Vertical Bomb Burst. Buzz responded with "THAT'S a pretty cavalier attitude –

THREE T-38s?" In turn, I responded with "C'mon...I got one airplane...we just need two more!"

Buzz knew that mounting even one airplane would be expensive, and something the city probably could not afford. He mentioned the possibility of putting the display in front of his new transportation museum (this is the first confirmation there was going to BE a museum). On arrival back home, Buzz had engineering studies done on the mounting; the nose of the aircraft would be 71 feet in the air, the three aircraft would balance each other, and to withstand winds up to 100 knots, it would require 308 tons of concrete and steel for the base.

More Problems

I contacted Davis-Monthan AFB again, and told them we wanted to do a tribute to the Thunderbirds, and they gave us the approval. The concrete/steel base was installed, and work started on the first aircraft in our possession. The promised aircraft were months late in getting released, and when I contacted Davis-Monthan again, I was told that the Air Force had placed all requests for aircraft through Wright-Patterson AFB in Dayton, Ohio, home of the Air Force Museum. Then we were told that the Air Force had some issues with parts getting into civilian hands and resold, so they put our authorization on indefinite hold.

I explained to officials that we already had the base in place on their assurance that we would have the aircraft, and stated: "In this part of the country, we consider a promise as just that – a promise of performance." The official we spoke with said there was nothing he could do, so I went congressional with the issue, explaining that we had incurred considerable expense in preparing for the display. Both our senator and congressman backed us, assuring "The Air Force will not get their desired appropriation until you get your aircraft." In the end, we got our aircraft and had them mounted. Google "Owatonna T-38s" for photos. It has become a signature of the city, located at the airport and adjacent to I-35.

Lessons Learned

- Have your paperwork in order, and document all phone conversations, emails, and contacts.
- Carefully consider the type of aircraft you can use; it must be of a manageable size. Consider helicopters... they make a dramatic display, are easy to haul, and are more resistant to wind.
- Consider alternatives. Some aircraft (like the T-38) are in high demand because of the ease of transport. You may be offered an alternate aircraft. Be ready with a second choice.
- Have a plan for display BEFORE you make application. It eliminates the uncertainty and delay.
- This should be obvious, but I'll say it anyway, have a budget and money allocated for picking up the aircraft, storing it, and displaying it.

- Have a plan and a budget for maintaining the display. (See Sidebar #2).
- An alternative. It may be easier to simply get a damaged civilian aircraft. They can be purchased relatively inexpensively, they are much lighter to mount, they are easy to maintain. In Canada, the entire fleet of aerobatic Beech Musketeer trainers have become "Gate Guardians."
- "Tell the story." What good is a display without information on what is being displayed, and why it is important? Describe the aircraft, how it was used, who may have flown it, how old it is and acknowledge who helped to get it displayed, either by supporting the project personally or financially.

Having a "Gate Guardian" can be inspiring. For **veterans**, it reminds them of the time they served. For **pilots**, it reminds them of adventures of military aviation. For **kids**, a retired aircraft can be the source of a thousand daydreams, and may inspire them to learn to fly. Just go into the project with your eyes wide open.

EDITOR'S NOTE: Jim Hanson has been flying for 56 years and has flown more than 30,000 hours. He has been managing the Albert Lea, Minnesota airport for 37 years, and has managed other Minnesota airports for many years as well. At his age, Jim is something of a "Gate Guardian" himself (an old relic), but perhaps an inspiration for others

to learn to fly. You can contact him at 507-373-0608, or via email at jimhanson@deskmedia.com.

Sidebar #1: How to apply for display aircraft.

The following is the form and format on how to apply for surplus aircraft. The National Museum of the USAF coordinates the LOAN (and it IS a loan) of surplus aircraft: https://www.nationalmuseum.af.mil/Collections/Loan-Program/

Note that the program covers municipalities, veteran organizations, and qualified museums. Also note the conditions of display.

Here are some tips to help you:

- 1) Why not include your local veteran organization to cosponsor your display aircraft? A veteran organization can usually provide manpower for upkeep and the inclusion of these posts will help ensure that far more people are aware of "their" adopted aircraft.
- 2) Your senator or congressman can be one of your biggest allies, but save that weapon until you NEED it. Nobody likes to be pressured on what to do, but if you run into a wall, by all means use every tool at your disposal.

Sidebar #2: *Maintaining your display aircraft.*There are far too many display aircraft falling into



disrepair. A "condition of loan" of the aircraft requires that you maintain it, and if not maintained, you must return it. This is a large potential issue. A poorly-maintained aircraft may be more of a liability to the airport than an asset.

Here are some things to keep in mind:

- Keep the aircraft vandal-free. Position it in a well-lit area. Mount it high enough that it is inaccessible (see photo of *T-33*).
- Seal all of the openings to prevent it from becoming a home for birds. Bird droppings cause corrosion.
- Lock the controls with external locks to prevent controlsurface flopping.
 - Lock the canopies or doors to prevent entry.
- Have a substantial mounting. We used a 30 ft. 8-inch steel beam driven 20 feet into the ground, inside a concrete sewer casement filled with cement. The concrete casement is impossible to climb.
- Arrange for maintenance "pre-need." If the city (who signed the sponsorship agreement) won't do it, the veteran organizations can be a big help. Don't let appearance go downhill. THAT'S WORSE THAN NOT HAVING A MONUMENT AT ALL!



Eagle Scouts work to fulfill their Life Scout requirements by polishing the Lockheed T-33 Shooting Star on display at the municipal airport in Albert Lea, Minnesota.

Sidebar #3: Another alternative for maintenance.

Our city allocated money for cleaning and polishing supplies, but like most cities in the north, our city maintenance workers are stretched thin, trying to get an entire year of maintenance items accomplished in a summer comprising only half the year. The T-33 was looking dull and faded.

As a former head of the local Elks Lodge, we hosted
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courts of honor for Eagle Scout recipients. These young men (typically 14 to 18 years of age) are tasked with not only mastering their required Life Scout requirements, but more than DOUBLING those requirements. One of the most challenging requirements is for them to do a project for "any religious organization, any school, or their community;" also to "plan, develop, and give leadership to others in a service project." This requirement for community service not only demonstrates and cements their involvement in the community, but they are required to PLAN their chosen project, PRESENT the plan for prior approval, and SUPERVISE OTHERS in the execution of the plan. These projects go far beyond merit badges...they prepare the Scout for true community participation, and Eagle Scouts are ACHIEVERS! Only 4% of Scouts will attain Eagle status. As an indicator of what kind of young men this program turns out, I found that nearly half of all American astronauts were Eagle Scouts.

I figured that this project would not only benefit the community, but it would honor veterans and national service. I contacted the Boy Scouts Administrative Council about finding a Scout willing to take on the project. After several false starts, I received a call from Scout Stirling Hart. Though

only 13, he wanted to discuss the project – the timetable, work involved, and what it would do for the community. I explained that the work involved polishing the T-33, with material to be provided by the city and the labor as part of his Eagle project. He asked a lot of questions...he had to have his parents' permission, and submit the project to the Scout Council for approval. This required a follow-up meeting so he could produce his plan. One of the issues he had to overcome is that the Scout cannot handle dangerous power tools or high ladders. Stirling asked for and received a ruling that buffers would not be considered dangerous, and overcame the ladder requirement by recruiting adults to do the polishing on the high vertical stabilizer to comply with regulations. The city provided work platforms for access and safety, and Stirling rented additional platforms.

The work was performed over three days by Stirling and his crew. It required three levels of polishing, using coarse to fine polish. The aircraft came out looking good. The next step for spring 2019 will be to repaint the canopy and the "Stars & Bars" on the fuselage – a relatively minor job. Even

though the work is supposed to be a volunteer operation, I was so proud of his initiative and the way he handled this community pride project that I donated three hours of flight instruction to him to portion out as he sees fit. (After all, *compensation* is part of overseeing others!)

If your "Gate Guardian" could use some "sprucing up," consider involving the Eagle Scouts or veteran groups, like the Legion Riders, to participate!

North Dakota Aviation Commission Receives National Award

by Jim Bildilli

he North Dakota Aeronautics Commission has received the National Association of State Aviation Officials (NASAO) "Aviation Education Program Award" for its 2018 Flight Training Assistance Program (FTAP). FTAP was selected for programs initiated by state aviation agencies that promote aviation education. In this case, the commission not only promoted aviation, but also created an economic stimulus that increased the level of aviation activities at smaller rural airports.

Most of us have been made acutely aware of the shortage of pilots, mechanics and trained technicians through our own experience or by just reading about it. The current personnel shortages and the future shortfalls are in the tens and hundreds of thousands and have been documented by both private and governmental agencies. Several communities have seen the reduction and even cancellation of air service due to the lack of trained aviation personnel. Similarly, we have all noticed that the average age of pilots has been increasing.

Noticing the decline in pilots, based aircraft and aircraft activity at most airports, and especially at smaller rural facilities, the North Dakota Aeronautics Commission has been committed to reverse this trend. It didn't take long for them to recognize that a major factor for the declining numbers was the lack of flight instructors, which was more problematic at smaller rural airports. The commission determined that covering travel expenses for instructors from their home base of operation to serve another community would help cure the problem.

In 2006, the commission developed FTAP which is a program that would provide financial assistance to small rural airports by partially subsidizing the cost of bringing a flight instructor to their community. For those airports wanting to participate in the program, the commission will reimburse 75% of all associated costs. The remaining 25% will be covered by the local airport authority. To qualify, an airport cannot be served by an active flight instructor, and it cannot have more than one aircraft available for flight instruction. A written agreement between the commission and the local airport outlines the reimbursement program, which must be renewed annually. A minimum of three (3) hours of instruction must be given with each visit, but it is not limited to one student.

More than 15 airports have participated in the program thus far including Ashley, Beach, Beulah, Bowman, Carrington, Dickinson, Enderlin, Hazen, Jamestown, Kindred, Kulm, New Rockford, Tioga, Washburn and Williston. Since its inception, over 100 students have participated in the program. Their skill levels range from Student Pilot to those seeking to become a Certified Flight Instructor (CFI). The program also extends to include tailwheel endorsements and biennial flight reviews. The average annual cost to the State of North Dakota

is approximately \$2,500.00 per year. Recently, it has risen to nearly \$5,000.00 due to inflation and increased participation. While food and lodging are eligible expense items, most reimbursements are for air or



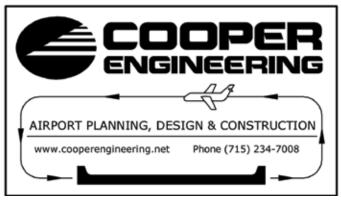
Kyle Wanner & Mike McHugh

ground transportation of the instructor to the airport from their home base.

In addition to increasing the number of pilots in North Dakota, the program has provided an economic stimulus by increasing fuel and aircraft sales, and hangar occupancy.

One of the success stories of the program is Jessica Herman of Kulm, North Dakota. Jessica was initially headed for a career in medicine, but instead chose a career in aviation after discovering the freedom and exhilaration one experiences with flight in her grandfather's airplane. Her grandfather, Lorence Holmgren, manages the 2800 ft. grass runway at Kulm Municipal Airport. One of the major obstacles of Herman obtaining her license was the lack of locally available flight instruction. To increase the activity at Kulm Municipal Airport, the airport authority decided to participate in the FTAP program. Over a period of approximately four years, Herman not only obtained her Private Pilot Certificate, but also her Commercial and Flight Instructor Pilot Certificates, and her Instrument Rating. Herman is now giving flight instruction and helping to fill the CFI "gap" that existed when she first started flying.

If you would like to know more about the program, contact Mike McHugh with the North Dakota Aeronautics Commission at 701-328-9650 or via email at mmchugh@nd.gov.



New Boardwalk Opens At Crystal Airport Wildlife Area

CRYSTAL, MINN. – The wildlife area on the northeast corner of Crystal Airport is again available for round-trip hikes, thanks to a partnership with the Three Rivers Park District and the City of Crystal, Minnesota.

The 40-acre wildlife area located on Metropolitan Airports Commission (MAC) property features a boardwalk and a nature trail that circles a wetland area. A water control structure designed to limit the amount of runoff that goes into Twin Lake to the south, had over time, raised the water level in the wetland and submerged portions of the previous boardwalk.

To bring the nature trail back to life, Three Rivers built a new 460-foot section of the boardwalk. The new structure includes an outdoor learning station for visiting groups and reconnects the .7-mile loop around the wetlands.

Officials from Crystal, MAC and Three Rivers attended a ribbon-cutting ceremony to mark the re-opening. Dozens of local fans of the wildlife area were on hand to see the rebuilt boardwalk and enjoy the area.

At the ribbon cutting, Kelly Gerads, MAC's assistant director of reliever airports, encouraged residents to enjoy the beautiful wildlife area in their community.

"We're pleased that the partnership with the City of Crystal and Three Rivers has made this hidden gem accessible again," Gerads said.

MAC acquired the site for Crystal Airport in 1948. The wetland on the northeast corner of the airport is the only wildlife area in Crystal, and is located adjacent to Brooklyn Center's Kylawn Park to the east.

Awards & Recognition

Harrison Ford Receives Hoover Trophy

Pilot, general aviation advocate, and actor, Harrison Ford, received the R.A. 'Bob' Hoover Trophy at the third annual reception presented by the Aircraft Owners & Pilots Association (AOPA) in Washington, D.C., March 21, 2018, in the historic Terminal A lobby of Ronald Reagan Washington National Airport in Washington, D.C. In accepting the award Ford said that he was humbled to receive the award named in honor of airshow performer, test pilot and World War II combat pilot, R.A. "Bob" Hoover, an aviation mentor who inspired countless others. Ford then lavished praise for the 2017 award recipient and this year's presenter, airshow performer Sean D. Tucker, who founded the Bob Hoover Academy in Salinas, California, an afterschool program that teaches disadvantaged youth about aviation.

AOPA President Mark Baker noted that the trophy is presented to an aviator who exhibits the airmanship, leadership, and passion for aviation and life demonstrated by Bob Hoover. Ford once rescued a stranded hiker with his helicopter, is past chairman of EAA Young Eagles, flew the 2 millionth EAA Young Eagle, and testified before Congress on behalf of airports. He was also one of the key figures in AOPA's GA Serves America campaign.

Hoover agreed in 2016 to have his name memorialized as a tribute to those whose airmanship, leadership, mentorship, and passion for aviation inspires a love of flight. The showman died in 2016 at age 94 after an illustrious aviation career, and his videotaped message to introduce the honorees appeared to be an emotional moment for both Ford and Tucker.

Other awards presented that evening included the inaugural "GA Safety Award" presented by Richard McSpadden of the AOPA Air Safety Institute to Van's Aircraft founder, pilot, and engineer, Dick VanGrunsven. VanGrunsven, whose homebuilt aircraft company recently 44 DECEMBER 2018/JANUARY 2019 MIDWEST FLYER MAGAZINE



(L/R) Airshow performer, Sean D. Tucker; AOPA President & CEO Mark Baker; and Hoover Trophy recipient, Harrison Ford. Photo by David Tulis.

celebrated its 10,000th completed kit, pledged to work with the safety institute and other aviation entities to further the safety for builders and operators of homebuilt aircraft.

Mark Baker presented the "Sharples Award" to Alaska Airport Support Network volunteer, Ron Dearborn. The retired engineer, private pilot, and Bellanca Scout owner, was instrumental in coordinating several initiatives at Fairbanks International Airport.

The Joseph B. "Doc" Hartranft Jr. Award, named for AOPA's first president, was presented to U.S. Representatives Steve Russell (R-Okla.) and Ralph Abraham (R-La.) for their leadership and support of GA in Congress. Baker thanked the representatives, who spoke out on behalf of general aviation against the privatization of the air traffic control system "when it mattered most!"

AOPA also presented "Freedom To Fly Awards" to four dozen members of Congress for their dedication to preserving GA.

Midwest Seaplane Pilot

16th Annual Indiana Seaplane Splash-In A Success!



Peter Bowers' Waco on amphibious floats.



Lake James, Angola, Indiana.

by Randy Strebig

he 16th Annual Indiana Seaplane Pilots Association Splash-In at Pokagon State Park in Angola, Indiana, was held September 22-23, 2018. Once again, the event had a 100% safety record and a lot of smiles. There was an excellent showing of aircraft with the official count at 20, including a very special guest appearance by Peter Bowers and his beautiful Waco. Bowers flew an impressive demonstration on Sunday. All pilots did a top-notch, professional job of flying, and the Angola community came out to Pokagon State Park and the Potawatomi Inn to enjoy the amazing weather.

The entire Midwest had wonderful weather conditions for flights to and from the splash-in. This allowed pilots from Indiana, Michigan, Wisconsin, Illinois, and Ohio to participate.

In all, 107 seaplane rides were given away in a free drawing. The following pilots shared their aircraft fuel and time: Chuck Marshal from Elkhart, Indiana with his crowd favorite de Havilland Beaver; Allison Wheaton, flying a locally-based Maule M-7; Doug Schenkel of Lake James in his Cessna 172XP; Matt Perry of Snow Lake in his Cessna 172; Wally Hain of northern Illinois in his Cessna 170; and Daniel Kohr in his Sedan. There was a real special moment when one of the winners donated her ride to a veteran who had never been in a seaplane before.

The following organizations provided assistance: the Indiana Department of Natural Resources; State Parks Administration; the staff of Pokagon State Park; park manager Ted Bohman, along with his assistant, Tammy Sawvel, who was on duty for the event; Potawatomi Inn Manager Emily



Burris and staff; Terry Hallet, who manages the Angola Airport, and his staff; and a lot of volunteers who assisted with setup, teardown and the safety of the event.

A Saturday evening barbecue and bonfire was held at my runway on the other side of the lake with the Lakes Lions Club preparing the evening meal. A few airplanes on wheels came for this event, as did a couple of campers. We also dropped one load of skydivers (myself included) from our seaplane flown by Allison Wheaton. One of the jumpers – Rick Rumple – carried the American flag on his jump.

The Lake James Association, which has been a sponsor of this event all 16 years running, and the Steuben County Visitors and Tourism Bureau, are to be commended for their support. This year they again made and gave away 500 toy seaplanes. The Herald Republican and Swick Broadcasting provided great coverage of the fly-in. New support this year

came from Wipaire, which donated 150 fun meters.

The largest aircraft parking safety crew in the event's history, included ramp boss, Joe Sweeney; waterfront boss, Joe Willig; their teams; and The Lake James Association, Tri State Flying Club, and the Steuben County Board of Aviation Commissioners.

Dale and Nadine Strebig, and the Rutledge family, took care of registration and the distribution of the free raffle

The 17th Annual Indiana Seaplane Pilots Association Splash-In will be held September 21-22, 2019 at Pokagon State Park in Angola, Indiana.

EDITOR'S NOTE: Randy Strebig of Fort Wayne, Indiana, is President of the Indiana Seaplane Pilots Association, and the Field Director in Indiana for the Seaplane Pilots Association.

After 31 Years, Wreckage of Missing Float Plane Found

or the second time in September 2018, the wreckage of a long-lost float plane has been found in British Columbia without it being the object of a current search. In June of 1987, two men left the southern shore of Shuswap Lake in B.C.'s interior in a Piper Super Cub float plane bound for a remote lake in Wells Gray Provincial Park. They were never heard from again.

Late in September 2018, while searching for the RV6 that went missing on September 11, 2018 on a flight between the Edmonton area and Chilliwack in B.C.'s Upper Fraser Valley, crews spotted the Piper wreckage near Kostal Lake, just south of their destination of McDougall Lake, both within park boundaries.

Pilot Ernie Whitehead, 78, and passenger Len Dykhuizen, 55, left the small lakeside community of Eagle Bay on a fishing expedition. Extensive searches that were undertaken at the time ended with no clues.

Search and Rescue crews have been lowered to the crash site in order to positively identify the aircraft. Next of kin were then tracked down and notified before the Royal Canadian Mounted Police (RCMP) released the news the week of October 11, 2018. Due to the fast approaching winter conditions, recovery efforts are being put off until spring. "This area is very remote and there are no roads or trails to access the crash site," said Clearwater RCMP Sgt. Grant Simpson (www.copanational.org).

EAA Flight Test Manual For Amateur-Built Aircraft Now Available!

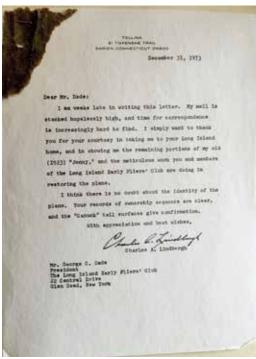


OSHKOSH, WIS. - Orders are now being accepted for the Experimental Aircraft Association's new Flight Test Manual, which brings the processes and procedures of professional flight testing to the amateur-built aircraft community. The 47-page manual is a comprehensive program for amateurbuilt aircraft flight testing. It includes outlines for each essential test point, as well as a booklet of 19 test cards that can be carried in the aircraft for quick reference and data collection while in flight. Those test cards are similar to those used by professional civilian and military test pilots, and are an exclusive resource for amateur-built aircraft pilots using the EAA manual. The manual is available online for \$17.95 for EAA members and \$22.95 for nonmembers.

Wisconsin Aviation Industry News

A Lindbergh Letter Gets Delivered





On December 31,1973, Charles A. Lindbergh wrote a letter to George C. Dade, President of The Long Island Early Fliers' Club in Glen Head, New York, thanking him for his hospitality and commending his organization for their work in restoring his 1923 Curtiss Jenny. While Field Morey was searching for material for his personal memoirs, he discovered the letter in a box at Middleton Municipal Airport – Morey Field. His father, the late Howard Morey, was an acquaintance of Lindbergh's, so somehow he was given the letter. On September 15, 2018, Field Morey flew to Little Falls, Minnesota to personally deliver the letter to the Lindbergh Museum. Pictured here accepting the letter is Jennifer Burr.

LITTLE FALLS, MINN. - The late Howard A. Morey of Madison, Wisconsin, was a legend in aviation in Wisconsin, as a longtime fixed base operator; the first manager of Madison Municipal Airport, now Dane County Regional Airport (1938-42); a flight instructor for the civil pilot training (CPT) program prior to World War II; a prominent Cessna dealer for decades; founder of Morey Airplane Company in Middleton, Wis.; and the founder of Morey Airport, now Middleton Municipal Airport - Morey Field (C29). In 1947, Morey was appointed the chair of the Wisconsin State Aeronautics Commission, serving until 1959. He also served on the Wisconsin Central/North Central Airlines Board of Directors beginning in 1948, named Vice President in 1952, and was President and General Manager from January 1, 1953 until March 9, 1954.

When Charles Lindbergh was on a nationwide tour following his historic

transatlantic flight in the *Spirit of St. Louis* in 1927, he stopped by his old college town of Madison, Wisconsin. Who was there to greet him but Howard Morey.

Fast forward to 2018. Morey's son, Field Morey, formerly of Madison, Wisconsin, was doing research for his upcoming book entitled "Four Years Off the Face of the Earth" (scheduled to be released later in 2019) and happened to come across a letter Lindbergh wrote to George C. Dade, President of The Long Island Early Fliers' Club in Glen Head, New York. Lindbergh wrote the letter on December 31, 1973, eight months before he died on August 26, 1974 at age 72. Somehow Howard Morey was given the letter. Attached to the letter in the upper left-hand corner was a piece of fabric from his Curtiss Jenny. The letter reads as follows:

Mr. Dade: I am weeks late in writing this letter. My mail is stacked hopelessly high, and time for correspondence is increasingly hard to



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For Membership Application Call 920-303-0709 wataonline.org find. I simply want to thank you for your courtesy in taking me to your Long Island home, and in showing me the remaining portions of my old (1923) "Jenny," and the meticulous work you and members of the Long Island Early Fliers' Club are doing in restoring the plane.

I think there is no doubt about the identity of the plane. Your records of ownership sequence are clear, and the "Canuck" tail

surfaces give confirmation.

With appreciation and best wishes,

Charles A. Lindbergh

Realizing the historical significance of the letter, Field Morey hand delivered it to the Lindbergh Museum in Lindbergh's hometown of Little Falls, Minnesota on September 15, 2018.

AVIATION HISTORY

Keeping The Champ Alive!



(L/R) Myron Lokken and Doug Tomas with their 1946 Aeronca 7AC Champ.

nown by some as "The Stoughton Champ," for the many years the 1946 Aeronca 7AC Champ (N84614) has been based at Matson Airport (2WI6) in Stoughton, Wisconsin, providing an economical means of flying for the family and friends that own it.

The aircraft took its maiden flight on June 24, 1946. In 1970/71, Otis Lokken of Madison, Wis. and a group of his friends in Madison, Wisconsin, bought the airplane, and moved it to Stoughton, Wis. They recovered the airplane in 1972, and Otis earned his private pilot certificate in it, and eventually became its sole owner.

Otis' sons, Mark, Marvin, and Myron, along with friend Doug Tomas, grew up around the airplane from the time they were 12 years old. Mark and Marvin also earned their private pilot certificates in the airplane. Myron earned his private pilot certificate and started flying the Champ in later years.

In 2010, Myron Lokken – living in Madison, Wisconsin – and Doug Tomas – living in East Troy, Wisconsin – purchased the airplane from Otis, with the intent to keep it in the family. In November 2013, they disassembled the aircraft for a complete refurbishment.

With the help of legendary aircraft restorer, Bill Amundsen of Stoughton, who graciously provided work space in his old Pontiac garage in downtown Stoughton, Myron and Doug spent the next four and a half years working on the airplane from the base structure on up, with the first flight taking place on July 14, 2018. Nine days later on July 23, Myron flew the aircraft to Oshkosh at the opening of EAA AirVenture Oshkosh 2018.

The airplane was entered for judging in the EAA Antique/ Classic Division, and was awarded "Outstanding Custom Class A (0-85 hp)."

CAF Red Tail Squadron Publishes Complete Tuskegee Airmen Pilot Roster Online



Fliers of a P-51 Mustang Group of the 15th Air Force in Italy `shoot the breeze' in the shadow of one of the Mustangs they flew. (L/R) Lt. Dempsey W. Morgan, Jr.; Lt. Carroll S. Woods; Lt. Robert H. Nelson, Jr.; Capt. Andrew D. Turner; and Lt. Clarence P. Lester.

RED WING, MINN. – The Commemorative Air Force (CAF) Red Tail Squadron, America's tribute to the Tuskegee Airmen, has published the first-ever, complete, up-to-date and searchable Tuskegee Airmen Pilot Roster available to the public online at redtail.org. The database contains details of the 1,007 pilots who received their wings through the Tuskegee Airmen program.

This landmark project was made possible by a

collaboration of data from the Air Force Historical Research Agency and other Tuskegee Airmen historians. Information on Tuskegee Airmen pilots was collected and analyzed for accuracy by all three parties, resulting in the complete online, searchable pilot roster, a milestone for educating and inspiring people wanting to learn more about our nation's first black military pilots.

Know Before You Go!

FREDERICK, MD – The Aircraft Owners and Pilots Association (AOPA), along with five additional major aviation associations, jointly released the "Know Before You Go" best business practices. The joint release lays out a series of communications best practices, including publishing an online list of potential prices, fees, and charges that pilots may face when landing at an airport.

The joint release calls on fixed base operators (FBOs) to "move expeditiously to implement these practices," but recognizes that certain providers face unique challenges and may need time to implement the new best practices. It also recommends customers contact FBOs directly, "so that operators can ask questions, know and evaluate their options, and make informed decisions."

For almost two years AOPA has been investigating and

working with local leaders to understand and fight the effect of egregious and often unknown FBO fees on airport accessibility. AOPA President and CEO Mark Baker said, "This is a major step in our work to ensure reasonable airport accessibility, and we hope that today's announcement sends a unified message that FBOs need to be able to accurately tell all aviators what costs to expect before arriving at publicly funded airports." Baker continued, "We believe that the united support of these principals both validates that there is an issue with pricing transparency and provides a reasonable path to meet customer expectations."

The joint release was issued by the following aviation associations: AOPA, the Experimental Aircraft Association, the General Aviation Manufacturers Association, Helicopter Association International, the National Air Transportation Association, and the National Business Aviation Association.

Aeronautics Report

Wisconsin Bureau of Aeronautics

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Flight "Fowl"ing

by Michael Menon WisDOT Bureau of Aeronautics

s Midwesterners, part of the richness of the place we call home is its abundance of wildlife. Contributing to this richness is the number of bird species that make their way through the Midwest each year. The U.S. Fish and Wildlife Service states that more than 500 bird species breed over winter, or migrate through the upper Midwest. Spring and fall migration mark the high points of bird numbers, with most of the Midwest falling in the Mississippi and central flyways.



Michael Menon

migratory Canada geese, these populations do not migrate as they find adequate resources locally to support themselves year-round. These resident populations are commonly associated with urban areas, and often near airports. It is important that aviators and airport managers do their part to reduce the risk of a wildlife strikes occurring.

What Can Pilots Do?

The most important thing a pilot can do is plan. Planning is already a main component of a safe flight, and adding a few additional steps can help reduce the risk of experiencing a wildlife strike.

Planning begins with knowing the conditions at the airport. Do you notice the presence of any wildlife hazards while doing your preflight? What's the word around the FBO? Has anyone had a bird strike lately? Has the airport issued

> any Notices to Airmen (NOTAMS) pertaining to wildlife on the field? Has anyone given a Pilot Report (PIREP) indicating a wildlife hazard? These same questions apply to your destination airport as well.

According to David Drake, professor of Forest and Wildlife Ecology at the University of Wisconsin-Madison and UW-Extension wildlife specialist, many migrating species are songbirds that migrate at night. Pilots should be aware of this if their plans include any night flying during seasonal migration, especially in instrument conditions. Drake also mentions that, in the same way it impacts pilots, weather systems and dense cloud cover will push flocks

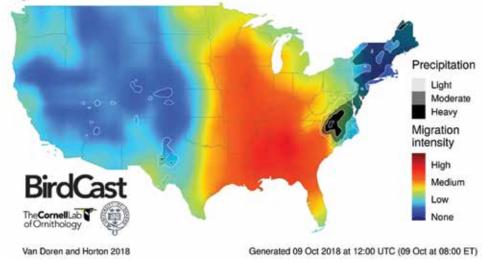
of birds down to lower altitudes. One tool Drake suggests for pilots is accessing information from avian (bird) radar. One site offering this information is Cornell University's BirdCast website: birdcast.info. The site displays live bird migration maps and introduced a new migration forecast this year.



Populations of bird species like Canada geese and sandhill crane continue to grow. These increasing populations, coupled with seasonal migrations, heighten the threat birds pose to Midwest aviation. An additional hazard is the growing resident Canada goose population. In contrast to the

50 DECEMBER 2018/JANUARY 2019 MIDWEST FLYER MAGAZINE

Night of October 11-12, 2018



If you do have a wildlife strike, it is important that you report it as soon as you can safely do so. The easiest way to report a wildlife strike is online at the Federal Aviation Administration's (FAA) website, wildlife.faa.gov. Pilots, instructors, aircraft owners, mechanics and the airport will not

get in trouble for reporting a wildlife strike. Reporting all strikes is important because it contributes to the data compiled in the national wildlife strike database and assists airports with identifying a hazard which may require management. This data is important to those individuals, agencies, companies, and universities working to create solutions to the threat wildlife hazards pose. These solutions make aviation safer.



What Can Airports Do?

A wildlife hazard management plan (WHMP) is perhaps the most important tool for an airport to address wildlife hazards. Whether required as part of an airport's FAA 139 certification, stemming from a triggering event, or as a proactive measure, having a WHMP in place will help the airport make and implement decisions in an organized and methodical approach. WHMPs are living documents and can be changed as conditions warrant.

A WHMP outlines the who, what, when, and where of wildlife hazard mitigation at an airport. FAA AC 150/5200-38 - Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard

Management Plans, is a valuable resource that certificated (139) airports follow and can be referenced by general aviation airports for help in developing a WHMP. In addition, ACRP Report 32: Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports is also a good resource for the general aviation airport operator.

According to Chip Lovell, District Supervisor of USDA, Wildlife Services, Waupun, Wisconsin district office, airport managers should diligently observe and harass wildlife on the airfield throughout the day and be aware that more attention may be needed in the early morning and

just before sunset. These are the times when wildlife is more likely to be active. Harassment can take the form of chasing wildlife off the airfield with a vehicle or using loud noises and pyrotechnic devices. It is important that prior to the use of any pyrotechnic devices, airport operators should check any local ordinances that pertain to the use of such items, as

permits may be necessary.

Lovell also states the importance of having the right permits in hand before lethally taking any wildlife. This includes an airport getting a depredation permit from the U.S. Fish and Wildlife Service for any bird species that falls under the Federal Migratory Bird Act, and checking with the state agency having jurisdiction over wildlife for any local permits that are required.

Lovell suggests that airports contact their state USDA Wildlife Services office (1-866-4USDA-WS) for guidance on these matters, and for help with any additional questions an airport may have.

It is also important for an airport operator to know what is going on outside of airport property. Property development, construction, farming, and other land use changes can affect wildlife presence, and their patterns around an airport. Early intervention and working with all stakeholders could potentially mitigate the hazard.

Finally, as previously mentioned while discussing what a pilot can do, it is equally important for airports to report all strikes. The airport will not get in trouble and the report will help facilitate further research and management to help make the skies safer for both humans and birds. The report you file today can help save a life tomorrow.

NESOT,

The State of Minnesota provides this Technical Bulletin in the interest of Aviation Safety and to Promote Aeronautical Progress in the State and Nation.

Cassandra Isackson, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics 222 East Plato Boulevard . St. Paul, MN 55107-1618 651-234-7200 or (toll free) 1-800-657-3922

Minimum Standards Are Important!

by Cassandra Isackson Director, Minnesota DOT Office of Aeronautics

n my previous column, I addressed "Grant Assurances," what they are, what they do, and why we need them. This time I want to address "Minimum Standards." While the Federal Aviation Administration (FAA) does not require minimum standards, they are directly tied to grant assurances.



Cassandra Isackson

Minimum standards must be met by all commercial service operators on an airport. This helps to ensure that FAA rules and regulations are met, while also ensuring safe operations, and providing opportunities for newcomers. Minimum standards also direct airport businesses training and learning, and procedures to operate at that airport while preventing favoritism and discrimination.

Every commercial service provider must be licensed and insured, and should appear on the official list posted on MnDOT's Office of Aeronautics website. Minimum standards help create a level playing field for all commercial operators. This in turn creates a healthy business environment. I recommend that all airports should periodically review their minimum standards to see if any changes in airport operations have taken place that could have an impact on business on the airport. Airports should use caution when changing minimum standards as the FAA

frowns upon changing minimum standards too often.

Keep in mind that minimum standards are tied directly to grant assurances. So, if your airport sponsors, owners, or planning agencies, etc., accept FAA financial assistance, certain assurances and obligations must be agreed upon. That requires your airport to operate in a safe and efficient manner according to the conditions specified in the assurances, some of which pertain to tenants and businesses operating on the airport.

If your airport does not have well thought out minimum standards, businesses on the airport could possibly operate in an exclusive manner. Worse yet, businesses could operate in an unsafe or illegal manner. That would not be good for the businesses or the airport, and would expose the airport manager to potentially significant problems.

If your airport does not have minimum standards, or its current standards need updating, go to our web page at: http://www.dot.state.mn.us/aero/operations/ airportminimumstandards.html We have created a boilerplate minimum standards template. We put together this boilerplate document to help make it easier for an airport to get started. Each airport should review and modify the language to fit their specific needs.

Bear in mind also that minimum standards should go through a public process to be adopted. Part of that process should also include a review by the airport's legal counsel to help ensure the language is appropriate and enforceable in the community.

Why do you fly?

hat if someone walked up to you today as you completed your preflight inspection and asked, "Why do you fly?" What would your response be? You feel there is time pressure to answer. You were just about to climb into the cockpit to do your setup and preflight cockpit checks. The temperature is 72 degrees Fahrenheit, and conditions are Clear Air Visibility Unlimited (CAVU). You really want to get going, but you feel compelled to answer. You don't want to look or sound silly and just say, "because it is fun." But what will you say that will be honest and true?

Your thoughtful pause prompts the asking person to ask further, "why are you doing this?" Thomas White, CEO, The C-Suite Network, says, "Why" is the question that really exposes purpose (the reason something exists or is done). How many times do you set out to do something, and if you aren't stopped and asked, "Why are you doing this?" you don't really know the answer. We are reactive by nature and often don't consider the question of "why" before taking an action.

Author Bruce E. Pease said, "The human mind is 'wired' to ask 'Why?' It is essential to understanding cause and effect. The ape might understand that fire burns without understanding why it burns. But 'Why?' is the question that allows the human to harness and create fire." It can also be the question that helps that human grow, prosper and excel in life. But there is more to the 'why' than a simple, 'because,' or 'because I can.'

Now with that in mind, think for a moment of what first peaked your interest in flying and why it did so? Was it the unique sound of an airplane overhead that seemed exciting to you as a child? Was it the perceived excitement and thrill of flight that caught your attention? Was it a special aviator who was a hero to you and has fueled your passion for aviation? Or was it a true calling?

To the casual (non-aviator) observer, flight and flying is a strange and seemingly dangerous thing. But to those who have had flying etch itself into their very being, flying is life and what makes living simply wonderful. So, take some time this winter and recall the joy you felt when you discovered aviation. Then plan to share that joy with young people in your neighborhood. Invite them to your local airport to see, touch and feel the excitement that exists there. Plant the seeds for a new generation of aviators by sharing with them why

Return of the Frosty Days

all, winter and spring are all beautiful seasons in their own unique way. Many people look forward to one or more of them each year. Fall, for instance, has its beautiful colors as trees shed their leaves in a cascade of beauty. Winter has a stark beauty that along with temperatures that are often below the freezing point, can be fun to be outside and enjoy. Spring, of course, brings about a pale green hue in the trees and grasses as life renews after a long winters' sleep. So what do they all have in common? Quite simply, frost and ice.

Frost and ice are often a massive inconvenience to aviators in general, but it is a common part of winter flying. Airliners and business aircraft often have their frosted or snow laden aircraft sprayed with deicing fluids like propylene, or ethylene, or diethylene glycol. But that may not be an option for many General Aviation (GA) pilots. That is because though effective, it can be a very costly option if it is available at smaller GA airports. So, what should GA pilots do to assure their aircraft is snow and frost free before flight?

In an article by author Sarina Houston, titled, "How to de-ice a small aircraft," published by The Balance Careers, she states, "Aircraft structural icing is very hazardous. Even a small layer of frost can cause a significant change in the shape of the airfoil and a corresponding change in performance characteristics. De-icing your aircraft is often a necessary part of cold weather flying, and you should know how to do it right."

First of all, remove all snow from the entire aircraft. Check for any remaining clear ice, milky ice, or frost left on all control surfaces, elevators and wings. Don't just 'eyeball it.' Physically feel with an ungloved hand for any remaining frost or ice clinging on those surfaces. If left in place, that remaining ice or frost will seriously degrade your takeoff roll by making it longer. It will also raise your stall speed, and significantly reduce your climb rate, if you get off the ground.

You may wish to buy several gallons of deicing fluid that you can apply to the aircraft. Consult your aircraft manual before using it so you can be sure you purchase the correct fluid and apply it according to the manufacturer's suggested handling and use. Never spray or place deicing fluid on windshields, inside engine intakes, or in the pitot tube.

Another option is to place your aircraft in a heated, dry, hangar. While there are likely costs related to putting your aircraft in a heated hangar even if it is only there for a few hours, it can help assure frost is fully removed from all surfaces. Make sure to dry the aircraft before taking it outside into the freezing weather. If you don't, water that may have accumulated in channels on cables or actuators, etc., will refreeze if the aircraft sits outside for a period of time or will refreeze once in flight.

Whatever you choose to do to remove ice and frost, make sure you remove it all so you can start your trip with a clean aircraft that will perform as you expect it to. Safety first, and always.

Plan To Be An ACE

tudents in the 10th through 12th grades have an opportunity to experience more aviation than they probably thought exists. They can do that by attending one of the 2019 Aviation Careers Education (ACE) Camps. At ACE Camp in June or July, students spend one week of their summer fully immersed in exploring the many exciting facets of aviation and dozens of well-paying careers found in the aviation industry!

Camps are held in June and July accommodating 30

or more students per camp. There, students receive handson experience flying a fixed-wing airplane, a helicopter, and a glider under the supervision of a Federal Aviation Administration (FAA) certificated flight instructor. ACE Camp students get behind-the-scenes tours tailored specifically for ACE, at the Delta Airlines Maintenance Facility, Minneapolis-St. Paul International Airport (KMSP), Metropolitan Airports Commission Field Maintenance Operations, MSP Air Traffic Control Tower, and much more. In addition, ACE Camp students have opportunities to

CONTINUED ON PAGE 59

Minnesota Aviation Industry News

Passing On The Passion

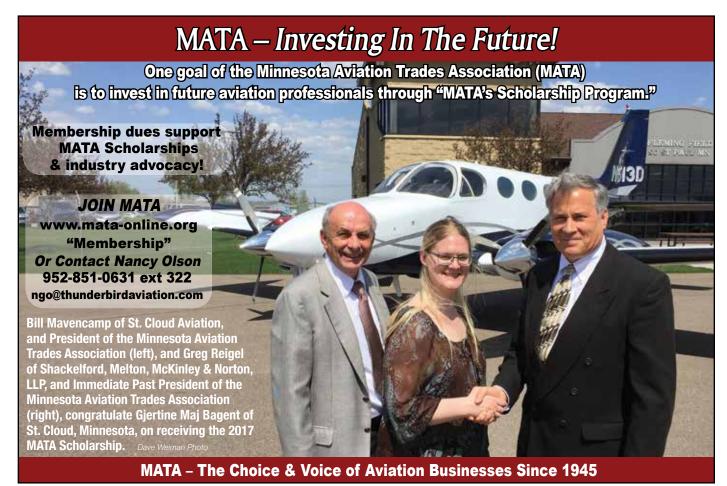
by Doug Garin



Doug Garin with an EAA Young Eagle he flew at Alexandria Municipal Airport - Chandler Field, Alexandria, Minnesota.

o, there we were, three senior pilots standing around the little t-hangar in Alexandria, Minnesota on a Saturday morning. Listening to the occasional rumble of the air-cooled, four-cylinder airplanes rumbling down Runway 31 at Chandler Field and wondering why it was that we do not see as many young people leaning on the perimeter fence and dreaming of flight as we once did. Of course, memory is a funny thing. Back when we were kids, there were dozens of us salivating on the then fenceless, non-Homeland Security hometown airport hoping for a ride from an old, World War II pilot. When in fact the reality was that few of us had airports close enough to visit and most of us fed our passion by watching little airplane sorties in the skies above, or perhaps that eagerly awaited Saturday morning episode of "Sky King" or "Whirlybirds."

For me, as an impetuous five-year-old back in the '60s, the hook was a ride sponsored by my late Aunt Gina in a Korean War-era Bell 47 helicopter. Our flight began at a local supermarket parking lot across from the old Met Stadium in Bloomington, Minnesota. Some 60 years later I can still feel the noise of that Lycoming behind my seat as I nervously looked out of that thin plastic barrier between me and the ground beneath us. As the vibration and noise of the helicopter blades increased, the pilot ever so slowly moved his hands and feet, and then just like a miracle, he pulled back on the controls and skyward we went. Wow!



The old adage that your heart skipped a beat most definably held true for me as I was just frozen in sensory input. Thinking back, it wasn't the initial awe of watching the ground below getting farther and farther away, but rather, watching the pilot's hands and feet as he magically lifted the aircraft into the sky. To me this guy was some kind of superhuman action hero. How could anyone possibly have the ability to coordinate hands, feet, eyes and brain with this mass of metal, bolts and plastic to propel us up and away like that?

Well, as you've guessed, aviation has stuck with this selffinanced, 20-years-of-flying GA pilot. What you may not have guessed is that to this day, I've never in my heart lived up to the skill of that Bell 47 helicopter pilot.

As for today's youth, I don't know if there really is a loss of passion, but rather, kids, like water, might follow their passions on paths of least resistance. I supposed we could guess it's the inability of the young to stay focused for more than a minute on any one thing, or the distraction with computer games and social media. To be honest, I have fallen for some pretty fun computer games myself.

I don't know the real answer to getting youth interested in aviation as we once did. Maybe I should not worry about them, admit I am a cantankerous and soon-to-be elderly, and go along with the line by George Bernard Shaw: "It's unfortunate that youth is wasted on the young." But, nope, I can't do that. Too many pilots are investing thousands of hours on "EAA Young Eagles" flights, and money for aviation scholarships. For sure there are some passionate young aspiring pilots feeding the aviation future and I refuse to believe that anyone, young or old, can't feel the beauty of seeing "God's Creation" from the skies above, while magically manipulating the machine's controls.

I will continue to believe that somewhere out there is a 5-year-old who is feeling his or her heart skip a beat with the passion of flight, however it comes to them. For me, as well as for my fellow hangar flyers today, we will just step back into our spirit of youth, pull out our little aluminum and fabric birds, and feed that youth-induced passion again!

EDITOR'S NOTE: Doug Garin is a private pilot and aircraft owner in Alexandria, Minnesota.

People In The News

The Lady Behind The Voice of the Red Baron Stearman Squadron **Margaret Mae (Fitch) Van Kempen**

May 1, 1925 - September 10, 2018

ALEXANDRIA, MINN. -Margaret Mae (Fitch) Van Kempen was born on May 1, 1925, in a farmhouse in Wood Lake, Minnesota to Gertrude (Sanders) and Seth Fitch. She grew up in Minneapolis, and married Jerome (Jerry) Van Kempen on September 8, 1949 and moved to Alexandria, Minn. shortly thereafter. She lived a full and happy life, eventually



Margaret Van Kempen

passing away on September 10, 2018 at the age of 93.

Margaret/Maggie wore many hats. She was a loving wife, mother and grandmother, as well as a good friend to many. She and Jerry were members of the Emmanuel Episcopal Church, the Jaycees, Margaret was active in PTA, volunteered at the hospital, and baked and donated pies for many causes. She made her daughters' wedding dresses, and drew up the plans for two lake homes. She was an artist, drawing caricatures on greeting cards, adding one of her remarkable poems to boot. She had so much talent, but never tooted her

While Margaret enjoyed a career as an executive secretary

(State Employment Office, Douglas County Courthouse, Alexandria Schools) while raising their three daughters, she became "the lady behind the voice of the Red Baron Stearman Squadron" when Jerry became the team's narrator in 1990.

Jerry narrated nationwide for the Red Baron Stearman Squadron for the next 14 years, while Maggie kept the team organized and did company PR. They continued with the team until retiring at age 79. Maggie loved this job and the travel that came with it. It was the perfect ending to a hardearned retirement.

The Van Kempens lived in their home until January of 2017, when they moved to a nursing home in Alexandria. Jerry preceded Margaret in death on April 12, 2018, also at

Margaret is survived by their three daughters: Mary Campbell of Maple Grove, Ellen Van Kempen of Edina, and Jeri (Chuck) Jost of Detroit Lakes, Minn.; nine grandchildren; and 28 great-grandchildren. A celebration of life service for Margaret was held on September 22, 2018 at Anderson Funeral Home in Alexandria.

A complete story on the lives of Margaret and Jerry Van Kempen was published in the June/July 2018 issue of Midwest Flyer Magazine (MFM), which is archived at www. midwestflyer.com. To read this article, simply go to the search box on the MFM home page at the top left side and type Van Kempen.



Minnesota Education Section

Minnesota Transportation Center of Excellence

Drone Racing Comes To School



Zackary Nicklin, UAS Maintenance Instructor at Northland Community and Technical College, provided instruction to students and to Senator LeRoy Stumpf on drone racing at a recent DRONETECH STEM Camp. The event was held at Northland's Aerospace site in Thief River Falls, Minnesota. Sen. Stumpf even took a turn using the First Person View (FPV) googles to see firsthand the exciting experience drone racing can create.



Students at the DRONETECH STEM Camp hone their drone flying skills in Northland's Unmanned Aircraft Systems hangar facility.

by Zackary Nicklin

magine shrinking yourself small enough to sit atop a sixinch drone and racing along at speeds of up to 80 miles per hour through an obstacle laden course. Sharp turns, rapid acceleration and deceleration, along with dramatic gains and losses in altitude. It gets your heart racing just thinking about it.

While we lack the technology to shrink ourselves down to the right size to accomplish this, we can do the next best thing, First Person View (FPV) drone racing. A small quadcopter consisting of four motors, a few electronic speed controllers, a flight controller and a battery is outfitted with a small camera and a video transmitter. The video is received by a pair of goggles worn by the pilot and gives a view much like what you would see were you able to perch on the front of the quadcopter.

FPV racing is a new sport that is taking the world by storm. In just the last 5 years, this event went from nonexistent to a professional, sponsored race that pits players against international opponents with purses that top \$75,000 for first place finishers.

Colleges are getting in on the action, too. FPV drone racing clubs and teams have been formed at more than 26 universities in the United States alone. Purdue University has a racing club that tops out at 180 individual members. Purdue's club took

things a step further when they held the first inter-collegiate drone competition in 2017, aptly named The Collegiate Drone Racing Championships. Racers matched reflexes for both individual and team points in order to be crowned champions. The Second Annual Championship was recently held with Embry Riddle Aeronautical University taking 1st and 3rd place and the University of Central Florida placed 2nd.

This sport combines the skill and mechanics of robotic competitions with fast-paced action and even some wicked crashes, while also sharpening other skills. Students will be using electronics knowledge, physics, soldering, 3D printing and advanced composites engineering in order to keep their quadcopters in optimum working condition, minimizing weight while maximizing speed and agility.

NCTC is looking to start its own FPV Racing Club this year. The club will start small by using simulators and very small 3-inch aircraft, specifically made to fly indoors. As the team progresses and refines their skills, the club will hold fundraisers in order to buy larger and faster aircraft, along with upgraded FPV goggles and associated equipment. Come to Northland for our one-of-a-kind programs and career opportunities, but don't forget to have fun while you are here!

EDITOR'S NOTE: Zackary Nicklin is a Maintenance Instructor for the Unmanned Aircraft Systems program at Northland Community and Technical College in Thief River Falls, Minnesota.

A Rusty Pilot No More!



Ken Anderson in 1983 when he first started taking flying lessons.



Ken Anderson, back flying after 25 years.

by Ken Anderson

recently took 11 hours of dual instruction and some ground school to knock the rust off this rusty pilot. I flew

back in the '80s when I was in my 30s, but like many young private pilots who fly just for recreation, I had other obligations. There was a mortgage and car payments that seemed more important than airplane rental. Plus, I carried a beeper for my job at a hospital where I was a telephone technician. Remember beepers? When they went off, you had a limited amount of time to get to a pay phone. Remember pay phones? So, every time I went flying, I was hoping that beeper wouldn't go off.



Don and Lois White with their 1975 Cessna 172M.

I was spending less and less time flying and I was making some critical mistakes. So, when I realized I wasn't flying

enough to be current and safe, I quit. There were many times when I thought about getting back into flying, but there always seemed to be more reasons not to.

Fast forward 25 years. I retired, and although I carry a cell

phone, I don't get any calls that require immediate attention. Financially I'm in a much better position and thankfully I'm in good physical condition. So, I decided to get back into the cockpit. After the first lesson my instructor, Andrew Scallon at Wisconsin Aviation at Dane County Regional Airport, Madison, Wis., said I did pretty well and asked how long it had been since I had flown. I said it had been 25 years. He chuckled and said, "I'm 25 years old." I first began flying in 1983

when my boss, Don White of Oregon, Wisconsin, asked me if I wanted to fly along in his Cessna 172. He was going to fly his granddaughter back to school from Madison, Wisconsin

to Barnesville, Ohio, so I jumped at the chance. I had flown commercially many times in the military and several times in a C-130 Hercules in Vietnam, but only once in a small airplane, when I was about 10 years old. My parents hired a pilot to fly us kids over our farm.

On the way to Ohio, Don's granddaughter was in the copilot seat, and I was in the backseat. But on the way home, I flew in the copilot seat. Don let me take the controls for a while, and he explained the various gages and instruments. That's all it took...I was hooked!

I signed up for flight lessons at Frickelton Aviation, the local Cessna dealer in Madison at the time. Cessna offered a package deal where for \$2,995, they guaranteed you would get your license, no matter how many hours of ground school and dual instruction it took. I figured I could do better, so I just paid as I went. In the end, I think I went a little over \$3,000. Still not a bad deal.

My flight instructor was a young college student named Tanya Cunningham. I don't recall having any qualms about having a woman, much younger than me, as an instructor. Certainly, after the first stall when I panicked and she calmly brought the plane to straight and level flight, and after a crosswind landing when her quick action prevented a ground loop, I never questioned her ability. If there ever was a natural pilot, it was Tanya. She later went on to fly DC-9s for Midwest Express. Her husband and son both fly for Delta.

Before I could solo, I needed to take my flight physical. Dr. Henry Wilson was an FAA authorized physician and the guy who started the "High On Health" column in Midwest Flyer Magazine. Dr. Wilson and I worked at the same hospital and we were on very good terms. I maintained the complex telephone system and he often complained about problems using the complicated features. I told him they were all user errors. Ten days after he gave me my physical, Dr. Wilson and University of Wisconsin Administrator Dr. Peter Bunn were killed flying a Cessna Turbo Centurion from Janesville, Wis. to Madison. If I were superstitious, I might have taken that as a bad omen, but I think it just made me more attentive to my flight instructor.

While I was in flight training, Don White decided to retire and move to Sacramento. He wanted to fly his 1975 Cessna 172M out there to close on the house he was buying, so he invited my wife and I to fly along with him. We agreed, even though we were very limited on how much luggage we could

A few days before our flight, Don and I flew to a local airport so I could practice landing his 172 from the right seat in case of an emergency.

We departed Madison on August 30, 1983, landing first at Sioux City, Iowa where we had lunch. The next leg took us to Scottsbluff, Nebraska. From there we flew to Rawlings, Wyoming. I recall there was a stiff crosswind at Rawlings, but Don made a great landing.

We spent the night there and the next day we flew across the Bonneville Salt Flats to Wendover, Utah. Wendover is a large airport that was used extensively during World War II. But when we landed there, it was pretty desolate. Signs scattered around advised against taking off and landing on the taxiways. From a pay phone we called for fuel, and while we waited for the attendant, a twin-engine plane landed. We talked to the pilot who stated that he was there to pick up undocumented aliens and transport them back to Mexico.

When the airport manager was fueling our aircraft, a flatbed truck came racing in and drove up to the twin. In the back were a number of men chained together. Once everyone was boarded, the plane took off.

When we left Wendover, we had to circle the airport a couple times to gain enough altitude to cross the mountains. My wife was in charge of regulating the oxygen for the brief period when Don needed supplemental oxygen as pilot-incommand. But as passengers, we were not required to use oxygen, although thinking back, it probably would have been a good idea.

Flying from Wendover, Utah to Elko, Nevada, we had a strong headwind. The trucks on the interstate below were actually passing us, so Don decided to land at Elko, rent a car and drive the remainder of the way.

In Sacramento, my wife and I stayed with her cousin for four nights, while Don took care of business. Then on September 5th, we drove back to Elko and flew to Salt Lake City, Utah where we spent the night. The next morning, we flew to Sioux City, Iowa and then to Dubuque because of weather conditions in Madison. Once again, we rented a car and drove back to Madison.

I wasn't able to record the trip officially as flight training because I wasn't the pilot-in-command and Don wasn't an instructor. But it was a great opportunity for me to observe Don filing his flight plans, checking the weather with Flight Service and using computers in the FBOs, and observe his flying techniques. Don was an experienced pilot with an instrument rating and commercial pilot certificate.

Recently I obtained a copy of Don's logbook from his son, Stanley White, which helped jog my memory of our flight.

Don White died in 2005 of Alzheimer's Disease. It was sad to think of all of his experience in flying and in life slowly fading away. I kept the letter he wrote congratulating me when I got my pilot certificate. He wrote: "From one pilot to another." It would probably make him proud to know that I got back into flying.

EDITOR'S NOTE: Ken Anderson lives in Oregon, Wisconsin, and is now retired from the U.S. Postal Service. He rents aircraft at both Wisconsin Aviation at Dane County Regional Airport in Madison, Wis., and Morey Airplane Company at Middleton Municipal Airport-Morey Field in Middleton, Wisconsin.

Calendar

Include the DATE, TIMES, LOCATION (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.

Go to "Calendar" at www.MidwestFlyer.com and post your aviation event.

You can also email: info@midwestflyer.com – Or – Mail To: Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575 NOTAM: Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs.

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

MIDWEST FLYER MAGAZINE IS NOT RESPONSIBLE FOR THE ACCURACY OF, OR RELIANCE ON, ANY INFORMATION PUBLISHED.

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

FEBRUARY 2019

WARROAD, MINN. - Lions 41st Annual Ski Plane Fly-In Breakfast. Warroad Airport (RRT) 8am-Noon. Ski Planes land on the Warroad River, Wheel Planes at the Warroad Airport (KRRT). Shuttle service available. For more information, please contact Dave Paulson 218-386-1818, 218-386-2098 or email dpaulson@ssbwarroad.com

APRIL 2019

- 10* St. Paul, Minn. Minnesota Aviation Day At The Capitol. For Information Email - Tim Cossalter timcossalter@outlook.com or Call 651-269-1221.
- 24-26 WILLMAR, MINN. Minnesota Airport Conference at Willmar Conference Center. For more information, please visit the conference web page or contact Katherine Stanley at sell0146@ umn.edu or 612-626-1023. The conference is brought to you by the Minnesota Council of Airports and the Minnesota Department of Transportation and facilitated by the Airport Technical Assistance Program (AirTAP).
- 27* MINNEAPOLIS MINN. Minnesota Aviation Hall of Fame at DoubleTree by Hilton Hotel Bloomington Minneapolis South. Event starts at 4:45pm. www.mnaviationhalloffame.org/

MAY 2019

5-7 GREEN BAY, Wis. - 64th Annual Wisconsin Aviation Conference. http://wiama.org/

JULY 2019

22-28 OSHKOSH, WIS. - EAA AirVenture Oshkosh 2019.

PLAN TO BE AN ACE FROM PAGE 53

talk with many aviation industry people who are currently working in the career fields that ACE camp students will be exploring. They learn about careers including pilots, maintenance technicians, air traffic controllers, flight instructors, aviation meteorologists, aerospace scientists, aerospace engineers, and many more.

To participate in ACE Camp, students must be entering grades 10, 11 or 12 in the 2018-2019 school year. Minnesota students, and students who have at least one parent or guardian living or working in Minnesota, have priority in registering. Students from outside of Minnesota will be considered on a space-available basis. Financial assistance is available, based on individual need.

Now is the perfect time to begin planning to be an ACE at the 2019 ACE Camp.

For an application, cost and camp date information, go to www.mnacecamp.org. Sign up today as both camps fill quickly. Your investment in attending ACE Camp will positively change your life!

AUGUST 2019

- 8-11* MIMINISKA LODGE, ONTARIO CANADA Canada Fishing Fly-Out
 3-Night/2-Day Trip. FOR RESERVATIONS: Contact Lynette Mish
 at Wilderness North toll free: 1-888-465-3474.
- 8-13* MIMINISKA LODGE, ONTARIO CANADA Canada Fishing Fly-Out
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AirCamp Success At Chicago-Rockford International Airport





ROCKFORD, ILL. – When it was announced that the Blackhawk Council of Boy Scouts of America was holding an "AirCamp" at Chicago - Rockford International Airport, September 28-30, 2018, and they needed pilots to provide introductory flights, EAA Chapter 1414 in Poplar Grove, Illinois and EAA Chapter 431 in Brodhead, Wisconsin, came to the rescue. Volunteers were EAA Young Eagle pilots.



An AirCamp is a gigantic outdoor encampment sponsored by the Boy Scouts for kids of all ages. Some 5,000 Scouts came for the jamboree-style event on the grounds of the former historic Camp Grant.

Saturday, September 29th was when most of the activities were scheduled, including civilian and military aircraft on display, EAA Young Eagle orientation flights, tower climbing and zip line rides, rocket building, robot battles, mountain bike course riding, kayak races, K9-police dog

demonstrations, geocaching/ GPS activities, water bottle rocket launches, and model railroad demonstrations.

Some of the Scouts were completing their aviation merit badges, so the Young Eagle flights helped fulfill those requirements. Other Scouts were introduced to aviation for the first time.

For seven decades, the Blackhawk Area Council has served boys ages 6 to 18

and co-ed Venture Crews ages 14 to 21. The council covers 12 counties and has a leadership of more than 3,000 adults who provide the programming and dynamic activities for 12,000 youth who are currently enrolled.

Headquartered in Rockford, Illinois, the council manages two Scout camps, multiple retreat cabins, a leadership development complex, and a multi-purpose conference/meeting facility. Additionally, the Blackhawk Area Council underwrites the cost of providing "ScoutReach" to over 3,200 disadvantaged youth in the region. ScoutReach is the Boy

Scouts' commitment to making sure that all young people have an opportunity to join Scouting, regardless of their circumstances, neighborhood, or ethnic background.

The Blackhawk Area Council is extremely proud that over 7,000 of its young men have been awarded the rank of "Eagle Scout," which only 4 percent of all Scouts achieve nationwide (www. blackhawkscouting.org).

Scott Crane of EAA Chapter 1414 coordinated the EAA Young Eagle flights.

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