

# **MIDWEST FLYER**

**MAGAZINE**

APRIL/MAY 2019



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**ON THE COVER:** A 1955 Cessna 180 Skywagon owned by Michael and Irene Linn of Nisswa, Minnesota. The aircraft is seen here on Roy Lake, part of the Gull Chain of Lakes.

*Brad Thornberg Photo*

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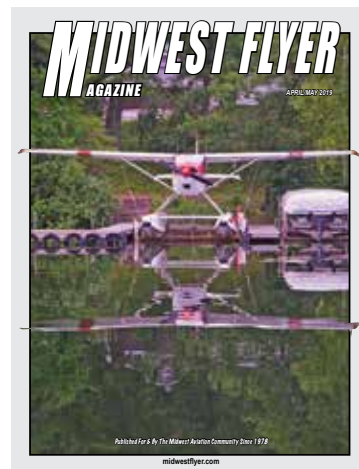
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# When It Comes To Flight Training, It's No Time To Pinch Pennies!

by Dave Weiman

In this issue of *Midwest Flyer Magazine* is an advertisement promoting specialized flight training for Beechcraft Bonanza, Baron, Travel Air and Duke owners (see BPT ad on page 9). Whether it is a Beechcraft, Piper, Cessna, Mooney, Cirrus or another aircraft, specialized training in the make and model of the aircraft we fly is very important. It is equally important to obtain training from an instructor familiar with our avionics.

The airlines, corporate flight departments and air charter companies have long realized the importance of ongoing specialized training, and so should private pilots who fly small general aviation aircraft.



More than 30 years ago, I learned of a pilot who became part owner of a high-performance aircraft. Rather than go to a flight school that specialized in training in that aircraft, he chose to have one of his partners who was not a flight instructor, check him out, and both pilots were killed.

It is bad enough training with a flight instructor who lacks experience in the make and model of our aircraft, but to have someone who is not a flight instructor provide the training -- especially someone with little or no right seat time -- is fundamentally not recommended.

Whether you are getting checked out in a particular aircraft for the first time or receiving recurrent training, always fly with an instructor with experience in the make and model of the aircraft. Furthermore, fly with an instructor who is familiar with your avionics. To do otherwise is a waste of time and money, and could cost you your life! □

Dear Dave & Peggy:

Thank you for your warm tribute to Jack; it was greatly appreciated (February/March 2019 MFM). It brought back many good memories of AOPA and EAA events that we attended together over the years. Jack, and our family, have always appreciated your friendship that started with a

common interest in general aviation and grew over the years. May you continue to share your enthusiasm and knowledge to promote general aviation with pilots through *Midwest Flyer Magazine*.

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## Tips For Renting Your Aircraft

by Greg Reigel

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If you own an aircraft and are not utilizing it as much as you would like, or if you would like to try and recover some of the cost of owning the aircraft, you may have thought about renting your aircraft to other pilots. As a practical matter, that makes some sense. But before you actually rent your aircraft to another pilot, here are a few things you should consider.



Greg Reigel

### **Aircraft Owners May Rent Their Aircraft To Third Parties**

It is important to understand that the FAA does not prohibit aircraft owners from renting their aircraft. In fact, the regulations specifically contemplate rental arrangements. So, renting your aircraft is permitted, provided that you comply with applicable regulations. The FAA provides guidance on what is and isn't a permissible rental arrangement in [Advisory Circular 91-37B Truth in Leasing](#) (although truth in leasing requirements only apply to large civil aircraft, the general lease concepts discussed in the AC apply to leasing arrangements for all aircraft).

### **Make Sure Your Insurance Permits Aircraft Rental**

Most aircraft insurance policies will extend coverage to other pilots who fly your aircraft provided that the pilots are either expressly identified in your policy or if they have the necessary experience/qualifications to meet the "open pilot" clause of the policy. However, if you are going to charge the pilot for use of your aircraft, you need to confirm that your policy allows you to rent or lease your aircraft to a third-party.

Most aircraft policies issued to owners for personal/business flying do allow aircraft leasing, but it is important to confirm this with your insurance underwriter.

Also, rather than paying to obtain their own insurance policy or renter's insurance to cover their use of your aircraft, most renter pilots will want to be named as an additional insured under your policy, as this can oftentimes be done at no cost to you or the renter pilot. In that case, renters will typically ask for a certificate of insurance that reflects not only that they are added to your policy, but that they are covered for their operation and use of the aircraft. This is important because it doesn't do the renter pilot any good if he or she is added to the owner's policy but only covered for the owner's operation of the aircraft, rather than his or her own use.

### **Renting Your Aircraft Can Trigger Tax Consequences**

In most states, when an aircraft owner rents an aircraft to a third-party, the owner is required to collect and remit sales tax on the rent paid by the third-party for the aircraft. If you are in one of those states, in order to rent your aircraft, you will need to obtain a sales tax number so you can collect and remit sales tax to the taxing authority. This is the aircraft owner's obligation and the taxing authority will hold the aircraft owner responsible for any sales tax the taxing authority believes the aircraft owner should have collected and remitted, regardless of whether the renter pilot actually paid the sales tax to the aircraft owner.

Also, when you rent your aircraft, many taxing authorities view that activity as commercial activity, which then means your aircraft could be subject to assessment of personal property tax on the value of the aircraft, or some portion of the value based upon the pro-rata rental versus personal use of the aircraft. Although not all states assess personal property tax on aircraft, if you are in a state that does, you will want to determine your potential property tax exposure before you decide to rent your aircraft.

### **Conclusion**

Although you will also have other things to consider as you decide whether to rent your aircraft to other pilots, these three issues should be near the top of your list. And if you understand and address these issues up front, that will help ensure a successful aircraft rental experience for both you, the aircraft owner, and your renter pilot.

*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](mailto:greigel@shackelfordlaw.net), or Twitter @ReigelLaw. □



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# Realizing That Avionics Anomalies Can Occur

by Michael J. "Mick" Kaufman



Michael Kaufman

**A**s an active flight instructor, I always continue to learn, and periodically I see something I have never seen before. I have seen autopilot failures and electronic anomalies before, but this would have been the demise of the aircraft occupants should it have happened in low instrument meteorological conditions (IMC).

I have written in many of my articles that once inside the final approach fix (FAF), you need to focus on your flight instruments. The instruments I am talking about is your SIX PACK or primary flight display (PFD) should you have a glass panel.

Had we attempted an approach in low IMC, we may have met our demise on this training flight. This all happened

while giving an instrument proficiency check (IPC) in a Beechcraft Bonanza. The owner of the aircraft had recently sent his electronic horizontal situation indicator (HSI) in for repair, and this may have been only the second flight after having it reinstalled.

We had shot several approaches earlier, which were mainly GPS approaches, and all went well, both on the autopilot and hand flown. After stopping for lunch, we decided to do a VOR approach with a full procedure turn. The HSI was driven by a Garmin 530, and after getting established inbound on the procedure turn, we switched to VLOC (VOR/Localizer). This approach was hand flown, and I watched the pilot fly the course deviation indicator (CDI) so precisely, the needle didn't move one-64th of an inch had we been able to measure it.

The distance from the VOR to the missed approach point (MAP) was about 4 miles, so this should have been fairly close to the runway at the MAP. However, we were off to the right by about one-half mile.

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I was eager to blame the VOR transmitter itself as the Garmin display on the 530 showed us to be off the runway to the right as well. The rest of the flight that day was spent doing numerous types of approaches at different airports, both hand-flown and using the autopilot, and I noticed that all had significantly large errors. Further testing showed that once passed the final approach fix (FAF), the CDI needle would lock in the center and would not move. The glide-slope needle would respond properly, and the course on the Garmin would always show proper position.

Let's assume this happened in low IMC, and think of all those obstacles out there a half mile from the runway centerline. I wish we could have had more time to troubleshoot the problem and learn what was happening, so we might be able to correct the problem with confidence. I do not want to mention the HSI equipment by name, as this may be an abnormality or an installation problem, even though approaches made earlier that day did not show any issues. But as a result of this incident, the aircraft owner lost confidence in his equipment and ordered a new glass panel.

For many issues of *Midwest Flyer Magazine*, I have emphasized staying focused on the flight instruments, but looking at the map display on the multi-function display (MFD) on occasion may not be too bad of an idea. Years ago, I remember having a mechanical HSI stick on me, but this situation was the first of its kind I had ever experienced.

### Flight Simulators Can Be A Useful Flight Training Tool

For the past 10 years or so, we have been seeing simulator training become quite popular. Doing instrument flight training in the early 1990s for a well-known instrument training company, I traveled with a portable ATC-610 simulator. It weighed close to 50 lbs. and served the purpose in its day.

Back in the early 1990s, we used VOR for navigation, and did ILS, VOR and ADF approaches, and you could program this simulator to do some pretty neat things. All VORs worked the same; there was no button pushing or trying to

learn the different architecture of all the GPS navigators now on the market.

If you were doing advanced training with true realism, you went to Flight Safety or Simu-Flight where the simulators cost millions of dollars and were motion based. Then about 10 years ago, a company by the name of "Redbird" introduced an affordable motion-based simulator that came close to those big million-dollar simulators. When I say affordable, these units are still around \$100,000.

I was overwhelmed at how awesome these units were, but became rather disenchanted when a Garmin 430/530 in the simulator did not have the same "buttonology" as the same unit in the airplane. There were different panel configurations to closely simulate different aircraft. As time evolved, we have seen many firmware changes, and I have to say, we are almost there.

The instructor now connects wirelessly to the simulator via wi-fi using an iPad, and we have moving maps with Foreflight-like operation, and the instructor can fail almost anything that can fail in the real aircraft. Redbird simulators can now be found at many major flight schools, and prices vary, but are pretty close to about one-fifth of the cost of renting an equivalent airplane.

With weather in Wisconsin this past winter only flyable a few days a month, I spent quite a few days instructing in the Redbird simulator in Tomahawk, Wisconsin. They have three panel configurations at this location – a Cessna 182 RG with steam gauges and a Garmin 430/530 avionics suite, the Cessna 182 fixed gear with a Garmin G1000 panel, and a Beechcraft Baron B58 with steam gauges and the Garmin 430/530 avionics suite. It needs be noted that this Redbird simulator meets many FAA requirements for initial and recurrent training, and all of the requirements can be met for an instrument proficiency check (IPC), except for the circle-to-land approach, which must be done in an airplane.

I spent the better part of three days in the Tomahawk simulator to bring a Boeing 767 captain up to speed on the Beechcraft Baron, after he had been flying only heavy iron for the last several decades. He did a fantastic job, and we had a great time doing things in the simulator that you would not dream of doing in the real airplane for safety reasons.

With the motion and high definition screen, you feel like you are really flying an airplane. When you do something that cannot be done in a real airplane, like stop and stand still in mid air to discuss something, it will cause nausea in many simulator students.

The instructor can create almost any weather situation that you can imagine – severe turbulence, thunderstorms, rain, snow and low IMC, causing the pilot to fly the missed approach procedure. I do not know all of the details of the database structure, but the new firmware connects to a central database at Redbird headquarters, and it updates all of the data for navigation and the approaches. Radio communication is also getting quite sophisticated, as well. For instance, when the instructor changes the weather, the ATIS



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voice reflects the change. That's pretty neat!

For a while, I was a bit disenchanted in using the Redbird simulator with instrument students, but they have come a long way...not perfect yet, but getting close.

If there is some serious training in your future where you would be pushing the limit of safety doing it in an airplane, consider some simulator training.

*Keep flying safe!*

**EDITOR'S NOTE:** Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training"

organization. Kaufman conducts pilot clinics and specialized instruction throughout the U.S. in a variety of aircraft, which are equipped with a variety of avionics, although he is based in Lone Rock (KLNR) and Eagle River (KEGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year" for Wisconsin in 2008. Email questions to [captmick@me.com](mailto:captmick@me.com) or call 817-988-0174.

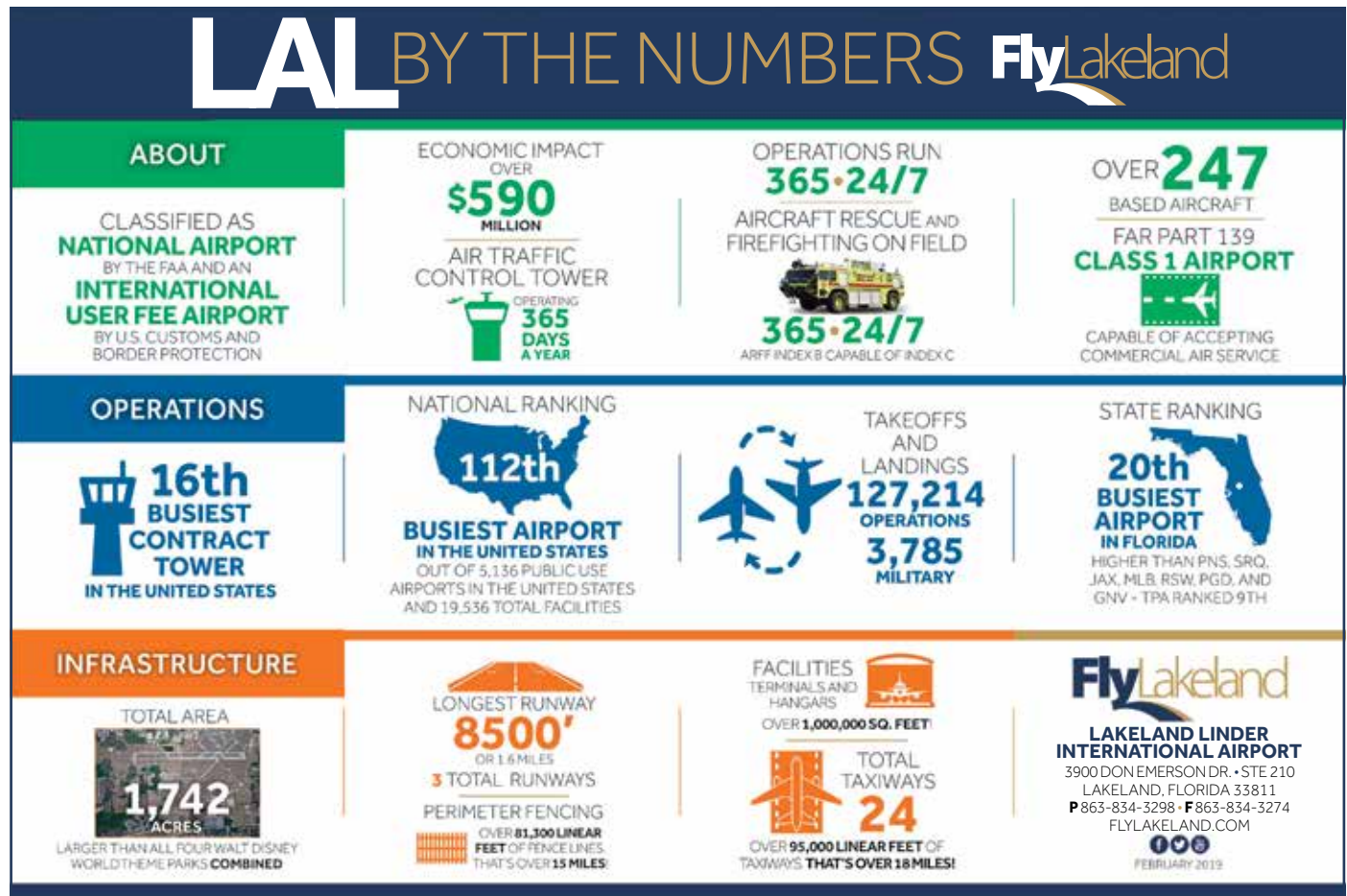
**DISCLAIMER:** The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials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

## Boeing Has Acquired ForeFlight

In July 2017, Jeppesen announced its strategic alliance with ForeFlight, the general aviation industry's leading flight deck solution. It is a pairing of the world's best aeronautical data from Jeppesen and ForeFlight's unparalleled design and user experience.

On March 6, 2019, Jeppesen announced that its owner, Boeing, had taken this alliance to the next level and acquired ForeFlight.

What does this mean for customers? Short-term, nothing is changing—Foreflight is still providing a blend of the best features and functionalities of each of its applications. Looking forward, Boeing says customers can expect faster delivery of the innovation they have come to expect from ForeFlight and Jeppesen, and a greater integration of services for an even more intuitive experience. □



# What Flying May Look Like In The Future

by Harold Green

Normally this column is focused on aircraft operations. However, for this issue of *Midwest Flyer Magazine*, we are going to take a detour and try to look at what is happening in personal flying and where the future is likely to go.

There can be very few people in aviation not aware of the advantages offered by Global Positioning Systems. Glass cockpits have become commonplace and the old vacuum-driven instruments with the failure prone vacuum pump are on their way out. We have access to more or less real time weather in flight, situational awareness (if we learn how to use it) that is excellent, communications capability that was unheard of even a decade ago, and autopilots that can fly the aircraft in virtually all conditions, and even save our back side if we get into a graveyard spiral or otherwise lose control of the aircraft. Basically, this is just the tip of the iceberg for future development.

The technology that led us to this point has been in development basically since the transistor in 1947.

Semiconductor technology required more than electronics. It required material purity – photographic capability for precision photolithography masks – handling some very nasty chemicals and the ability to maintain a clean manufacturing atmosphere. This led to Micro Electrical Mechanical Systems (MEMS), which give us the gyro sensors and other miniature sensors at a low cost and increased reliability. We also have displays that can be easily read in bright sunlight. Because these technologies are so ubiquitous, being used in a variety of applications, they will be with us and even develop further with time. In short, for once we are in a position to take advantage of the cost reductions inherent in consumer application volumes. We can expect the basic capabilities to



Harold Green

grow, even though the underlying technology may change. Consequently, what we see today is but a prologue of what is to come.

There are also ongoing airspace regulatory changes, which portend a vastly modified airspace configuration.

Automatic Dependent Surveillance - Broadcast (ADS-B) offers the potential for more effective airspace utilization with reduced controller intervention. One can expect this capability to increase with time.

As a further factor, various entities are attempting to use drones for delivery and even for automated air taxis. These demands will impact our ability to use the airspace.

While the technology may well support such things, the bureaucratic overhead is tremendous. The changes needed to accommodate these often-conflicting needs will require much bureaucratic travail and time.

Just to place some perspective on our current situation, consider that we are just a few small steps away from completely technically automating flying right now.

A modern advanced technology airplane comes equipped with a three-axis autopilot, global positioning equipment containing geo-referenced approach plates and en-route charts. Today we could, in theory, load the route to our destination into our GPS and our autopilot – including the initial altitude – line the plane up with the runway and pour on the power and go! Once our aircraft is airborne, we could turn on the autopilot and sit back and enjoy the ride until told which approach to use at our destination. There are only two things missing here – an auto-throttle and flight commands from air traffic control. An auto-throttle is already available on large aircraft and on the Cirrus Vision Jet. Frankly from an engineering standpoint, it is virtually a no-brainer. (Certification is another issue, but technically, it is no big deal.)

Just for perspective, consider the progress being made in autonomous automobiles. If self-driving cars are possible with the complexity of the environment in which they operate, how simple must it be for airplanes? Technically, this is not such a big deal, but from a regulation and infrastructure viewpoint, it is a different story. Nevertheless, it is coming. When, is a matter of conjecture, but a decade or two is probably a good guess.

When autonomous flying comes about, what else can we expect? Impossible to say for sure, but there are a few things one can say with certainty.

At first not everyone will be involved. Most pilots will initially continue as we are today as the transition begins, but over time, this group will diminish. That means some means of separation must be provided. In addition, drone operations will most likely be approved for deliveries, agricultural use, etc. Therefore, more degrees of separation must be provided. That means some further architectural changes must be

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made to the airspace system to attempt to separate the various elements. This will take time and will involve various entities.

In addition to the government, there are a number of non-governmental organizations that will be involved in an attempt to structure the system in the form they feel will best suits the needs of their members. These include, but are not limited to, the Experimental Aircraft Association (EAA), Aircraft Owners and Pilots Association (AOPA), General Aviation Manufacturers Association (GAMA), National Air Transportation Association (NATA), RTCA (previously referred to as the Radio Technical Commission for Aeronautics), and a host of other organizations less directly involved with actual operations, such as the Society of Automotive Engineers (SAE), and the Institute of Electrical and Electronic Engineers (IEEE).

Why bring all these up? Just to show that the bureaucracy overhead will be tremendous. That is not all bad because this is a subject, which must be considered in-depth before finalization.

What will flying be like when this happens? Can't say for sure, but the following is not unrealistic.

You will be able to file a flight plan just like today. Your clearance will likely be delivered via satellite communication. You will program that clearance into the aircraft system much as you do today. In fact, you may be able to submit the flight plan directly from your aircraft. You will add climb speed to the system. The clearance will be automatically entered into your system and you will have to acknowledge receipt and understanding. Upon departure, you will line up on the runway, punch one button and off you'll go!

Your aircraft will fly the assigned heading or route, climb to altitude and follow the assigned routing to your destination, adjusting power as it goes. If there are changes along the route, you will be notified, and in keeping with your role as pilot-in-command, you will signify acceptance via keyboard. If there is a significant concern, voice communications will be used as it is

today. If you concur with the changes, a simple press of a button will signify that you have received and accept them. The aircraft systems will then execute those changes with no more input from you.

More sophisticated systems than exist today will be monitoring the weather along your route and advise you of potentially hazardous conditions. Reroutes, as a result, can be requested from ARTCC, as they can be today. Again, it is within the realm of possibility the system will automatically pick the best route, including "Let's land and wait for this to pass!" You could even be given a clearance to change



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heading/altitude as required with the onboard equipment, keeping ATC advised of your actions. Of course, you will be able to override any system changes.

Upon reaching your destination, the system will fly the approach for you, including a missed approach if required. In the event of a missed approach, you will be provided options and can select the best one in your opinion. Naturally, the system will close your flight plan as well.

Hopefully along the way, room will be left for those of us who enjoy the challenge of flying with a sectional (road maps don't show restricted airspace), having radio contact only on the common traffic advisory frequency (CTAF) at small airports, and pilotage/dead reckoning all the way. If they want to know where I am, that's fine, but just let me make my own decisions and fly in peace. If I want to go somewhere specific

for a reason other than the enjoyment of the trip, okay, but otherwise, just let me do my thing without all that help.

**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](http://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. □

## FLY-INS & AIRSHOWS

# Iceport 2019 A Success, Despite Last-Minute Change In Host Sites



Iceport 2019 at Mac's Twin Bay Resort on Lake Mille Lacs in Isle, Minnesota.  
*Brad Thornberg Photo*

ISLE, MINN. – The annual Iceport fly-in on Lake Mille Lacs in north central Minnesota was held with great success, despite the need to change the location from Twin Pines Resort in Garrison, Minn., on the northwest end of the lake, to Mac's Twin Bay Resort in Isle, Minn., on the southeast end of the lake, due to rough ice conditions at Twin Pines Resort. Mac's Twin Bay Resort went all out to plow a 4100 X 100 ft. runway, and it was reported to be smooth!

Mark Lee Priglmeier of Create Lift Aviation in Sauk Rapids, Minn., organizes the event, purely to share his love of off-airport flying.

"I just want to get people utilizing their airplanes by providing events that are as safe as they can be, considering the environment...ice," said Priglmeier.

For Priglmeier, off-airport flying started when he was just a child and his father landed his Cherokee 140 where they lived on the Mississippi River. "My dad, an airplane, a frozen river...how cool is that?"

Priglmeier continued: "I thrive on building wonderful relationships with the resorts and aviators alike. I want to teach everyone all I know about how to be safe, garner the respect of the resorts, and to be a courteous flyer. I don't want to be in the spotlight...I just want to give people a reason to fly and socialize. It's not a commercial thing...It is not a revenue venture...It is about my goal for the rest of my life – to be surrounded by honest, good people, and to thoroughly enjoy what I do. I am doing just that."

Priglmeier sets up flying events year-round. It is just that winter and ice is his passion.

"I would especially like to thank Mac's Twin Bay Resort for doing such a fantastic job plowing us a beautiful iceway and parking area," said Priglmeier. "And wow! A huge applause goes out to the fine staff at Da Boathouse restaurant. What a great breakfast buffet!" Priglmeier went on to thank the event sponsor, Tanis Aircraft, for their donation of door prizes, the volunteers on the flight-line, and the pilots who flew some 75 airplanes to the fly-in this year.

The go/no-go decision to hold the Iceport fly-in is not decided until the last minute. In 2016, the fly-in was cancelled due to unfavorable ice conditions.

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## Visual Standards

by Dr. Bill Blank, M.D.

**R**ecently, several questions have come up regarding vision and certification. New Aviation Medical Examiners (AMEs) are required to attend a one-week course in Oklahoma City prior to assuming their functions as AMEs. Because vision is so important to pilots, part of the course is a comprehensive lecture on vision and certification. I have given most of these lectures for the past several years. This article is based on these lectures.



Dr. Bill Blank

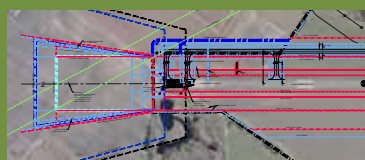
The vision standards vary with the class of medical examination. Those for first and second-class medicals are exactly the same. Third class is different.

Let's start with "distance visual acuity." For first and second-class medicals, 20/20 is required in each eye. The FAA no longer cares whether it is with or without correction. Previously, an uncorrected acuity worse than 20/100 required a SODA (Statement of Demonstrated Ability). If you need glasses to meet the standard, your AME no longer needs to record your uncorrected acuity. For third class, 20/40 in each eye, corrected or uncorrected, is required. When I do a third-class physical, I record acuities better than 20/40. That shows that the applicant more than meets the standard.

For all classes, 20/40 at 16 inches is required for near vision. For first and second-class airmen, 50 and older, intermediate vision must be tested at 32 inches. Again, 20/40 in each eye is required. The near and intermediate requirements must be met in each eye. It can be with or without correction. If

correction is needed, contact lenses or glasses are acceptable.

One special situation needs to be discussed. Question 17b on the 8500-8 asks if you wear a contact lens in one eye which is for near vision only. What that means is that you can read up close with that eye with the contact in. It also means that



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you cannot see distance with that eye. The other eye would be used for distance. That eye would either have a contact lens for distance, or none, if no correction is needed. This situation is called "monovision." The FAA does not permit this.

This question came about as the result of an MD-88 landing accident. You must answer NO to this question. If you want to fly this way, you must wait six (6) months while you adapt to monovision, take a medical flight test, and get a SODA.

I discussed this at length, because the question is poorly worded. It causes many errors because it is not understood. It is hard to believe that the question has been on the form, unchanged, for 18 years! About 3 years ago, I suggested improved wording which would solve the problem. Not surprisingly, it is still in the works.

The visual standards also require testing side vision (i.e. your visual field). It should be normal. The FAA will certify some people with visual field defects. It depends on the underlying cause, prognosis, and if a defect in the field in one eye can be compensated by the corresponding field of the other eye. An abnormal visual field would usually result in a deferral. People with one eye, sometimes are certified.

The FAA wants to be sure that airmen are not subject to double vision. Something called "phoria testing" is done only on first and second-class exams to test for this. It is hard to explain in a paragraph. The key thing is that you can honestly say that you do not experience double vision. There are limits on the amount of phoria permitted, but even if you exceed them, you can probably be certified if there is no history of diplopia (double vision).

Color vision is also tested. The FAA does not require normal color vision, just good enough. If you cannot pass one of the color vision test books, the next step is to find an AME with a Farnsworth Lantern or its equivalent. That is the alternate test you are most likely to pass. If you can pass that, you will need to take your color vision test with a Farnsworth Lantern for each subsequent exam. A work-around is to have Flight Standards District Office testing to obtain a Letter of Evidence (LOE), which is essentially a "get-out-of-jail" free card which is good for life. If you need to go this route, be


sure you understand the process. If you fail once, you can never retake this test. I can't think of any other test that you cannot ever retake. Right now, the FAA is trying to save the world from people with color-vision defects. There are alternatives. Unfortunately, the FAA has not even started thinking about this.

What if you wear contact lenses or have had cataract or refractive surgery? If you have had either of the above surgeries, you can go back to flying when your eyes have healed; the vision is stable; and you meet the standards. If you have any questions, check with your AME. After cataract surgery, you can apply for a flight physical whenever your eye has healed and the vision is stable, provided you have a single-vision intraocular lens implant. By that I mean an implant that corrects for distance vision only. You would need reading glasses or bifocals for close-up vision. If you have an implant that corrects for both distance and near, sort of like lineless bifocals, there is a three-month waiting period. One example of this type of implant is the "Symphony" lens.

What are the differences in the certification requirements for the various classes? The only difference between First and Second Class Medicals is the EKG (electrocardiogram) requirement for the First Class Medical. The Third Class Medical only requires 20/40 distance vision, rather than 20/20 for First and Second Class Medicals, and no phoria testing or EKG. That's it. Happy flying!

*EDITOR'S NOTE:* William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985.

Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Dr. Blank holds an Airline Transport Pilot Certificate and has 5600 hours. He is a Certified Instrument Flight Instructor (CFII) and has given over 1200 hours of aerobatic instruction. In addition, Dr. Blank was an airshow performer through the 2014 season and held a Statement of Aerobatic Competency (SAC) since 1987.

*DISCLAIMER:* The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of others and refer to the Federal Aviation Regulations and FAA Aeronautical Information Manual for additional information and clarification. 

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# Flying In Cold Weather & Reasons Not To Give Your FBO The Cold Shoulder

by Pete Schoeninger

**Q:** Last week after the first cold snap of the season, I flew my new (to me) 2007 Cessna 172R. With an outside air temperature of 10 degrees Fahrenheit at altitude in cruise, my oil temp only went up to 140 degrees versus the 180 – 200 degrees I saw most of the summer. Is that normal?



Pete Schoeninger

**A:** Yes, a rule of thumb is that your oil sump temperature should be very roughly 120 degrees warmer than the outside air temperature (OAT). Lycoming (and Continental) recommend a maximum oil temperature in the oil sump of 245 degrees Fahrenheit. To help your engine run a little warmer, you should consider installing cooling baffles. They are recommended for installation when the OAT is below a certain degree. For many C-172s, that temperature is 20 degrees Fahrenheit. Also, some engines can have a partial cover over the oil cooler if the engine has an oil cooler. You may see duct tape used for cooling restrictions, but my

recommendation is not to use it. Cooling restrictors (often called baffles) are carefully engineered for your specific engine and installation. Some engines (not yours) may have cowl flaps that can help a little with temperature control.

**Q:** At the end of January this year, our temperature dropped to 10 degrees Fahrenheit below zero. Both my car and my wife's car started easily. My mechanic says airplane engines should be preheated when temps are below about 25 degrees Fahrenheit. Why shouldn't I try and start my airplane engine cold?

**A:** One reason is modern cars can use much thinner oil than airplane engines, allowing the car engine to turn over relatively easy in cold temps. Your airplane engine design is probably 50-70 years old, so tolerances, timing, priming, etc., are primitive, compared to your car. I'm sure your parents can tell you that 50 years ago, cars were pretty difficult to start with below zero temps, as well.

**Q:** Pete, exactly what maintenance and equipment records am I required to carry onboard my aircraft at all times? For instance, I just had a new engine monitor and some new



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avionics installed. Am I required to carry the installation records and operating manual onboard at all times? It's enough just to haul around the basic aircraft operating manual, let alone every manual for every gizmo I have had installed since the aircraft was manufactured in the 1970s.

**A:** You don't need to have information on items previously installed if they were completely removed. You DO, however, need to have a current equipment list showing all CURRENTLY installed equipment, with limitations and Flight Manual Supplements, if required. Maintenance records are not required to be onboard (engine logbooks, for instance), but you need to be able to provide them within a reasonable amount of time if asked to do so by the Federal Aviation Administration.

**Q:** When you do an appraisal, are you told what the appraised value has to be in order for the aircraft owner to refinance, or to get a loan to buy the aircraft?

**A:** I turn those requests down, period.

**Q:** Recently, I saw a news item that a twin-engine airliner returned to the West Coast three times when attempting to fly from the West Coast to Hawaii. What do you know about that?

**A:** Twin-engine airliners flying long distances over water have to comply with ETOPS, or extended range twin-engine operational performance specifications. These are tighter requirements than over land. In some overland trips, airliners may dispatch with a known discrepancy to another airport if the trip is relatively short. For ETOPS, for instance, you need three generators, more medical oxygen, a higher fuel reserve, etc. If after departure you lose something required, you have to return to the nearest suitable airport. Apparently, the airliner you are referring to may have forgotten a number of things.

**Q:** My 2007 Cessna 172S has 2450 hours on the engine, and I fly it almost daily. I know flight schools with similar airplanes report getting up to 3,000 hours on their engines. I talked to an airplane salesman who said for valuation purposes, my airplane has a runout engine because engine time exceeds the manufacturer's recommendation. How could the engine on my aircraft be considered a runout if it is still running okay?

**A:** Any time you exceed the manufacturer's recommended overhaul times, you are running a "runout" engine as far as

the market goes. I am aware that in a flight school situation where the airplane is flown almost daily, engines like yours occasionally make 3,000 hours. For your airplane, the difference in value between a 2450-hour engine and a 3000-hour engine is negligible.

**Q:** I have a small FBO with a maintenance shop. A guy recently moved his Baron to our airport. After every maintenance work order, he comes into my office and tries to beat me up on the price of the work completed. I know he just sold his business for \$10 million. He doesn't need a break on the price of anything! I am tempted to tell him to go somewhere else. How would you handle this guy if you were me?

**A:** If he sold a business for \$10 million, he is probably a shrewd businessman. Within reason, I think you should try and get on his good side. If you show him how much your overhead is given employee salaries, workman's compensation insurance, health insurance for your employees, utility costs, etc., he might realize your charges are reasonable, pay your bill, and think twice before complaining in the future.

**Q:** One winter day years ago, I had a customer jump up and down in my office after my guys charged him 2.5 hours of labor to change oil in his Baron. He said he used to do it himself in about an hour during the summer. I explained to him that we had to drive to his hangar, pull his airplane outside, start the engine and run it up for a while, open the huge door to our heated shop and let out a lot of hot air to pull the aircraft inside, then drop the oil, remove the oil filters, cut the filters open and inspect them for problems, install a new oil filter and oil, open the huge door to our shop for a second time and let out hot air again, push the airplane outside, run the engine up a second time to make sure there were no oil leaks, then return the airplane to his hangar, and complete paperwork in our shop. I also told him it cost us about \$40 worth of heat every time we opened the big hangar doors in winter. We then told him if he could coordinate with us to change his oil when he returned from a flight by leaving the warm airplane in front of our shop, that would save some time/money. He said that he had no idea that we did all those things, and concluded that 2.5 hours for all of that work and expense seemed reasonable. He eventually gave me one of his airplanes to sell on consignment, which I did and made a few bucks, and we continued to maintain his Baron for years afterwards. So, the next time you get what appears to be an outrageous bill for aircraft maintenance, think about what the shop did for the service you received.

**Q:** What have you seen with values of Cessna 152s? It seems like there are less available and asking prices seem to be rising?

**A:** You are correct on both counts. Airplanes in general that are commonly used for trainers are gaining in value, with the Cessna 172 probably leading the pack in value increases.

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**Q:** Are there any Murphy's Laws of FBO or airport management?

**A:** Sure, here are a few of many I have experienced: 1) We finally persuaded a very nervous prospective student pilot that "little" airplanes were safe and well maintained. We got him into a trainer with one of our flight instructors and the battery was dead...the engine would not turn over. I hand-cranked the engine to start it. While I was doing that, the prospect said, "I want out" and left! 2) If you have two paved runways that cross each other, whenever you have a gear up landing, the airplane will usually end up right at the intersection of your two runways, in effect closing your airport. 3) I had been after local elected officials to visit their airport to see how busy and safe it was. At the agreed time, they arrived. All of my rental airplanes were out doing air work with students, but were due to return within 10-15 minutes. But before my airplanes returned to the traffic pattern, a transient airplane approached to land, dropped in from about 15 feet, took off its gear, and slid to a stop on its belly. That was the first accident on our field in more than a year. Murphy's Law, indeed. Most FBOs have many more stories to share.

**Q:** I saw a recent video of a Piper Arrow landing and then smacking into a snowbank trying to stop on the famous ice runway in New Hampshire. Some alleged the landing attempt was with about a 15-mph tailwind. Any thoughts on this one?

**A:** I am not familiar with that specific incident. That runway is about 2700 feet. But the braking coefficient on glare ice may be as low as 10% of braking efficiency on pavement. If an Arrow normally lands at say 65 mph, with a 15-mph headwind, your groundspeed at touchdown is 50 mph. But if you have a 15-mph tailwind, your touchdown speed is 80 mph. I doubt very much if an airplane would stop in 2700 feet on glare ice if it landed at 80 mph.

**Q:** As I began my flare to land at night at a strange rural airport a couple of weeks ago, suddenly the runway lights turned off. Fortunately, I had my landing light on and did okay, but what caused that to happen?

**A:** Probably snowbanks were higher than they should have been between the runway lights and the edge of the runway. Ideally, there should almost be no snow between the runway lights and the edge of the runway, but sometimes in

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the real world, this is difficult to accomplish, especially with the limited equipment available at some rural airports. FAA officials have suggested dimensions for snow piles, runway lights, etc. You can find them online by searching for FAA Advisory Circular AC 150/5200-30D and look at figure 4.1. Perhaps there should have been a NOTAM alerting you to this dangerous condition.

*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](mailto:PeterSchoeningerLLC@gmail.com) or call 262-533-3056 ([peterschoeningerllc.wordpress.com](http://peterschoeningerllc.wordpress.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 others, and refer to aircraft owner manuals, manufacturer recommendations, the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials for guidance on aeronautical matters. □

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## EAA AirVenture Oshkosh 2019 To Celebrate 50th Anniversary of Boeing 747 Jumbo Jet



Icelandic Boeing 747 at EAA AirVenture Oshkosh 2002.  
*Craig VanderKolk Photo*

OSHKOSH, WIS. – The 50th anniversary of the Boeing 747, the iconic wide-body jetliner that has carried everything from heads of state to the space shuttles, will be celebrated at EAA AirVenture Oshkosh 2019. The 67th annual Experimental Aircraft Association fly-in convention will be held July 22-28 at Wittman Regional Airport in Oshkosh, Wisconsin.

It is expected that several Boeing 747s will make an appearance at AirVenture during the week, with fly-bys and displays on AirVenture's showcase Boeing Plaza. The fly-in will extend a legacy of the airplane's appearances at Oshkosh

that include jumbo jets from as far away as Australia, New Zealand, and Iceland in past years.

"There is probably no modern commercial airliner that is as well-known as the Boeing 747, with its distinctive hump at the front of the fuselage," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions.

"For a half-century, the 747 has allowed people to reach destinations around the world in ways that were unimagined when commercial air travel began more than 80 years ago. We look forward to saluting that legacy in flight at the World's Greatest

Aviation Celebration at Oshkosh this summer."

The genesis of the Boeing 747 came in the mid-1960s, when Pan American Airlines founder Juan Trippe asked Boeing to design an aircraft that could meet the rising demand of air travel, which was outstripping the capacity of the Boeing 707, then commonly used for long-distance routes. The Boeing 747 made its maiden flight on February 9, 1969, and entered airline service less than a year later. The airframe has been continually upgraded over the past 50 years to the current 747-8 model, which has been selected as the aircraft the U.S. government will use for the new Air Force One. The 747 is still widely used by airlines and carriers around the world and, according to Boeing, has carried roughly the equivalent of the world's population, as well as such unusual cargo as the space shuttle.

Specific aircraft and programs in conjunction with this anniversary will be announced as they are finalized.

Additional EAA AirVenture information, including advance ticket sales and campsite reservations, is available online at [www.eaa.org/airventure](http://www.eaa.org/airventure). □

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## Luray, Virginia – Flying There Is Half The Fun!

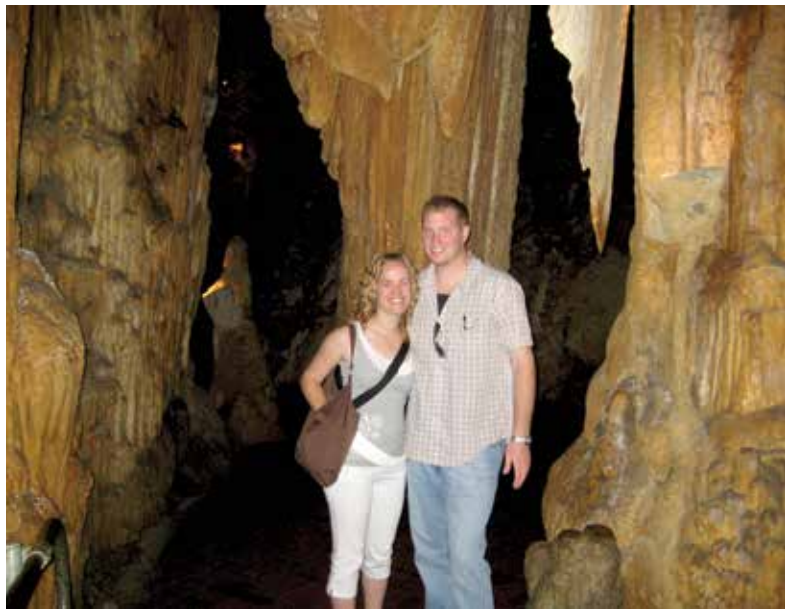
by Yasmina Platt

**T**he article I recently wrote about the Grand Canyon Caverns reminded me of a memorable trip my then boyfriend Jared and I took back in 2007 when I was an intern at AOPA's Headquarters in Frederick, Maryland. The flight took us from AOPA's home airport (Frederick Municipal or KFDK) to Luray in Virginia.



Yasmina Platt

The town of Luray is close to Shenandoah National Park's Thornton Gap Entrance Station and has the "Largest and Most Popular Caverns in Eastern U.S.," or that is the claim of Luray Caverns. I do not know what they consider "Eastern U.S." in this case, but I know that Mammoth Cave National Park preserves the world's largest known cave system with more than 400 miles explored. However, I can tell you that, having been to both, Luray is much more picturesque and impressive than Mammoth, even though Mammoth is part of the National Park System (NPS).



Yasmina and Jared Platt at Luray Caverns in Luray, Va.



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Runway 04/22 at Luray Caverns Airport (KLUA) in Luray, Va.

You know what else is cool about Luray Caverns? You can fly into the local airport – Luray Caverns Airport (KLUA) – and the caverns are only one mile away. The airport used to be owned by the same people as the caverns, so they used to offer ground transportation, but the airport was apparently sold in 2017 and they stopped that service. However, walking to them or catching a taxi are still good options, although you will need a rental car if you want to get to the mountains.

Across the caverns, you can also see the “Singing Tower” from 1937. The tower has a carillon of 47 bells and gives regular “musical architecture recitals.” Other activities are also offered now that were not offered the last time I was there: a rope adventure course, a garden maze, a couple of museums, etc.

And, if you know me, you know I am a big fan of National Parks. I visit one or two every year and I eventually want to visit them all. I have been to Shenandoah National Park twice, but I could go many more times and still not do all of the trails, see all overlooks, etc. It is a very long (but narrow) park with over 500 miles of trails and 75 scenic overlooks, all along the 105-mile long Skyline Drive that runs

from Waynesboro to Front Royal. And, not only that, but this is the kind of park that looks different in all four seasons.

I have never been to Luray’s Rescue Zoo, but it sounds interesting as well. The zoo rescues retired zoo animals, unwanted pets, confiscations, and, sadly, abused animals at times. It looks like it is within walking distance of the caverns.

Luray says the drive to the area is “half the fun!” Well, I have also flown there and I can tell you... the flight IS half the fun. The airport is tucked in between the National Park and another little mountain range. (I believe it is part of the Blue

Ridge mountain system, as well). To keep traffic away from town (two miles east of the airport) and based on an “airport airspace analysis determination,” the single runway airport has a left pattern to Runway 04 and a right pattern to Runway 22. That puts you fairly close (for non-mountain flyers, anyway) to the mountain range west of the area, making it a



scenic descent, approach, and landing.

You know the drill... fly safe and fly often! Tell me about your favorite flying destinations via [www.airtrails.weebly.com](http://www.airtrails.weebly.com).

**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](http://www.airtrails.weebly.com)), in addition to articles on pilot destinations for *Midwest Flyer Magazine*. Pilots can locate articles Yasminia Platt has written by going to [www.MidwestFlyer.com](http://www.MidwestFlyer.com) and typing in her name in the search box. □

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# FROM AOPA HEADQUARTERS

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## SOARING THROUGH CEILINGS

*Inspiring and supporting women pilots...*

***"No borders, just horizons-only freedom" - Amelia Earhart***

by Mark Baker

AOPA President & CEO

In the early twentieth century, Amelia Earhart defied the odds when she became the first woman to fly solo across the Atlantic Ocean. She was and still is considered a champion for women in aviation having set record after record in her short life. History books, biographies, and documentaries classify her as a great female aviator, and her legacy lives on in the countless women who prove that a "great female pilot" is simply a great pilot.

Even though we live in the twenty-first century, women working in male-dominated industries deal with belittlement every day. In 2018, a young female pilot's tweet went viral for



Mark Baker

calling out male passengers who made jokes about her gender saying they wouldn't have boarded had they known she was flying. But it's clear the pilot had the last laugh after tweeting *"Fact is, I can fly an £80m jet, you can't."*

Although women make up 7 percent of pilots, they are continuing to inspire new generations of girls to write their own history and be a part of this amazing experience we call flying. As fellow pilots striving to make GA more accessible, it's our job to welcome them. But the industry hasn't always been so inclusive and, historically, women have had to overcome challenges and break through barriers.

That's why it's important for the GA community to change that perception. We should take more initiative to welcome female pilots and those who show interest in this great hobby of ours. To quote champion aerobatic aviatrix Patty Wagstaff on gender: *"Do you think the airplane knows or cares?"*



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AOPA is working to inspire a new generation of youth to pursue careers in aviation with its high school aviation science, technology, engineering, and math (STEM) curriculum. Especially for young people and students who don't come from an aviation family, the high school classes can become a starting point. The You Can Fly curriculum is designed to instill the love of flying in young people as our industry faces an ever-present pilot and workforce shortage.

So far, I am very proud of the curriculum effort. The program has exceeded our expectations with nearly 2,000 enrolled students, of which 25 percent are female and 51 percent are minorities.

But there is still more work to be done. As a community of pilots, we should strive toward a future where a woman's voice on the radio, presence in the cockpit, or gold epaulets on her shirt, isn't shockingly out of the ordinary. □



## GREAT LAKES REGIONAL REPORT

# Your Involvement In State Aviation Events Is Essential

by Kyle Lewis

*Regional Manager / Government Affairs & Airport Advocacy /  
Great Lakes / Aircraft Owners & Pilots Association*

I am sure that many of you are somewhat familiar with your home state's legislative process; nearly all 50 states vary slightly in their session length or hearing processes. There is much more a citizen can do to become involved in that process, aside from voting for a candidate. I am tasked with representing AOPA membership in that process, but individual voices carry weight too.



Kyle Lewis

State legislators are much like you and me – some are retired from industry, and some still have day jobs representing a wide variety of occupations.

I have been lucky enough to meet with state legislators from nearly eight states I represent for AOPA, and they all want to do right by their constituents.

I have met a few who are misguided or misinformed on aviation-related issues. In my experience, being misguided or misinformed is not driven by malice or bad intentions...just lack of education and information on the way aviation works.

For example, in late January of 2019, a "Blue Ribbon Commission for Infrastructure and Transportation" was formed by newly elected Governor Mike DeWine of Ohio. WOW! This commission sounds like a great thing! After reading the media release and confirming with the Ohio Aviation Association (OAA), aviation of any form was left out of representation on this new committee. Luckily, a representative of OAA was able to testify before the committee during its first meeting.

Stacey Heaton, OAA's Executive Director, penned the testimony, while Kristen Easterday of the Columbus Regional Airport Authority delivered the message to the committee.

OAA applauded the administration for taking steps to study Ohio's transportation infrastructure, but also reminded the committee of the role aviation plays in Ohio, to the tune of a \$13-billion economic impact.

In any state, aviation is a strategic part to the overall transportation planning. How does this relate to what you as a tax-paying citizen can do?

State-level aviation associations, whether it be a pilot association, airport association, or a multitude of others, host "aviation days" at their respective state capitols. If you recall, AOPA hosted an aviation day at the Ohio Statehouse in September 2018, parking a Cirrus SR-22 on the front lawn. These events are meant to draw attention to aviation, but also educate and inform lawmakers on the role aviation plays in that important big picture of transportation. These are not closed off sessions, privy to only lobbyists and campaign donors...these are open to you, the public, and our membership.

At AOPA's Ohio event, Airport Support Network Volunteers and AOPA members were on hand to speak with Department of Transportation officials, legislators, and legislative staffers. The legislative process can seem murky, dark, and unwelcoming. The truth is, the process is available to any citizen to have their voice heard. Don't feel intimidated to reach out to your representative. Plan to attend the aviation legislative day in your state. Here are some upcoming events:

- The Minnesota Business Aviation Association, Minnesota Council of Airports and Minnesota Aviation Trades Association are hosting "Minnesota Aviation Day at the Capitol" on April 10th beginning at 10:00 a.m. at the historic terminal building in St. Paul Downtown Airport, then moving to the State Capitol at 2:00 p.m.
- The Wisconsin Airport Management Association is hosting "Wisconsin Aviation Day at the Capitol" in Madison on March 29th.
- The Michigan Business Aviation Association is hosting "Michigan Aviation Day at the Capitol" on April 17, 8:00 –

11:00 a.m. at GCSI, 120 N. Washington Square, 2nd Floor, Lansing, Michigan.

At the time of writing, some events have already been held – or will soon be held – in Ohio, North Dakota and Indiana. I encourage not only our AOPA membership, but the aviation community as a whole to actively participate in these events and become involved in the local state association hosting these events.

Plan ahead for 2020, use local airport associations or EAA Chapters to attend these events as groups. Use AOPA's "Communicating With Your Legislator" guide to help prepare for your visit, found here: <http://download.aopa.org/advocacy/GuideToCommunicatingWithYourLegislator.pdf>

On the topic of ongoing legislation, I have been working on language for a bill in Ohio that would create a stand-alone "aviation commission." Some of you may be familiar with the Michigan Aeronautics Commission and its function within the Michigan Department of Transportation. The Ohio bill is modeled after similar language and functionality used in Michigan, and other states with aviation or aeronautics commissions. The objective of the bill is to provide a quasi-government body that can report directly to the Ohio Department of Transportation, and Executive and Legislative bodies on aviation-related topics, including funding, safety programming, education, and Unmanned Aircraft Systems. The commission will use subcommittees comprised of industry experts for insight on best practices and forecasting the aviation system in Ohio. Seven (7) commission members will be appointed with the governor choosing five (5), speaker of the house choosing one (1), and the president of the senate choosing one (1). The bill is currently in draft form while I reach out to other state-level organizations for input.

Indiana is looking at a bill to deal with derelict and abandoned aircraft. AOPA and EAA were consulted with language in the bill, as aviation is complex in terminology, like what

airworthiness really means, and who can be considered an authority in making active repairs or restorations (remember, anyone can turn wrenches on an experimental aircraft).

Airports across the country deal with aircraft that have become abandoned, in some way or another. In some cases, current statutes do not cover abandoned aircraft like they do road vehicles. The airport or fixed base operator is left to track down the owners, which can become a time-consuming process. The derelict aircraft take up usable tie-down or hangar space, space that could be used as funding sources for the airport. Indiana House Bill 1330 aims to make the process reasonable and fair to all parties that may be involved, allowing ample notifications and a court process.



Wondering what's up with Jeff Klein's million dollar smile? That's right, he's thinking about pavements. What could be more exhilarating than guiding an airfield pavement project from formulation, through design, into construction? Make his day – call Jeff in our Fargo office to talk about concrete.

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As the 2019 flying season ramps up, look for AOPA at EAA AirVenture Oshkosh where I will be part of an all new seminar for airports and advocacy. The new seminar will also be available at Sun 'n Fun in Lakeland, Fla., and at each AOPA Fly-In around the country (see listing below). The seminar will be geared toward AOPA's Airport Support

Network Volunteers, but we are encouraging anyone who has interest in airports or advocacy to attend.

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](mailto:kyle.lewis@aopa.org). □

## 2019 AOPA Fly-Ins

**May 10 and 11 at AOPA's headquarters in Frederick, Maryland, at Frederick Municipal Airport**  
**June 21 and 22 in Livermore, California, at Livermore Municipal Airport**  
**September 13 and 14 in Tullahoma, Tennessee, at Tullahoma Regional Airport**

## EDUCATION

### SkyWest Airlines Teams Up With Academy College To Recruit New Pilots



Nathan Richard describes the hiring process at SkyWest Airlines with faculty and students at Academy College.

*Randy Arneson Photo*



*Randy Arneson Photo*

*by Dave Weiman*

BLOOMINGTON, MINN. – The only four-year accredited aviation college in the Minneapolis/St. Paul metropolitan area – Academy College – has joined forces with SkyWest Airlines of George, Utah, to provide students with a clear-cut “pathway” to an airline career. Both Academy College and SkyWest Airlines have programs designed to help students reach their ultimate goal.

The “SkyWest Pilot Pathway” program provides a direct path for exceptional pilots with a desire to take control of their aviation careers. Enhanced seniority, guaranteed final interview and access to pilot mentors are just a few of the upgrades students can receive by qualifying for the SkyWest

Pilot Pathway program on their way to becoming one of SkyWest's more than 4,000 professional pilots.

Unlike an internship, the SkyWest Pilot Pathway program allows students to remain at Academy College to complete their flight training until they are able to meet SkyWest's Airline Transport Pilot standards. Each student is individually mentored by SkyWest pilots.

Executives from both Academy College and SkyWest Airlines met February 13, 2019 at the Academy College campus in Bloomington, Minn., to commence this new program. Academy College recruits' students and provides the education, flight training and opportunities to build flight time, and Sky West in return provides the pathway for these students to become airline pilots.

Academy College President Nancy Grazzini-Olson, and Aviation Director, Julie Falk, represented the college. Representing SkyWest Airlines was Nathan Richard, check pilot, Chicago, Illinois, and Quint Kimbro, pilot recruiter, Atlanta, Ga.

### The Pilot Shortage Is Real

"The pilot shortage dilemma is real," says Academy College officials, and it's a worldwide problem. U.S. mainline carriers will have to replace more than 18,000 pilots over the next few years, and industry growth is predicted by the FAA at 1.3 percent. Additionally, the FAA now requires first officers and captains under Part 121 air carrier operations to be Airline Transport Pilot (ATP) certificated.

### About Academy College

Academy College is the only college in the Twin Cities that provides four-year degree program in aviation. Students who are from the Twin Cities appreciate Academy College's close proximity, and the fact that their tuition stays in their home state of Minnesota. Academy College is located at 1600 West 82nd Street in Bloomington.

Academy College has the largest collegiate commercial pilot flight training program in the Twin Cities, an impressive aviation business program, and the only FAA-approved aircraft dispatch training program in Minnesota.

Academy College offers an Associate of Aviation Science (AAS) degree, Bachelor of Science (BS) degree in Commercial Aviation, and has FAA authority to certify its commercial pilot graduates for reduced aeronautical knowledge for the Airline Transport Pilot Certificate.

All flight training is completed at Academy's affiliate flight school, Thunderbird Aviation, with locations at Flying Cloud Airport (KFCM) and Minneapolis Crystal Airport (KMIC). Flight training is provided using Cessna and Piper aircraft. Testing for each pilot certificate and rating is done at Academy College. Academy College graduates can build the flight time needed to qualify for the ATP Certificate flying charter and instructing at Thunderbird Aviation. Once students have acquired their instrument rating, 3.0 GPA, and two professor recommendations, they are qualified to apply to the Pilot Pathway program with SkyWest Airlines.

For additional information on Academy College and opportunities with SkyWest Airlines, call **952-851-0066** or email [admissions@academycollege.edu](mailto:admissions@academycollege.edu) ([www.academycollege.edu](http://www.academycollege.edu))



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# Midwest Seaplane Pilot

## What's the Risk?



Brad Thornberg Photo

by Rachel Obermoller  
*MnDOT Pilot*

**W**hat do Swiss cheese, bowties, and trapping have in common? When it comes to aviation, there's a whole set of tools which use these three seemingly disparate elements to address how we identify, trap, and



Rachel Obermoller

mitigate risks and hazards.

Most pilots are familiar with the Swiss cheese model used to describe the path to an accident. Essentially, multiple slices of Swiss cheese are placed in front of one another. Each slice is a layer of safeguard, strategy, or operating condition, with holes in different locations. The idea is to trap any threat which penetrates a layer in subsequent layers – if the

holes line up and the threat is successful in navigating through all of the layers, an accident could occur. While an abstract idea, it helps to explain the importance of risk analysis. It also conceptualizes how safeguards and procedures protect you and your passengers.

The bowtie risk assessment, or bowtie method, is another tool for considering threats and consequences and applying barriers, or preventive measures, to attempt to mitigate or control the risk of the hazard occurring. Named for the shape of the diagram which is created, the left side considers the threats and barriers to that threat inducing the hazard, while

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the right side considers the consequences and barriers which prevent the hazard from reaching the consequence stage.

Threat and error management involves identifying a threat or error that occurs, and trapping it to prevent its escalation into an undesired state or outcome. With an ongoing improvement process, the crew must be concerned with not allowing the threat or error to progress, and also prevent the actions they take from creating an additional impact or exposing additional risk. Countermeasures are applied appropriately in the form of both procedural (such as checklist adherence and standard operating procedures) and resources (such as a GPS with terrain awareness and onboard weather and traffic information). Pilots also may employ personal strategies, such as specific skill development and knowledge acquisition.

Risk management is something all pilots should consider, but different types of operations pose very unique risks. Consider a seaplane pilot flying with amphibious floats. Not only can they operate from traditional runways like landplane pilots, but every body of water becomes a conceivable operating location. Seaplane pilots deal with changing conditions on the landing surface, very rarely find themselves with nearby weather reporting, and must contend with the possibility of limited access to emergency services should they need them. Beyond the pilot's skill, knowledge and planning

are the unknowns of the weather, lack of NOTAMs related to their landing sites, and the potential that after sitting on a beach for a weekend, they could find a float compartment full of water or a dead battery and no maintenance personnel anywhere to be found.

Let's briefly consider the three methods and models detailed earlier as we consider a scenario a seaplane pilot could find themselves in: operating near boats, specifically boats that get too close.

Any seaplane pilot who has operated on a busy body of water (and sometimes those not so busy bodies of water) has experienced boats and personal watercraft whose operators decide it would be fun to get a closer look at a seaplane. Sometimes really close. Sometimes when the seaplane is taking off, landing or during step taxi at high speed. Between the maneuvering limitations of a seaplane and the unknowns of what the boat or watercraft will do, and even whether they see the seaplane, the operational risk can be significant. Let's start with a bowtie risk assessment of this situation to get a better idea of the threats and possible consequences.

On the left side of our diagram (*on page 30*), we can identify several threats, including the following:

- Boats which don't see the seaplane.
- Irresponsible operators who approach too closely.
- Busy marina areas.



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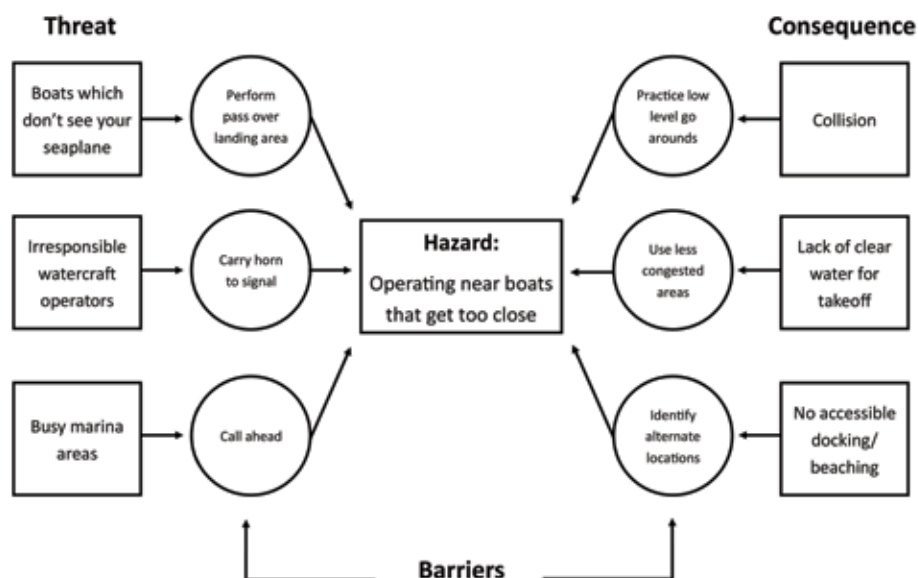
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# Bowtie Risk Analysis



We also need to identify some potential consequences to complete the right side of the diagram. These might include the following:

- Collision between seaplane and boat.
- Lack of clear water for takeoff.
- No accessible docking/beaching location.

Now, we consider what barriers exist or could exist to prevent the threat from being an actual threat (control) or the consequence from occurring (recovery). In this situation, things like performing a pass over the landing area, choosing to operate in less congested areas, or calling ahead to get information and assistance if needed, are all possible barriers.

The Swiss cheese model involves considering the barriers which are in place (or could be used) to prevent an accident. If the goal is to prevent a collision with a boat, possible safeguards might include choosing a less congested operating area, being proficient in accuracy landings, and carrying an air horn for signaling on the water. The Swiss cheese model is less of an analytical method than the bowtie model, but it does help us to conceptually understand how even with safeguards in place, there can still be holes in our efforts which can lead to an accident. This is why it is important to identify and block these threats.

Threat and error management can be applied to real-time operations, as a planning tool, and as a post-flight analytical tool. Using the example we've carried through this article, we might have identified the risk of boats in our operating environment before the flight and applied some of the practices we identified earlier to attempt to trap the threat. As the situation progresses, we may identify additional risks we hadn't considered though, or they may have an impact on the operation in ways we did not predict.

Threat and error management involves identifying those threats, as well as identifying errors we have made, preventing

or managing the undesired aircraft state to avert the situation from progressing, and then returning the aircraft to a desirable state. For example, on approach to landing, we may not have enough margin with a personal watercraft which has been operating along the shore, but unpredictably made a turn towards the middle of the lake. Recognizing this, the pilot must react. Initiating a go-around, the pilot prevented the undesirable state from progressing, and once at a safe altitude and correctly configured, has trapped the threat.

In the future, the pilot will likely learn from that situation and give more space to personal watercraft, or avoid situations where they will be presented with similar circumstances. Oftentimes on nice afternoons in the summer, popular lakes can be quite busy. A pilot who has learned this and attempts to minimize the threat, might choose less busy lakes, alternate times of day, or drive themselves to the beach instead of flying.

Many pilots will find that the models, methods, and tools I've described are things they are already doing in some form or another. While there are certainly more exciting activities to engage in than sitting around thinking about things that could go wrong, there are plenty of ways to learn from our own experiences and analyze them for continuous improvement.

Learning from others through articles, hangar flying, and studying accident reports and case studies is also an excellent means to improve safety without needing to experience the risk firsthand. And if you're ever in doubt about whether you're on the right track, having a seasoned, skilled, and prudent pilot to bounce things off of is an excellent tool. Similarly, a few hours of dual with a qualified flight instructor to brush up on skills that you might rely on in tricky situations, is also time and money well spent. From one seaplane pilot to another, let's have a great summer of fun and safe flying!



# Me, A Seaplane Pilot? Just Do It!



by Woody Minar

**T**here are many reasons to get your seaplane pilot certificate: get it in lieu of a normal flight review; challenge yourself by leaving your comfort zone to do something different; learn new flying skills and become a better pilot; and, it opens up a whole new world of flying fun.

I gave a friend his first seaplane lesson in a Cessna 172 on straight floats in Florida. We weren't more than a couple hundred yards off shore when he turned to me with a great big smile on his face and said, "Boating and flying. My two favorite passions." He was hooked and soon got his seaplane pilot certificate. It wasn't long afterwards that he bought a Super Cub on amphibians.

Another reason to get the ticket is that it's not that difficult. You already know how to fly and it's rare when you don't land into the wind on the water. After all, you have 360 runways available to you. You're never too old, either. I gave a practical test to a 76-year-old pilot several years ago who had his first seaplane lesson in the 1950s, but never completed his training. Like my friend, he had a big smile on his face when all was said and done.

If you go to [www.Seaplanes.org](http://www.Seaplanes.org) and click on *Water Flying Info by State and Country*, you'll find a list of flight schools offering seaplane training. The aircraft range from J-3 Cubs to Beavers, and straight floats and amphibians. If you're interested in getting your Multi-Engine Seaplane Pilot Certificate like I did, that opportunity exists, too. It was easy, fun, and relatively inexpensive.

The cost varies by aircraft type, but the basic time involved is generally 8-10 hours, unless you want to get more advanced training. It is worth your time and money if you want to go further. While some schools will offer the



Woody Minar

## Minnesota Seaplane Pilots Association



Brad Thornberg Photo

The purpose of the Minnesota Seaplane Pilots Association is to promote seaplane flying and safety programs pertaining to seaplane operations throughout the state of Minnesota...to promote a forum for the purpose of approaching governmental agencies and to educate said agencies, the legislature and the public in understanding seaplane operations... and to create safe and compatible seaplane base facilities in Minnesota.

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shortest time possible, you may not be exposed to many of the variables of being a safe seaplane pilot.

It's like learning to fly in only calm winds. You can do it, but you're not safe when the circumstances require those extra skills. Just as with land aircraft, there are risks. As a result, safety and maneuvering the seaplane on the water and around docks, etc., should be a high priority during your training.

This may sound odd, but the hardest part about seaplane flying is learning to fly at 500 to 700 feet above the surface, setting up for landing just above the tree tops or shoreline, and learning how the aircraft handles on the water in the wind. A floatplane is a giant weathervane. During our initial land plane training, you'll recall that our instructors harped on us, saying "You're too low!" With seaplane flying, you'll most likely hear the instructor say "You're too high!"

The easiest part about getting the Seaplane Pilot Certificate is that there is no written test. It's an airplane class add-on to your current certificate. As I said earlier, you already know how to fly. You're now adapting those skills to taking off, landing, and maneuvering on water. You'll learn how to read the wind, water conditions, depth, obstructions, and boat traffic. You'll learn the step taxi, plow taxi, and idle

taxi; and normal, crosswind, confined area, glassy water, and rough water takeoffs and landings. Sailing, beaching, docking, and ramping are also taught.

The practical test is one of the easiest you'll encounter. The oral exam is using a lot of common sense and assessing risk under various scenarios per the Airman Certification Standards. The flight test is relatively short, where you are being evaluated on what you learned. As with any practical test, have fun with it.

Once you get your certificate, you can cross that off your bucket list. But don't stop there. Opportunities are available to buy into a fractional ownership or buy your own floatplane like my friend did. If you get enough seaplane hours, you can rent from a flight school to scratch the itch. But, the real fun is being able to participate in seaplane flying adventures and fly-ins with a group of other seaplane pilots, whether it's local around your home state, or to places in Canada, such as Churchill, Manitoba (CYYQ) and Miminiska Lodge, Ontario (CPS5). Remember, with a seaplane, you're not limited to landing only at airports. Nearly every lake is available to you.

Don't wait until fall to get your Seaplane Pilot Certificate, either. Do it in the spring. It will give you time to build hours and experience and to participate on trips and activities with other seaplane pilots with your newly acquired skills. As Nike says in their commercials, "Just do it."

*EDITOR'S NOTE:* Woody Minar is a Master CFI, CFII, MEI and CFI-G (ASEL, ASES, AMEL, AMES, and Glider) at Osceola Municipal Airport (KOE0) in Osceola, Wisconsin; a FAAS Team Lead Representative; the 2009 Great Lakes Region FAAS Team Representative of the Year; and the 2012 Great Lakes Region CFI of the Year. □

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Bill Rewey speaking at one of many Pietenpol forums.



Bill Rewey with one of more than 600 EAA Young Eagles he had flown.



Bill Rewey waves goodbye in his Pietenpol.

## PEOPLE IN THE NEWS

# Bill Rewey... Pilot, Aircraft Builder, Friend

11/23/1927 – 2/11/2019

Pilot, aircraft builder, EAA member and friend, William (Bill) M. Rewey, 91, of Verona, Wisconsin, passed away February 11, 2019. A celebration of a life well lived will be held Saturday, May 18, 2019 at Sugar Ridge Airport, Verona, Wis. Anyone who knew and admired this man is welcomed to attend.

*Midwest Flyer Magazine* contributing editor, Ed Leineweber, wrote the following article about Bill Rewey that was published in the June/July 2011 issue. Not long after this article was published, Bill Rewey was inducted into the Wisconsin Aviation Hall of Fame, and most recently, he was finishing a Zenith 750 Cruiser project and helping a group of fellow EAA members build a Pietenpol. His son, Chris, said that his dad's only regret in his 91 years of life was not having learned to play the bagpipes. Condolences may be emailed to [chrisrewey@yahoo.com](mailto:chrisrewey@yahoo.com).

## Mr. Pietenpol, Bill Rewey... Famed Aircamper Homebuilder Turns A Page

by Ed Leineweber

Maybe you noticed the ad on the bulletin board of your local airport: *For Sale '94 Pietenpol Aircamper NX17WR*. Whether you realized it or not, if you saw that ad, you were looking at a small piece of aviation history. And whether we want to admit it or not, we are all getting older. This little postcard-size For Sale ad, and my recent interview with William Rewey of Verona, Wisconsin, once again brought this lesson home to me.

Other lessons came to mind as well, such as: *work hard, play hard, fly often!* But, most importantly, the impending sale of Bill's beloved Aircamper impressed me with the need to share our joy of flying and airplanes with others, especially the younger folks coming along. Bill Rewey has made this his life's work.

Bill Rewey's long career as a go-to guy in the Pietenpol world, and his equally impressive accomplishment of conducting more than 600 Young Eagles flights, many in that venerable Pietenpol, showed me how one soft-spoken, gentle man, endowed with engineering talents, a love of people and a surplus of aviation enthusiasm, can make a tremendous difference.

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I first became aware of Bill Rewey while conducting tail wheel transition training for a Pietenpol builder who is also a good friend of Bill's. Another student pilot and Aircamper builder also mentioned Bill frequently. I figured I needed to meet this guy, and my opportunity came when I started the restoration of my Bowers Fly Baby. Bill is also quite knowledgeable on the Continental A65, often used on Pientenpols and the engine of choice for most Fly Baby builders. He volunteered to be my EAA Technical Counselor on the restoration project.

Many of you might already know of Bill as the guy who has given the Pietenpol forums at EAA AirVenture Oshkosh, Brodhead and, on a couple of occasions, Sun 'N' Fun since the late 1990s, after another Pietenpol worthy expert, Vi Kapler, ceased doing them. Although he doesn't spend much time on the Internet, Bill Rewey is a recognized Pietenpol guru, and many a builder has benefited tremendously from his written materials and expert advice.

But Bill's aviation career started long before taking up the Pietenpol banner. Born in 1927 in Marshfield, Wisconsin, Bill built balsa wood, tissue-covered model airplanes as a young boy. In his 1942 high school woodworking class, he and his classmates built small wooden models, painted flat black, of many military aircraft then seeing action in the war raging overseas. Bill had to show the wood shop instructor how to make exact scale solid models. These models were provided to "spotters" to enable them to identify the aircraft they might be seeing overhead.

By 1945, Bill had earned enough money repairing furniture in his spare time to take flight lessons in a J-3 Cub at the old Marshfield airport. He soloed that year at age 17. After high school, Bill joined the Navy on a program that let him attend the University of Wisconsin in Madison, which also allowed him to fly the Aeronca Chiefs at nearby Morey Airport in Middleton. However, after two years the young midshipman was ordered to pre-flight training, and had to set his college education aside and pursue the life of a naval aviator in the making.

After pre-flight training, the three years that followed found Bill at naval air bases in Pensacola and Jacksonville, Florida, where he trained in North American SNJs and F4U Corsairs, learning night and instrument flight, carrier landings, and gunnery and rocket weapons systems. He earned his Navy wings in November 1948. In the years that followed before his discharge from active duty in the summer of 1950, Bill received anti-submarine warfare training and was assigned to ASW Squadron VS22 out of Norfolk, Virginia, flying TBM Avengers.

Bill married Marion in the summer of 1949 and, following his discharge, returned to the University of Wisconsin and was awarded his Mechanical Engineering Degree in 1952.

During college and while still living in the Madison area, Bill joined the Naval Reserve squadron at Glenview Naval Air Station north of Chicago, where he flew the Marin AM, a single-engine dive and torpedo-bomber.

Following graduation, he moved his young family to Columbus, Ohio, where he took a job with North American Aviation, which was then building FJ-3s and AJ-7s at its plant there. Joining the local reserve unit nearby, Bill had the opportunity to fly the McDonald FH-1, the Navy's first carrier jet. *How did it fly?* According to the former J-3 student pilot, "*like a big Cub*," of course.

After a year in Columbus, the Reweys returned to the Madison area, where Bill took a job first with the engineering firm of Mead & Hunt, and later with the State of Wisconsin. Over his 40-year professional career he developed skills and knowledge working on a host of mechanical engineering projects and applications, and eventually retired from state service in 1992.

During the early years back in Madison, Bill was busy with family and professional responsibilities and did very little flying. Moreover, a bout with Polio grounded him completely for two years, although he eventually recovered with very little permanent damage. He did, however, participate with a small group of pilots that flew a Piper Cub out of the Waunakee, Wisconsin airport.

Always the woodworker, Bill joined a radio controlled aircraft club in the 1960s and made and flew several of these scale models. After a couple of years of this, however, Marion suggested that he use his skills and interest to build "*a real airplane*." Who among us would not accept our spouse's direction on such a momentous matter? Soon Bill started on his first Pietenpol project.

The plans cost him \$25, and he found a single-mag 50-hp Franklin engine for \$150, including extra parts and two propellers. McCormick Lumber on Madison's east side furnished most of the wood, and all the rest was scrounged up a little here and a little there. Bill had a total of \$950 invested in that Aircamper by the time he had it finished in 1972. He flew it to Oshkosh that summer.

Like many homebuilders, Bill found flying the finished project fun, but he missed the construction experience. Eventually he traded the Pietenpol for a Volmer VJ22 amphib project. Bill spent the next six years working on the all-wood fuselage aircraft, which sports Aeronca wings and tail, until it got too big to fit in his barn. The Volmer was sold and Bill's second "Piet," NX17WR, began to take shape soon thereafter.

This second Aircamper, built between 1986 and 1994, has seen a lot of flying over the past 17 years. Bill flew it to AirVenture in 1995 and every year since. He also flew it to Sun 'N' Fun in 1995, and three more times in later years. That's quite a feat for a Pietenpol and its pilot! With the Aircamper now up for sale, Bill can look back on about 600 Pietenpol flight hours and many of the more than 600 Young Eagles flights credited to him flown in that machine. I'll bet very few small wooden homebuilts of any description will match Bill's flying accomplishments in NX17WR!

When I asked Bill why he was selling his Pietenpol now, he said that it was getting a little harder to get that first leg up into the cockpit, and besides, he has the Zenair CH801 to fly



now. Yup, Bill built that four-place, 160-hp all-metal hummer in his spare time over a nine-year period a while back, and since then has been happily adding to his Young Eagles flights in that aircraft as well.

Over his 65 years of flying, Bill and Marion have owned type-certified production aircraft – first a Stinson 10-A, and later a Cessna 150 and two C-172s, and flown them all over North America, including to San Diego, the Bahamas (three times), and Alaska (two times). Ask Bill sometime about the mis-fueling incident at a small airport on the Arctic Circle that nearly made them bear food. They have enjoyed adventures together and made memories that, now as the years begin to catch up to them, prove to be a treasure chest of well-spent time and money.

Bill Rewey has accumulated about 3,400 hours as PIC, with his commercial pilot certificate and instrument rating. He has been a member of local EAA chapters for over 40 years and volunteers his time doing the Pietenpol forums and also contributes to various Pietenpol publications. As mentioned already, he is an EAA Technical Counselor and is listed on the EAA Speakers Bureau. Quite the amateur aeronautical

engineer, Bill has fashioned an ingenious method of adding a starter to the Continental A65 engine.

Following his retirement, Bill agreed to teach model airplane building to youngsters in after-school classes. Over one hundred “future pilots” have experienced the satisfaction of seeing their creations actually fly. In 1994, Bill supervised EAA Chapter 93’s construction of a Corben Super Ace replica which hangs in the passenger terminal of Dane County Regional Airport in Madison, Wisconsin.

These days find Bill focusing on the home front, working around the house, and tending to the needs of Marion, his bride these past 62 years. He still finds time, however, to spend at the airport, working on repairs to the CH801, which suffered an engine failure forced landing back in 2009. Soon he will have it in the air again, probably giving more Young Eagles the gift of their first flight.

And, oh yeah, Bill will be at AirVenture this summer, giving the Pietenpol forum as usual and holding forth in the Aircamper or Zenith show plane area out on the flight line. Stop by, say hello and thank him for a job well done!

**A celebration of a life well lived by pilot, aircraft builder, EAA member, and friend, Bill Rewey, to be held May 18, 2019 at Sugar Ridge Airport, Verona, Wis., beginning at 1:00 p.m. with a ceremony at 2:00 p.m. 608-692-9597 (chrisrewey@yahoo.com)**

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## Doug Nehls – A Lifetime of Service



(L/R) John Lowe of Des Moines Flying Service with long-time employee, Doug Nehls. *DMFS Photo*

**F**ew people nowadays can say they have been employed by the same employer for their entire professional career. Likewise, there are few employers who can say they have retained employees for 30-plus years. But such is the case with Doug Nehls, general manager of aircraft

maintenance at Des Moines Flying Service in Des Moines Iowa.

Nehls was one of 12 children in his family growing up in Charles City, Iowa. He served in the U.S. Navy from 1971 to 1975 as an aircraft maintenance technician and as plane captain on a Grumman US2B antisubmarine aircraft.

From 1975 to 1977, Nehls attended the Hawkeye Institute of Technology in Waterloo, Iowa, and graduated with a degree in Applied Science - Aircraft Maintenance. While attending Hawkeye, he worked at Connell Aviation in Independence, Iowa, and received his Airframe and Powerplant Certificate in 1977.

Later in 1977, Nehls started working at Des Moines Flying Service as a maintenance technician and became chief inspector in 1986. He continued his career at Des Moines Flying Service as service manager, operations manager and general manager of aircraft maintenance. After 41 years, Doug Nehls retired on February 1, 2019, to devote more time to his family, his love of playing the guitar, and Ford Mustangs.

Josh Boyd, a 14-year veteran of Des Moines Flying Service, has assumed the role of general manager of aircraft maintenance.

Congratulations, Doug Nehls, for a lifetime of service to the aviation community! □

## Dale Klapmeier To Step Down As Cirrus Aircraft CEO



Dale Klapmeier

DULUTH, MINN. – Cirrus Aircraft has announced that Chief Executive Officer, Co-Founder and National Aviation Hall of Fame inductee, Dale Klapmeier, will be stepping down from his current executive position within the first half of 2019 and transitioning into a senior advisory role. A new CEO is expected to be named within that timeframe as an internal and external search is currently underway.

“Re-imagining personal transportation has been our lifelong mission at Cirrus Aircraft,” noted Klapmeier. “We’ve changed the face of aviation over the past 30 years – from delivering more than 7,000 of the world’s best-selling high-performance piston aircraft, to fundamentally rethinking how we travel with the introduction of the world’s first single-

engine Personal Jet™ – the Vision® Jet, to transforming our business into a lifestyle company that defines our path ahead.”

For more than 30 years, Cirrus Aircraft has constantly raised the bar for performance, comfort and safety in personal aviation. The SR20, first introduced in 1999, was the first certified aircraft to be delivered with a whole-airframe parachute system (CAPS®). Cirrus transformed aviation again when it delivered the Vision Jet in 2016. Responsible for creating a new category, the Vision Jet was awarded the most prestigious accolade in aeronautics – the Robert J. Collier Trophy.

Focusing on customers, Cirrus is leading the way in redefining how personal aircraft are owned and operated by opening its experience center – the Vision Center – in Knoxville, Tenn. As the flagship location for all customer activities, the Vision Center is home to world-class training, sales, delivery, maintenance, support, personalization and more.

“Transitioning out of day-to-day operations will give me the opportunity to focus on long-term strategic opportunities,” continued Klapmeier. “I could not be more confident in the team and I am excited for what lies ahead for the entire Cirrus family. For Cirrus Aircraft employees, partners and owners around the world, the best is yet to come.”

Cirrus Aircraft has three locations in the United States: Duluth, Minnesota, Grand Forks, North Dakota and Knoxville, Tennessee ([www.cirrusaircraft.com](http://www.cirrusaircraft.com)). □



# Batten International Airport Manager Retires After 28 Years of Service



David Mann

RACINE, WIS. – After more than 28 years, David Mann retired as airport manager of Batten International Airport in Racine, Wis., effective March 1, 2019. Assistant airport manager, Matt Dean, replaced Mann as manager.

Mann was born and raised in Georgia, one of eight students in his high school graduating class. After college, he got a job in operations with Eastern Airlines. He went

on to get his commercial pilot certificate, enlisted in the flight program with the U.S. Army, and served in Viet Nam in 1970-71, flying electronic reconnaissance aircraft. Mann flew 786 combat hours, and after 5 years, left the service and returned to Eastern Airlines until he was furloughed. He then went to Alaska and flew in the fire control program with the U.S. Department of the Interior.

When the fire season was over, Mann flew single pilot in a Turbo Commander for Plasser American out of Norfolk, Va., throughout North and South America. A short time later, he was hired as the aviation department head at Virginia Tech until 1991, when he was named manager of Batten International Airport.

During his time in Wisconsin, Mann flew at airshows for 17 years in the Grumman OV-1D Mohawk, and the B-17s “Aluminum Overcast,” “Fuddy Duddy,” and the movie “Memphis Belle.”

Mann holds an airline transport pilot certificate for single and multi-engine aircraft, several type ratings, and has flown 17,860 hours in approximately 120 different types of aircraft.

Mann is retiring to the state of Arizona. □

## Indiana School Teacher To Receive 2019 Alan Shepard Technology In Education Award



Jill Gilford

COLORADO SPRINGS, COLO. – Jill Gilford, an Earth and Space Science Teacher at Twin Lakes High School in Monticello, Indiana, has been selected to receive the 2019 Alan Shepard Technology in Education Award. The award is presented jointly by the Space Foundation, the Astronauts Memorial Foundation

(AMF), and the National Aeronautics and Space Administration (NASA), in recognition of creative and innovative use of technology by K-12 educators, or district-level education personnel.

Gilford started a program called “Science Buddies,” a peer mentoring program that trains high school students to present science, technology, engineering and math (STEM) activities to first graders. The activities focus on collaboration, organizational skills, problem solving and design process. The program also uses video conferencing to enable students to virtually travel to

classrooms around the world, such as Australia, Italy and the Ukraine.

Gilford has won a number of teaching awards, including the 2017 Twin Lakes School Corporation District Teacher of the Year, and she was an Indiana Teacher of the Year top finalist in 2017.

The award, named in memory of Mercury and Apollo astronaut Alan Shepard, will be presented during the Space Foundation’s 35th Space Symposium, to be held April 8-11 at

An advertisement for Bolton & Menk. The background is an aerial photograph of a golf course with a green fairway and a body of water. On the left, there is a green vertical banner with white text that reads: "We devote ourselves to delivering the **BEST SOLUTIONS** possible to each individual client—whatever it takes." Below this, the website "Bolton-Menk.com" is listed. On the right, the Bolton & Menk logo is displayed, consisting of a stylized 'M' inside a circle, followed by the text "BOLTON & MENK" and the tagline "Real People. Real Solutions." below it.





John F. Kennedy Space Center Visitor Complex at Cape Canaveral, Fla.

The Broadmoor in Colorado Springs, Colo. See details about the Space Symposium at [www.spacesymposium.org](http://www.spacesymposium.org).

To learn more about Space Foundation STEM education programs, visit [www.discoverospace.org](http://www.discoverospace.org).

Founded in the wake of the Challenger accident in 1986, the Astronauts Memorial Foundation honors and memorializes 24 astronauts who sacrificed their lives for the nation and the space program while on a U.S. government mission or in training. The foundation, which is a private,

not-for-profit organization, built and maintains two major facilities at the John F. Kennedy Space Center Visitor Complex at Cape Canaveral, Fla. The Space Mirror Memorial is a 42-foot high by 50-foot wide polished granite monument designated by Congress to be the national memorial for America's astronauts. At the Center for Space Education, AMF partners with NASA to inspire future generations of scientists, technologists, engineers and mathematicians. Students, teachers and mentors experience building rockets, robotic competitions and other hands-on space-related learning activities led by NASA space education specialists.

The Center for Space Education also houses a massive conference area with state-of-the-art audio/visual capabilities. This conference space is used for NASA Day of Remembrance ceremonies, as well as educational programs, and community and international conferences throughout the year, including the NASA collegiate Robotic Mining Competition involving over 500 students from almost 50 colleges throughout the country.

For more information about AMF, visit [www.amfcse.org](http://www.amfcse.org), and follow it on Facebook, Twitter and Instagram. See award information at [www.amfcse.org/alan-shepard-technology-in-education-award](http://www.amfcse.org/alan-shepard-technology-in-education-award). □

## Iowa Woman Breaks Hot Air Balloon Records The Hard Way



The balloon Kim Magee was piloting is 1/6th the size of a standard sport balloon.

FARGO, N.D. – Kim Magee of Swisher, Iowa, broke three hot air balloon records on January 19, 2019, launching from the fairgrounds in West Fargo, North Dakota. She flew approximately 62 miles southeast, reached an altitude of approximately 10,243 feet, and a maximum speed of 56 mph. She landed near Fergus Falls, Minnesota. The feat was recorded by the FAI Ballooning Commission.

The balloon Magee was piloting was small – 14,000 cubic feet, compared to 90,000 cubic feet for a standard sport balloon.

To make the feat even more difficult, the balloon did not have a basket, only one fuel tank which was strapped to her back, and a little seat folded out for her to sit on.

Magee holds a commercial pilot certificate for lighter-than-air aircraft, and a private pilot certificate for airplane single-engine land. She is a biostatistician by trade.

Magee's family is also into ballooning. Her husband is a commercial balloon pilot and they met at a balloon event. Her mother, father and mother-in-law are also commercial balloon pilots. □



All strapped in and ready to fly to an altitude of approximately 10,243 feet without a parachute.

# Illinois Aviation Hall of Fame

## To Induct Davis, the Frantzes, Mueller, Outland & Powers

**T**he Illinois Aviation Hall of Fame (IAHoF) has selected Stephen Davis, Robert and Ruth Frantz, Keith Mueller, Everett Earl Outland and Doug Powers for 2019 induction May 7 at the Holiday Inn and Suites – East Peoria, Illinois. Inductees are selected based on their contributions to aviation in Illinois.

**Stephen Davis** is a successful businessman with 30-plus years in the construction industry, and president of the DuPage Airport Authority in West Chicago, Illinois. He has accomplished much in his tenure with the DuPage Airport Authority, but there is a greater achievement that the IAHoF recognizes with this award. Davis is founder and guiding force for “Tuskegee Next,” a charitable organization that is dedicated to carrying on the legacy of the Tuskegee Airmen by training and mentoring young pilots from at-risk backgrounds.

Tuskegee Next was founded in 2014 with the goal of providing 100 Chicago area students the opportunity to obtain their pilot certificate by 2025.

Davis partnered with Illinois Aviation Academy, a flight school located at DuPage Airport, Tuskegee Airmen Chicago “DODO” Chapter and many other supporters to carry out this mission. The academy provides the flight instruction, and the members of the other organizations provide mentoring, fundraising and organizational support.

Since 2015, Tuskegee Next students have participated in a live-in summer program where, in addition to learning how to fly, they gain exposure to career opportunities within the aerospace industry, learn about leadership, teamwork, citizenship, diversity, military service, careers/training and the importance of education. Davis oversees this program and provides motivational support and guidance to the students. As of September 2018, 32 students have entered the Tuskegee Next program, 31 have soloed and 27 have earned their pilot certificate.

A talented fundraiser and organizer, Davis works with government and industry to generate support for Tuskegee Next. This year, the inaugural Red Tail Ball at DuPage Airport attracted 330 guests who dined and danced the night away while honoring the legacy of the Tuskegee Airmen and investing in future pilots.

**Robert Frantz** and his wife, **Ruth Frantz**, were known throughout the Chicago-area aviation community for their dedication to a variety of aviation organizations. As a couple, they have owned a variety of aircraft, from a Bamboo Bomber to a Piper Arrow.

As a couple, the Frantzes were staunch supporters of a variety of aviation support organizations including the Illinois Pilots Association, United States Pilots Association, North East Pilots Association and Chicago Area Chapter of

the Ninety-Nines. Both individuals held a variety of offices in those organizations at both local and national levels. In addition to leadership roles, the Frantzes could often be found working at organization events and safety seminars, doing the tasks that made those events happen.

The Frantzes were deeply involved in proficiency air racing, as participants and at the organizational level. They raced both the Illi-nines Air Derby and the Ninety-Nines Chicago Area Chapter Air Meet for many years, winning or placing in the finals numerous times. Bob Frantz provided the program and oversaw the scoring for both races for many years.

Bob Frantz passed away in November 2014, and Ruth Frantz passed away in March 2018. Their infectious smiles and supporting hands are greatly missed by the organizations they supported and the Illinois pilots who knew them.

**Keith Mueller** is a flight instructor, mechanic and aviation educator. He has flown as a corporate pilot and served many hours as a flight instructor.

Mueller began as a mechanic for Ozark Air Line, which



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was later merged into Trans World Airlines, which finally became part of American Airlines. He retired from American as central regional manager for aircraft maintenance and engineering in 2015.

Mueller was a flight instructor and assistant chief flight instructor at Belleville Area College in the 1980s. He later became the part-time coordinator for that program until it was discontinued.

Belleville Area College became Southwestern Illinois College (SWIC) and Mueller, while still working for the airlines, became the part-time aviation program coordinator for the college. He developed the aviation pilot training program, aviation management program, and aircraft dispatcher program.

In addition to Mueller's significant accomplishments with the airlines and SWIC, he has a long history of volunteer service in the aviation community. He has promoted aviation among teachers and students at school districts in St. Clair, Madison, Randolph and Monroe counties. In 2017, he was a planner and participant for a STEM Aviation Day at MidAmerica Airport that was attended by over 200 local teachers. He is a member of EAA Chapter 64 and participates consistently in their Young Eagles program. He provides leadership in the Greater St. Louis Flight Instructor Association, and volunteers at the Greater St. Louis Air and Space Museum. He is always a willing mentor to young adults interested in aviation.

**Everett Earl Outland** was airport manager at Mt. Vernon-Outland Airport in Southern Illinois in the post-World War II years, and was part of a team that had the vision and skill to develop the airport from its modest beginnings into a municipal airport with airline service.

Outland began flying in his 20s and operated the Mt. Vernon airport before entering the U.S. Air Force where he served as director of training for the Air Transport Command. After his discharge from the service in 1946, Outland returned to Mt. Vernon again as airport manager. Outland provided sales, flight and instructional services. In 1956, he moved to Abilene, Texas and managed the airport there for 3 years.

In 1955, Mt. Vernon voters approved an airport authority and the first paved runway was built, followed shortly by a paved crosswind runway. In 1959, Outland once again returned to Mt. Vernon as airport manager. He and Chester Lewis, Mt. Vernon's city manager, had a larger vision for the airport. This was before interstate highways were built, when Mt. Vernon was a relatively isolated community. Outland's vision was to win approval from the Federal Aviation Administration and persuade Ozark Air Lines to establish regular air service at Mt. Vernon.

In 1962, Outland's dream was realized when Ozark introduced daily commercial service to Mt. Vernon Airport. The airline activity was directly responsible for making Mt. Vernon a transportation center in southern Illinois and influencing the location of Interstate Highways 57 and 64 near Mt. Vernon.

Everett Earl Outland experienced a heart attack in 1966 and died at the age of 53. The Jefferson County Board honored him by renaming the airport Mt. Vernon-Outland Airport.

**Doug Powers** has shown that sometimes events in life go full circle. His interest in aviation began as a Boy Scout when he won a flight for being Scout of the Year. He went for a ride in a Piper Tri-Pacer out of Ravenswood Airport located just off the end of what is now Chicago O'Hare International Airport. Later in life, he would found Aviation Explorer Post 9 at Palwaukee (now Chicago Executive) Airport in Wheeling, Illinois.

Powers enrolled in the flight/maintenance program at the University of Illinois at Champaign and received his Commercial Pilot Certificate and Airframe Mechanic Certificate. He became friends with some of the air traffic controllers at Champaign tower, took the entrance test and scored well enough to have his pick of duty locations and became a controller trainee at O'Hare. Over the years, he worked both tower and TRACON at a number of facilities including O'Hare. Later, Powers became a manager, and then worked as a branch manager in the FAA Great Lakes Regional Office. Finally, prior to retirement, he served as the FAA Regional Runway Safety Program Manager for two years.

Powers had always enjoyed giving career presentations at local high schools and encouraging young adults to consider careers in aviation. With his background as a pilot, controller and mechanic, he was able to steer youth into a variety of career paths.

In 1995, wanting to work more directly with young people, he started Aviation Explorer Post 9 at Palwaukee Airport. He became the first post advisor, a position he continues to hold to this day. Powers has used his connections in the



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aviation industry to help his explorers gain a wide variety of experience and learn leadership skills. He has truly given back much to scouting and the aviation community.

Many of Post 9's explorers have gone on to attend university aviation programs. They have become military pilots, airline pilots, aeronautical engineers, air traffic controllers and mechanics. Post 9 Explorers also demonstrate their sense of duty to their community by marshalling Young Eagle flights, supporting the Aviation Explorer Base Camp at Oshkosh each year, and working at airport events. Some of these youth have also returned to serve at the Explorer Post in leadership positions after college.

Each year, the Illinois Aviation Hall of Fame presents the "Spirit of Flight Award" to one or more organizations that have provided "above and beyond" contributions to the aviation community in Illinois. This year, the **Poplar Grove Vintage Wings & Wheels Museum and EAA Chapter 1414** have been selected to jointly receive the award.

The museum was chartered in 1997, and soon acquired a 1938 hangar from Waukesha Airport in Wisconsin, which was disassembled stone by stone and moved to Poplar Grove Airport. It was reassembled and renovated at the north end of the airport and became the main museum building. The museum showcases aviation, automotive and bicycle history from 1903 through 1938.

EAA Chapter 1414 was founded in 2005 and has 114 members today. The museum and Chapter 1414 work

together on fundraising, restoring aircraft and holding aviation events. They jointly funded construction of a shared multi-use hangar with a kitchen for restoration projects and events. The hangar is used to host monthly pancake breakfasts and EAA Young Eagle flights.

In 2001, the museum founded a program for teenagers called "Youth Exploring Aviation." It became Post 76 of the Boy Scouts of America Learning for Life Program and welcomes boys and girls ages 15-21. The teens are involved in joint Chapter 1414/museum aircraft restoration projects, as well as flights, field trips, aviation lectures and mini-classes. Together, the museum and Chapter 1414 continue to serve the airport, and the community around it, offering lectures, movies and safety seminars, and host vintage car meets, aviation activities, pancake breakfasts and fund-raising events.

Inductees and the Spirit of Flight recipients will be honored at the Illinois Aviation Hall of Fame induction and banquet at the Holiday Inn and Suites – East Peoria, Illinois, May 7, 2019 beginning at 6:00 p.m. Registration information can be found at [www.ilavhalloffame.org](http://www.ilavhalloffame.org).

The Illinois Aviation Hall of Fame banquet will be held in conjunction with the Illinois Aviation Conference, which is scheduled for May 8-9, 2019 at the same location, and organized by the Illinois Aviation Trades Association (IATA). For additional information, contact Rob French at 217-503-6434. □

## Cirrus Aircraft Reports Strongest Deliveries In A Decade, Highlighted by Vision® Jet Growth



Flying the Cirrus Vision® Jet



Cirrus Vision® Jet G2

DULUTH, MINN. & KNOXVILLE, TENN.— Cirrus Aircraft has announced that new customer aircraft deliveries for the company's best-selling SR Series showed steady growth and reached 380 aircraft in 2018, an increase of seven percent over 2017. The company also announced acceleration of production and delivery of the Vision® Jet – the world's first single-engine Personal Jet™ – with 63 aircraft delivered, resulting in nearly 100 Vision® Jets currently in service around the world. □

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Harbor Springs Municipal Airport (KMGH) features a 4100 x 75 ft. paved and lighted runway with dual approaches.



Sullivan's Harbor Springs Airpark is divided into 10 exclusive one-acre parcels that have been tailored to maintain convenient access to the airport.

## AT OUR AIRPORTS

# Sullivan's Harbor Springs Airpark... A Pilot's Home or Weekend Getaway!

**M**ore and more pilots are looking for that special place to live or to getaway for the weekend. Computers have enabled many of us to work where we live, making living in more remote, vacation-like locations possible. Other pilots are choosing to retire and move away from urban communities.

Just look at the parking lots at many northern Minnesota, Wisconsin and Michigan airports...they are full of cars used by pilots who own second homes. Now wouldn't it be nice if you could fly direct to and from your home or weekend retreat...an exclusive community that offers both the ultimate in conveniences and the tranquility of woodland living in northern Michigan...a place Hemingway himself spent his youth and described as having the "best skies?"

Nestled between the resort towns of Harbor Springs and Petoskey, Michigan, along the pristine shoreline of Lake Michigan, "*Sullivan's Harbor Springs Airpark*" is just minutes away from world-class recreation, unique shops, five-star dining and spectacular scenery. Residents can explore



Each homesite has been plotted with specific attention to maintaining breathtaking views of Little Traverse Bay.

the shoreline of Lake Michigan by boat or kayak, or swim in the clean, spring-fed waters of Little Traverse Bay; play golf at one of several courses in the area; explore endless miles of groomed trails by bike, all-terrain vehicle, or snowmobile; or



It's called living with your airplane!



Harbor Springs Municipal Airport (KMGH) is a full-service airport capable of supporting most general aviation aircraft, from pistons to jets.





Sullivan's Harbor Springs Airpark is just minutes away from world-class recreation, unique shops, five-star dining and spectacular scenery.

ski some of the best slopes in the Midwest. Sullivan's Harbor Springs Airpark is located between Boyne Highlands and Nubs Nob, where there are over 100 downhill runs and 17 lifts. Whatever your passion, adventure awaits you at Sullivan's Harbor Springs Airpark.

Sullivan's Harbor Springs Airpark is divided into 10 exclusive one-acre parcels that have been tailored to maintain convenient access to the airport. Each homesite has been plotted with specific attention to maintaining breathtaking views of Little Traverse Bay, within natural semi-wooded surroundings.

Sullivan's Harbor Springs Airpark's homeowners association maintains the taxiways, landscape of the airport, and snow removal. Each co-owner is entitled to membership and no one else!



Harbor Springs Municipal Airport (KMGH) is a full-service airport capable of supporting most general aviation aircraft, from pistons to jets. The airport features a 4100 x 75 ft. paved and lighted runway, dual approaches, Jet A & 100LL, a new fixed base operation, car rental, and even a hotel for pilots. If weather is ever a concern, Pellston Regional Airport (KPLN), located 10 nm northeast, provides commercial-grade services and support.

Created by psychologist and educator, Paul Sullivan, and his wife, Phyllis, Sullivan's Harbor Springs Airpark provides the ultimate convenience of living with your plane in a beautiful rural setting. Paul passed away in 2017, but left behind fellow residents eager to carry on his passion.



Paul Sullivan

For additional information, visit [www.mgn-airpark.com](http://www.mgn-airpark.com) and contact Joseph and Karla Wortman at (586) 945-7453; [pilatusjoe@gmail.com](mailto:pilatusjoe@gmail.com).

*EDITOR'S NOTE:* Sullivan's Harbor Springs Airpark has been featured in *Airpark Living Community*, *Flying Magazine*, *The Wall Street Journal*, and now, *Midwest Flyer Magazine*! □



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Green Bay Austin Straubel International Airport (KGRB)



Green Bay Austin Straubel International Airport Terminal

## Green Bay To Host 64th Annual Wisconsin Aviation Conference

**T**he Wisconsin Aviation Conference (WAC) will be held May 5-7, 2019 at the Radisson Hotel and Conference Center in Green Bay, Wis. To register, go online to the Wisconsin Airport Management Association (WAMA) website: <https://wiama.org/events>. For hotel reservations, call 920-494-7300.

The conference will open with sporting events and networking opportunities on Sunday, and continue with professional sessions on Monday and Tuesday. The 2019 WAC will be filled with timely topics for all attendees – airport managers and commission members, consultants, fixed base operators, and representatives of the Wisconsin Bureau of Aeronautics and Federal Aviation Administration.

Among the WAMA awards to be presented include the Distinguished Service Award to an individual who has made an outstanding contribution to aviation; Blue Light Award to an individual in the media for their excellence in reporting Wisconsin aviation events and activities; Person of the Year Award to an individual for their contributions to aviation in Wisconsin during the past calendar year; Lifetime Service Award to an individual for their contributions to aviation in Wisconsin for at least 10 years; and Airport Engineering Award, presented to an individual who has made significant professional contributions in airport engineering or architecture. Additionally, WAMA will award \$2,000 in professional development scholarships, and up to \$2,000 in collegiate scholarships.

The host for this year's conference is Green Bay Austin Straubel International Airport (KGRB), and its director, Marty Piette, and his staff.

In 1919, Lawson Aircraft Company built and tested military training aircraft on what was then Blesch Field. It

wasn't until 1928 that the field saw its first airline traffic when Northwest Airlines established the first Green Bay to Chicago airmail service.

The early years were difficult, with winter weather conditions and spring thaw making the grass strip too soft for safe landings. Along with runway issues, the Highland Avenue area was quickly being developed and encroaching on the airfield, so the airport was moved to its present location in 1948 and renamed Austin Straubel Air Field in honor of Green Bay native Austin Straubel, who was the first Brown County aviator to lose his life in World War II. In 2016, the airport was renamed Green Bay Austin Straubel International Airport.

Through the years, Green Bay Austin Straubel International Airport has been a place for those with a passion for aviation and those looking for air travel.

The airport is proud of its legacy with the Green Bay Packers. A look at past newspapers show Austin Straubel Airport reporting the weather on game days, including the 17 below zero for the famous December 1967 "Ice Bowl." The airport has welcomed the home team and its competitors with pride.

Today, Green Bay Austin Straubel International Airport serves all of Northeast Wisconsin, and operates around the clock, 365 days a year. The airport directly and indirectly provides jobs for 1,633 people in Northeast Wisconsin, and contributes \$242.9 million to the region's economy. The airport is strictly a self-funded enterprise with an operating budget that has no impact on the tax levy of Brown County.

The airport has two full-service fixed base operators – Executive Air and Jet Air Group. Executive Air provides transportation services, refueling, catering, game parking, and



# WISCONSIN AVIATION CONFERENCE

May 5-7, 2019 • Green Bay, WI

Radisson Hotel & Conference Center, 2040 Airport Drive, Green Bay, Wisconsin

## Special Activities

- Golf Outing at Thornberry Creek At Oneida
- Sporting Clays at Little Creek Lodge
- Green Bay Austin Straubel International Airport Tour
- Dessert Reception & Networking Event at Packers Hall of Fame
- Dinner & Networking Event at Titledown Brewing Company
- Association Board Meetings (WAMA, WATA, WBAA)
- Association Awards & Sponsor Recognition Luncheon

## Special Sessions:

- Panel Discussion of Aviation Issues with the FAA & Wisconsin Bureau of Aeronautics
- One-on-One "Speed Dating" Between Airports & FAA Chicago Airports District Office (FAA ADO)
- Round Table Discussion on General Aviation & Commercial Service
- Wisconsin Pavement Condition Report (WPCR) & Pavement Industry Update
- Unmanned Aircraft Systems, Drones
- PR & Crisis Management
- Airport Fire Fighting Foam (AFFF) & PFA Environmental Update
- Airport Protection Through Improved Airport Zoning
- Airport Intelligence & Law Enforcement Update
- Non-Aeronautical Airport Development
- Wildlife Management at Airports
- Non-Aviation Events at Airports
- AOPA "You Can Fly" Program & The CFI Shortage
- Airfield Electrical & NAVAID Technology
- ADS-B 2020 Requirements



**Register Online • <http://wiama.org> OR CALL 608-739-2011**  
**Radisson Hotel Reservations 920-494-7300**

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In 2018, KGRB saw an increase in passenger traffic and anticipates an increase in 2019 among its four airlines: American, Delta, Frontier and United. Car rental agencies include Avis/Budget, Enterprise, Hertz and Alamo/National.

Green Bay Austin Straubel International Airport is also a regional base of operations for the Transportation Security Administration (TSA). Additionally, the airport is a U.S. Customs Port of Entry with a newly completed international arrivals terminal. The airport can also handle international refuse regulated by the United States Department of Agriculture.

Marty Piette has been with Green Bay Austin Straubel International Airport since November 2015, and was appointed director in 2018.

Originally from Wausau, Wisconsin, Piette has been working in the airline and airport management industries since graduating from the University of North Dakota in 1995 with a Bachelor in Business Administration, majoring in Airport Administration. Piette has spent time in various

management roles at Central Wisconsin Airport (KCWA) in Mosinee, Wis.; Milwaukee Mitchell International Airport (KMKE) in Milwaukee, Wis.; Gulfport-Biloxi International Airport (KGPT) in Mississippi; and Muskegon County Airport (KMKC) in Muskegon, Michigan.



Marty Piette

Marty Piette is an Accredited Airport Executive (A.A.E.) through the American Association of Airport Executives (AAAE); a board member of the Wisconsin Airport Management Association; and a member of the Great Lakes AAAE, Aircraft Owners and Pilots Association (AOPA), and Experimental Aircraft Association (EAA). He is also a licensed pilot.

Piette and his wife of 22 years, Kim, have three children, ages 10, 13 and 15. In their spare time the Piettes enjoy fishing, swimming, hiking, and relaxing at their cabin in northern Wisconsin.

For additional information on Green Bay Austin Straubel International Airport, visit <https://www.flygrb.com>. □

## High Utilization Results In Increased Warranty For All Piper M600 Aircraft

VERO BEACH, FLA. – Piper Aircraft has announced that the warranty for all M600 aircraft has been increased from five years / 1,000 flight hours to five years / 1,500 flight hours, effective immediately. After three years of deliveries, nearly 100 aircraft in service and over 21,000 fleet hours, the data gathered indicates that aircraft utilization and stage lengths are higher than originally anticipated. The warranty increase is retroactive and includes all 2016 through 2019 fielded and factory new M600s.

“When the M600 was introduced, we offered a warranty program that reflected our commitment to our customers and confidence in the aircraft. That commitment and confidence continues today as we identified an opportunity to increase our standard factory warranty based on M600 owners’ direct feedback and the aircraft’s stellar demonstrated performance,” said Ron Gunnarson, Vice President of Sales, Marketing and Customer Support. “Simply put, the M600 is delivering on its core value proposition, unprecedented range/payload,



combined with best-in-class acquisition and operating costs.”

Piper Aircraft Inc., headquartered in Vero Beach, Fla., offers aviators throughout the world efficient and reliable single- and twin-engine aircraft. The single-engine M-Class series – the M600, M500, and M350 – offers businesses and individuals elegant performance and value. The Personal Class Seneca V, Archer LX and Archer DLX balance proven performance, efficiency, and simplicity in a piston-powered aircraft. The Trainer Class Warrior, Archer TX, Archer DX, Arrow, Seminole and Seneca V aircraft form the most complete technically-advanced line of pilot training aircraft in the world.

For Piper sales and service in the Midwest, contact Des Moines Flying Service at 515-256-5300 ([www.dmfs.com](http://www.dmfs.com) and [www.piper.com](http://www.piper.com)).



Piper's M-Class aircraft: M350, M500 and M600



## Piper Aircraft Deliveries Increase by Nearly 50% - Highest Level In 10 Years



Piper Archer

VERO BEACH, FLA. – Piper Aircraft, Inc. has announced a 48% increase in aircraft deliveries for 2018, as well as a 38% increase in total aircraft billings. Piper's segment leading growth was distributed across both primary product lines, Trainer and M-Class aircraft. Global Piper trainer demand increased more than 50% YOY. Sales of the robust single-engine Archer grew by nearly 50% YOY, while twin-engine Seminole deliveries rose 117%. Additionally, sales of Piper's M-Class products, which include the M350, M500 and M600, expanded by 36%, driving Piper's total 2018 aircraft billings to \$263M, up by more than \$71M vs 2017. International deliveries of Piper products showed growth of 12%, with an increase in M-Class deliveries to Brazil being a primary factor.

In addition to Piper's sales success, during 2018 Piper Aircraft announced the certification of G1000 NXi in the Seneca, M350 and M500, the appointment of three new Piper dealers, and the largest trainer order in company history. The continued rise in demand for Piper trainers drove order backlog to nearly 700 aircraft entering 2019 and had a positive impact on the Vero Beach community with a 14%

employment increase, bringing the total number of employees to over 1,000.

“2018 was an exceptional year for Piper Aircraft as we continued to deliver a measurable impact for customers, and our employees. Together with our world-class Dealer Partners,

the results reflect our unrelenting commitment to serving customers with quality and distinction,” said Simon Caldecott, President and Chief Executive Officer at Piper Aircraft.

“Over the past year, we have increased strategic investments in our facilities and products to better position Piper Aircraft to support the growing but stable demand for our diverse product lines. We also have expanded our efforts and investments to drive innovation, while achieving strong financial results.”

For Piper sales and service in the Midwest, contact Des Moines Flying Service at 515-256-5300 ([www.dmfs.com](http://www.dmfs.com) and [www.piper.com](http://www.piper.com)).



Piper Seminole



# Ohio Aviation Association To Hold Conference In Columbus

COLUMBUS, OHIO - The Ohio Aviation Association (OAA) will hold its 2019 Annual Conference – the only aviation conference in Ohio – April 9-10 at the Hilton Polaris Hotel in Columbus.

“Building Something Better,” this year’s theme, is laced throughout programming focused on cultivating the future workforce, sustainable environmental practices, air service development and more. With speakers ranging from the Federal Aviation Administration (FAA) to engineering consultants and major tourist attraction leaders to legislative advocates, the program is suited for all aviation enthusiasts and professionals.

“Aviation is a fundamental building block for the state economy,” said Stacey Heaton, Executive Director of the Ohio Aviation Association. “Bringing the aviation community together to share ideas and learn from one another helps our industry to continue building something better. This opportunity allows airports to advance the state and continue to be an economic engine in the communities which we live.”

A new addition to the annual conference is a gallery featuring cutting-edge technologies, tools, policies,

construction programs and student projects on display over the course of the conference. Aviation company exhibitors from across the state will also be on hand to discuss products and services with attendees.

In 2018, over 260 airport executives, engineering consultants, small businesses, aviation students, contractors and other aviation professionals attended the annual event. OAA expects an even bigger turnout for 2019.

Registration and hotel information is available at [www.ohioaviation.org](http://www.ohioaviation.org).

Founded in 1965, the Ohio Aviation Association is a non-profit corporation (501c6) committed to airport development and safety in Ohio. OAA is the voice for the airports that contribute to the economic vibrancy and well-being of Ohio, the birthplace of aviation. OAA membership is made up of over 350 individuals from over 55 airports and educational institutions and over 25 companies.

For additional information, refer to **[www.ohioaviation.org](http://www.ohioaviation.org)**, or connect with the Ohio Aviation Association on Facebook, Twitter, and LinkedIn to stay up-to-date on the organization. □

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## Minnesota Airports Conference To Be Held In Willmar

WILLMAR, MINN. – The Minnesota Airports Conference will take place April 24-26, 2019 at the Willmar Conference Center, Willmar, Minn. The annual conference features experts in aviation and aerospace who share their experiences in general assembly presentations, workshops, and open forums. The conference, held in conjunction with the Minnesota Council of Airports (MCOA) annual meeting, also includes technical and safety presentations, an industry trade show, and an awards and recognition program.

The conference aims to deliver the most up-to-date and advanced information for Minnesota aviation professionals, and provides an opportunity for industry and government officials to exchange ideas on funding, trends, airport management, operations, maintenance, and best practices. The conference is open to anyone interested in aviation.

Once again, this year's conference will feature a notable aviation-related keynote speaker: Minnesota Vikings football player, Harrison Smith. Throughout his college career at Notre Dame and into his early years in Minnesota, the star Vikings safety felt a gripping anxiety whenever he flew on official team charters. Smith decided there was no better way to get over his fear than to learn how to fly an airplane himself, so he started ground school at Flying Cloud Airport in Eden Prairie, Minn. After 65 hours in the air, he passed his

private pilot check-ride.

Smith will escort conference attendees to the Fagen Fighters WWII Museum at Granite Falls Municipal/Lenzen-Roe-Fagen Memorial Field in Granite Falls, Minn., the morning of April 24. The museum houses a pristine collection of fully restored and operational World War II aircraft and vehicles, and features fine art, bronze sculptures, and interactive multimedia displays. The museum is a living memorial to a critical time in U.S. history, and a tribute to the men and women of “the Greatest Generation.”

At noon, Smith will help kick off the conference as the keynote speaker at the opening luncheon. Willmar Mayor Marvin Calvin will introduce Smith and welcome attendees.

Among this year's session topics are sustainable and resilient airport design, snow and ice control plans, and assistance with capital improvement programs and in dealing with airport obstructions. Lindsay Butler of the FAA, and Cassandra Isackson and Kathy Vesely with the MnDOT Office of Aeronautics, will give updates from their respective agencies. In addition, Brian Ryks, executive director of the Metropolitan Airports Commission (MAC), will share his insights on Minnesota's aviation scene, and discuss activities at MAC, Minneapolis-St Paul International Airport and reliever airports.

Registration is available at [airtap.umn.edu/events/airportsconference/2019/](http://airtap.umn.edu/events/airportsconference/2019/).

The conference is hosted by the Minnesota Council of Airports and the Minnesota Department of Transportation

and is facilitated by the Airport Technical Assistance Program (AirTAP).

Cost for the full conference is \$225 (\$255 after April 9).

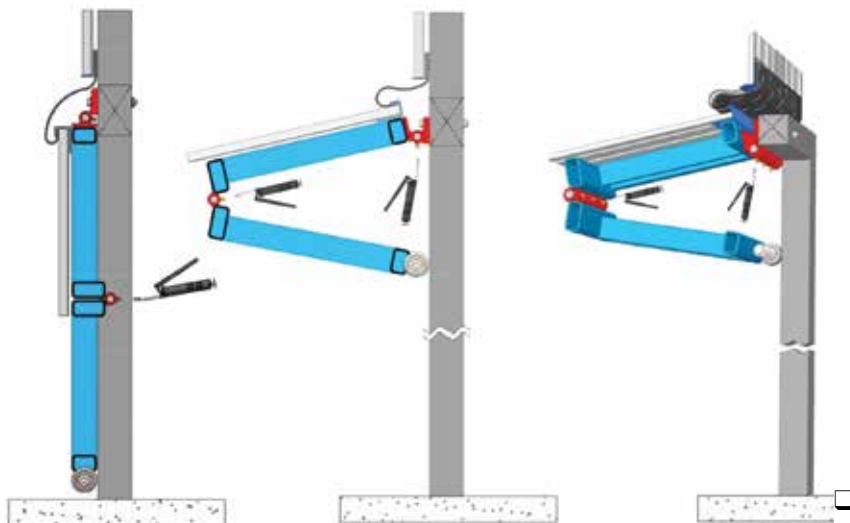
One-day options are also available. Students can attend for free. □

## **NEW PRODUCTS & SERVICES**

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FAIRFAX, MINN. – Schweiss Doors has engineered a new hinge with grease zerks that bifold and hydraulic door owners can grease from the underside of the doorframe without having to go through the cumbersome process of removing the top rubber weather seal.

Schweiss Doors 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, especially aircraft hangars. Schweiss also offers a cable-to-liftstrap conversion package. For more information, visit [www.bifold.com](http://www.bifold.com), or call (507) 426-8273.



## **Minnesota Aviation Trades Association – Investing In The Future!**

***Congratulations to NATHAN WURST of Chaska, Minnesota, who was selected to receive the 2019 MATA Scholarship!***

Nathan is working on his private pilot certificate at Thunderbird Aviation at Flying Cloud Airport in Eden Prairie, Minnesota, and has been accepted at the University of North Dakota John D. Odegard School of Aerospace Sciences beginning this fall.

To help pay for his education, Nathan started working as a line service technician at Thunderbird Aviation in the fall of 2018 while a senior in high school. Nathan stated: ***“I believe in hard work and focus in order to succeed as a pilot. I see the aviation community as bonded over its love of flight... It is a community that I am proud to be a part of for the rest of my life.”***

To be eligible for the MATA Scholarship, applicants must be currently enrolled in a flight training curriculum at a Minnesota flight school that is also a member of MATA, and write an essay on why they want to learn to fly or continue their training. The applicant's ability to communicate their current position and future goals is very important. The scholarship application, details, updates and requirements can be found at <https://www.mata-online.org/>

One of the goals of the Minnesota Aviation Trades Association is to help create tomorrow's aviation professionals, while supporting member flight schools.

Aviation businesses interested in becoming a MATA member and supporting the organization's efforts to promote the industry and represent aviation businesses before government, should contact **Nancy Olson at 952-851-0631 Ext 322 or email [ngo@thunderbirdaviation.com](mailto:ngo@thunderbirdaviation.com)**.



***MATA – The Choice & Voice of Aviation Businesses Since 1945***



# Aeronautics Report

**Wisconsin Bureau of Aeronautics**  
P.O. Box 7914, Madison, WI 53707-7914

*David M. Greene, Director*  
(608) 266-3351

[www.wisconsindot.gov](http://www.wisconsindot.gov)



## Pardon Our Dust: Annual Airport Construction Update

*by Hal Davis*

*WisDOT Bureau of Aeronautics*

**1** 38 miles, that's how far all 194 public-use runways in Wisconsin would stretch if you lined them up end-to-end. The Wisconsin Department of Transportation (WisDOT) helps fund and administer runway reconstruction



Hal Davis

### 2018 Recap

Platteville, Dodge County, Alexander Field, and Baraboo airports all got new runways last year. And, runway improvements were far from the only upgrades made at Wisconsin airports in 2018. Taxiway improvements were made at several airports including Rhinelander, Alexander Field, and Menomonie. Airfield lighting was replaced at Southern Wisconsin Regional Airport and a brand-new

terminal was constructed at Shawano. New fuel systems also were installed at airports including Fort Atkinson, Richland Center, and Cumberland.

In total, WisDOT funded 62 different projects at 39 airports last year, not counting all the planning and design work for future projects.

### 2019 Outlook

Based on the current schedule, full airport closures are expected at Burnett County, Hartford and Langlade County airports due to major runway reconstruction projects. Projects at Alexander Field, Dane County, Chippewa



Fresh asphalt at Platteville Municipal Airport.

and rehabilitation projects for 159 of those runways. Preserving and maintaining the quality of runway pavement is critical to safe and efficient airport operations.

Laid end-to-end, the paved runways would stretch 107 miles, or the distance between Madison and Stevens Point, at a width of 97 feet. Keeping what amounts to 1,260 acres of pavement in good condition, means every summer you can expect to find a few airports impacted by runway closures for pavement improvements. As always, contact the local airport manager to find out if any projects are scheduled at the airports you frequent, and check NOTAMs before you go flying.

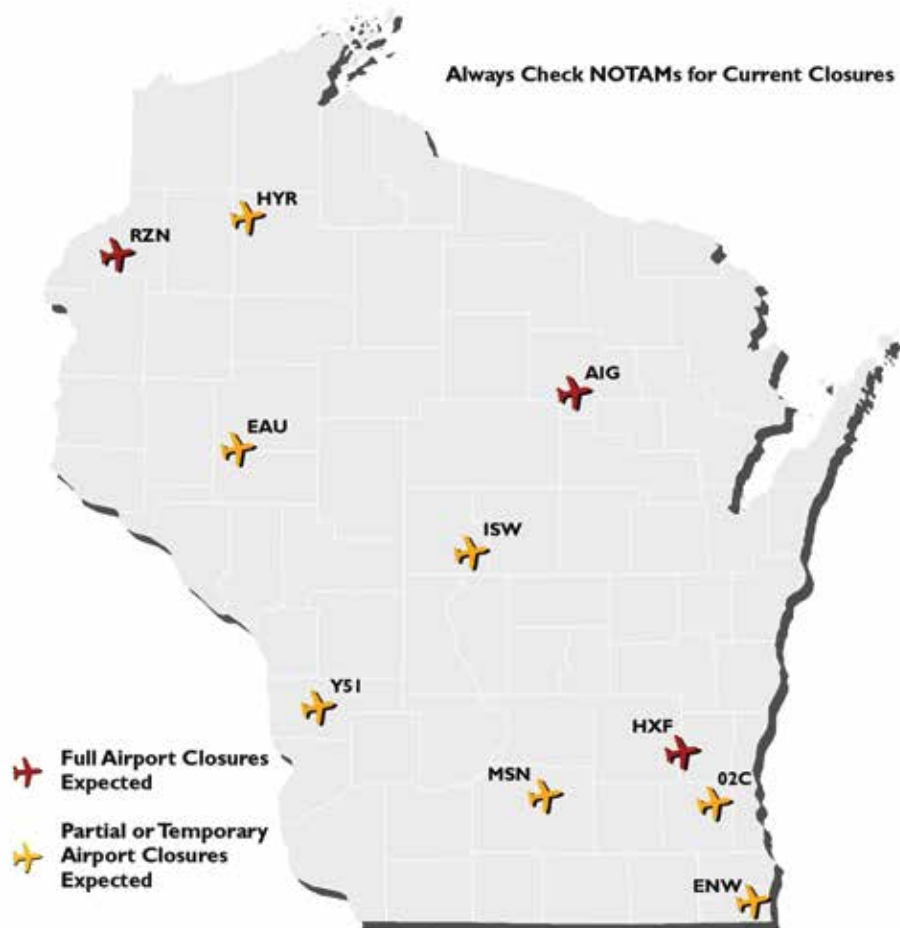


Putting the finishing touches on the new terminal building at Shawano Municipal Airport.

Valley, Sawyer County, Viroqua, Capitol and Kenosha will also cause some occasional runway and taxiway closures this year. Be on the lookout for other temporary closures caused by minor pavement resurfacing and marking projects as well.

Other notable projects for 2019 include significant apron work at Green Bay, Sheboygan, and La Crosse; airfield lighting upgrades at Manitowoc; the construction of new airport maintenance buildings at Fond du Lac, and Clintonville; perimeter fencing at Lakeland; and a new terminal at Richland Center.

For more information on past and future airport development projects, including the Bureau of Aeronautics' Five-Year Airport Improvement Program, visit the Wisconsin Department of Transportation website at [wisconsindot.gov](http://wisconsindot.gov) and type in "airport five-year plan" in the search bar or call (608) 266-3351.



## Meet Joshua Cothren Airspace Safety Program Manager

Joshua Cothren joined the Wisconsin Department of Transportation Bureau of Aeronautics (BOA) in February 2019 as the Airspace Safety Program Manager. He is responsible for promoting Wisconsin airports and helping them operate safely. His duties include assisting airports in ensuring the safety of the airspace surrounding their runways, managing the state's tall tower permitting program, conducting airport site approvals and working with local sponsors on land use and zoning projects. Additionally, he conducts airport inspections and serves as a liaison between local sponsors and state and federal agencies.



Joshua Cothren

Joshua is an FAA certificated pilot and a certified member of the American Association of Airport Executives (AAAE). He also holds a Bachelor of Science degree from Georgia Southern University. Joshua brings with him, over a decade of experience in a variety of roles. He first caught the aviation bug during a high school career exploration internship many years ago. In fact, his first general aviation flight was as a backseat passenger while a private pilot student was learning all about power-on and power-off stalls from an instructor.

After graduating, Joshua enlisted in the Marine Corps as an infantryman. After his enlistment, he settled in Georgia with his wife and worked as a police officer, while earning his degree. He then began his aviation career with a privately-owned FBO as a lineman and maintenance worker. He advanced from there, taking positions as operations manager at a commercial service airport, aviation programs manager at a two-airport commission, and airport manager at a general aviation airport.

During his tenure in airport management, Joshua enjoyed working with pilots, airport managers and others to accomplish many significant projects including regional fly-ins, youth career days, obstruction mitigation, and zoning process improvements to ensure safe navigation of airspace. By working together with various stakeholders, he also started initiatives to improve radio communication, instrument approaches and the overall safety of operations at airports.

When not enjoying a cup of coffee and some hangar talk, Joshua enjoys being outdoors. He and his wife, Jeanne, like exploring new places and getting away for long motorcycle rides on their Harley Davidson Heritage Softail. They have two sons, ages 12 and 15, who love camping, hunting, fishing and farming.

Joshua and his family are excited about living in Wisconsin, and he is looking forward to sharing his passion for aviation and assisting in the continued success of Wisconsin airports. You can reach Joshua Cothren at 608-266-6812 or at [joshua.cothren@dot.wi.gov](mailto:joshua.cothren@dot.wi.gov). □



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

## The Minnesota Airports Conference, AirVenture & NOTAMS

by *Cassandra Isackson*  
*Director, Minnesota DOT Office of Aeronautics*

Spring is here and we are working hard to prepare to participate in a number of outstanding aviation events for the spring-summer season. Here are a couple terrific events that I want to remind you of and let you know your Office of Aeronautics will be there, where we hope to meet many of you:



Cassandra Isackson

### Minnesota Airports Conference

April 24-26, you will have an opportunity to hear industry and government officials' ideas and information on funding, aviation trends, airport management, operations, maintenance, and best practices at the annual Minnesota Airports Conference to be held this year at the Willmar Conference Center, 240 23rd Street SE, Willmar, Minnesota. The annual Minnesota Airports Conference features experts in aviation and aerospace, sharing their experiences in general assembly presentations, workshops, and open forums. The conference, held in conjunction with the Minnesota Council of Airports' annual meeting, also includes technical and safety presentations, an industry trade show, and an awards and recognition program. Oh, by the way, the keynote speaker for

this event will be none-other than Vikings player and private pilot, Harrison Smith!

### EAA AirVenture Oshkosh

EAA AirVenture Oshkosh will be held July 22-28 in Oshkosh, Wisconsin. Come see us at the world's greatest general aviation event and gathering. Be a part of the excitement and fun, while exploring the flight lines and parking areas to visit many thousands of unique and beautiful aircraft. Don't forget to visit the vendors and stop by our booth, too. We'll be there to answer questions and share information about aviation in Minnesota. Come get your fly in "Minnesota Passport." You'll be glad you did.

### NOTAMS

I want to encourage you to read the article by Kelly Akhund in this edition of our "Aeronautics Bulletin." Kelly discusses how NOTAMs can affect safety, what pilots can do to help their airport manager provide timely NOTAMs, and risk mitigation. The article is very important to aviation safety and every pilot should make a point to read it.

Remember, as pilot-in-command, you are directly responsible for, and you are the final authority as to, the operation of your aircraft. So be safe. Attend safety seminars often. Enjoy flying in Minnesota. □

## No NOTAM does not mean no hazard!

by *Kelly Akhund*  
*Aviation Representative/Pilot, MnDOT Aeronautics*

### Pilots Rely On NOTAMs

Runway closures, navaid outages, contaminated surfaces, poor braking action; these are all potential hazards that could affect the safety at an airport. Some hazards are predictable and some happen at the last



Kelly Akhund

minute. Either way, airports need to let pilots know about them. Pilots rely on an alerting system called Notices to Airmen (NOTAMs), which allows airports to inform them of these types of hazardous situations. It's a requirement that pilots read NOTAMs before every flight. But,



what happens if airports aren't reporting?

When you think of a large airport with air traffic control, like Minneapolis-Saint Paul International Airport, one can assume it is constantly being monitored. Someone is there watching the condition of the runways around the clock, ensuring that the appropriate crews are dispatched if snow removal is needed, and NOTAMs are being reported. What about the small airports...the ones that don't have a fixed base operator (FBO) or line service workers to greet you? You know, those airports where you have to pump your own fuel. Who is reporting the conditions at those airports?

All airports have an assigned airport manager. Some airport managers' jobs are to be just that, an airport manager. Their responsibilities are strictly to look after an airport and they typically have an aviation background. However, managers at some smaller airports have other, sometimes multiple other job duties within their municipality. It's possible that when they took their job, they didn't know they were also going to be an airport manager. It was another responsibility added onto their long lists of tasks. These types of airport managers might not be pilots, or have had any familiarity with aviation before being assigned this new job title. Don't get me wrong...these folks work long and hard hours for their municipality. Yet, the bottom line is, their focus is divided and it's impossible to devote 100% of their time to the airport.

### **That Could Affect Safety!**

That said, what happens when an ice storm hits and the airport manager is in another part of the city focusing on down trees that are blocking a street? They probably aren't thinking about reporting poor runway conditions through the NOTAM system. This is a problem for pilots.

Before every flight, pilots go into data collection mode to make an informed go/no-go decision. If there is no data provided to them about the airport they are flying to, they are being denied very important information that could affect (their) safety. A piece of information, such as poor braking action from an ice storm, could potentially change the outcome of a flight.

Knowing the actual runway conditions without a NOTAM is a challenge because pilots might not get a good look at the runway until seconds before touchdown. Night, and low visibility conditions, will decrease that amount of time even further. Sometimes just looking at a runway can't provide the information needed about whether it's safe to land or not. Not being provided this information through a NOTAM, some pilots might even assume the runway condition is good. Maybe they'll think the airport manager has already removed any contaminants from the ice storm. Bad assumption!

Another problem is that some of these NOTAMs only last for a few hours and have to be reinstated, even if conditions

don't change. And even if an airport manager has time to report the conditions the first time around, will they continue to update the NOTAM?

### **What Can Pilots Do?**

So, you ask, what can pilots do about this? There are a few things you can do to find out what the actual conditions are at every airport you fly to, no matter how large or small, or how well monitored the airport is.

The first thing is, if no NOTAMs are reported, don't assume conditions are good! Call and ask about the field conditions. For every airport listed in the FAA Chart Supplement (aka: Airport Facility Directory), there is a phone number listed for the airport manager. If you can't get in touch with the airport manager, call the local law enforcement agency.

Have a phone call be a part of your preflight data collection. That way you can get someone to physically go out to the airport and provide you with real-time information. If you don't speak with someone, you also might not know until it's too late that the fuel system is not operating. This is relevant information, especially if you are only able to bring enough fuel to get to your destination and not back home. If there is no NOTAM, a quick phone call could prevent you from being stuck!

In addition to your destination airport's NOTAMs, look at what the surrounding airports are reporting. Those airport managers might have been out looking at their airport more recently and could be reporting current information. It's likely that the airport you're going to will have similar surface conditions.

Another tool that can be helpful is on the FAA NOTAM search website\*. There is a dropdown menu option that allows you to do an archive search for past NOTAMs. It will display NOTAMs that were previously active and have expired. This tool can help you review trending information about a specific airport.

### **Risk Mitigation!**

Every flight has its risks, but here in the Midwest, winter weather conditions can significantly increase the risk level. Most pilots have some sort of process to assess risks during the planning phase of their flight, and can decide if the risk level is acceptable to fly. However, if pilots are not able to assess all risks associated with a flight *due to lack of information*, they could unintentionally make a poor decision and fly when it is not safe! If there are no NOTAMs reported at an airport, remember, it does not necessarily mean that conditions are good. In the absence of current NOTAMs, it might be a good idea to call the airport ahead of your flight and make safety your first priority!

\* <https://notams.aim.faa.gov/notamSearch/>



## Trends Show Increased Numbers of Women Entering Careers In Aviation Maintenance

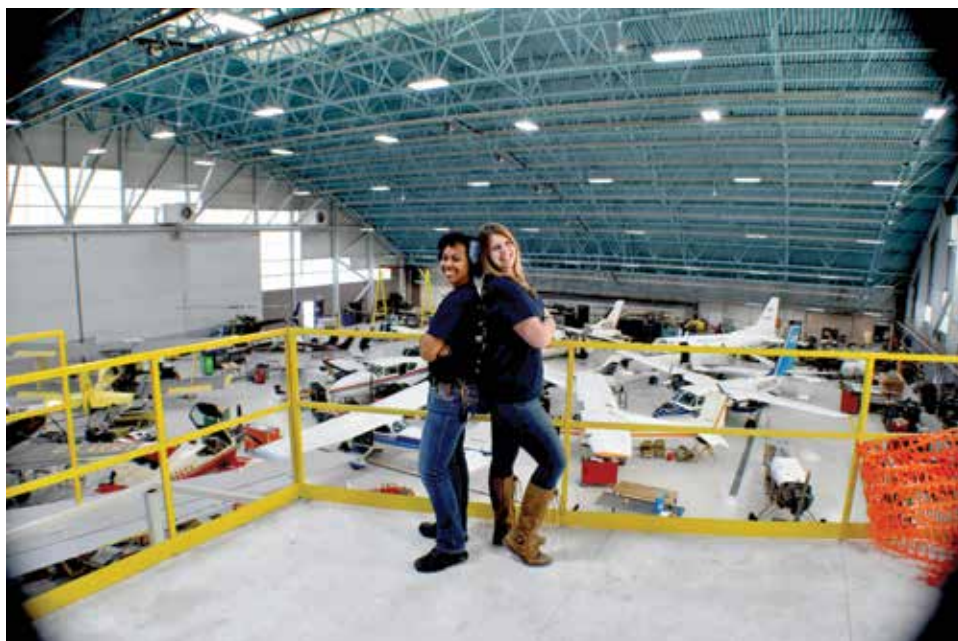
According to the *FAA's Aeronautical Center*, the estimate of certificated aviation mechanics on record is 292,002 as of December 31st, 2018. Women represent only 2.44% of these certificate holders for a grand total of 7,133 women in this career field ([www.faa.gov](http://www.faa.gov)). The organization, *Women in Aviation International*, reports that *"During the last two decades, the number of women involved in the aviation industry has steadily increased and women can be found in nearly every aviation occupation today. However, the numbers are small by comparison."* Northland Community and Technical College (NCTC), and students enrolled in the program are helping to continue the trajectory forward to increase the number of women in aviation careers.

In February 2019, Havie Lee, Administrative Specialist at Northland's Aerospace site, sat down to interview Amber Mielke and Kathryn Brown, two female students enrolled in the college's aviation maintenance technology program. The account tells the story about the exciting opportunities that exist in aviation. The discussion began with their unique backgrounds and what attracted them to a career in aviation maintenance and why they came to NCTC in Thief River Falls, Minnesota.

**Amber Mielke:** Originally from Becker, Minnesota. Montissippi County Park had an area where



(L/R) Northland Aerospace students, Kathryn Brown and Amber Mielke, with a Grumman Ag-Cat that was donated by Aaron Peterson of Advantage Ag Air. Brown and Mielke are currently enrolled in the Aviation Maintenance program at Northland Aerospace.



(L/R) Northland Aerospace students, Kathryn Brown and Amber Mielke, stand on tail docking above Northland Aerospace's 80,000-plus square foot facility that houses a variety of well used commercial and general aviation aircraft, several of which were donated.

she grew up flying model airplanes with her father, which were built from scratch. She also helped with the weight and balance needed to determine the distance, elevation, and speed for them, and thus first became interested in aviation.

Mielke currently works for **Cirrus Aircraft** as a **technician layup**, building **Vision Jet** parts that range from ruddervators to engine bulkheads. Before this, she worked at Delta Airlines as a ramp agent, and was a load captain at FedEx prior to that. **Her dream is to become a bush/missionary pilot, and one of the requirements for that is an A&P license, which is what brought her to Northland Aerospace!** After researching schools and learning through word of mouth, Northland became the best option in her pursuit. She also has an interest in crafting homebuilt aircraft in the future.

**Kathryn Brown:** Grew up in Seattle, Washington. Growing up, the biggest presence of aviation was simply knowing that Boeing was local to the area and employed many people; outside of that, she didn't have many experiences that were specific to aviation. She originally wanted to go to school to become a veterinarian, but after much research, decided the career wasn't for her. After graduating with a bachelor's degree, she spent a few years not really knowing what she wanted to do. A fateful move to Williston, North Dakota prompted her to take a job at the local airport, where she worked as a **Line Service Technician for Signature Flight Support.**

Brown loved her job there, eventually taking on the title of trainer for new service techs coming in. While on the job, she met the mechanic that would stoke her interest for the maintenance side of things, Arlen Sandland. As a Northland alumni, he illuminated the aspects of being an aviation maintenance technician, and although she loved her job and the people she interacted with on a daily basis as a service tech, she wanted to pursue her A&P license. **After coming for a tour at Northland Aerospace,**

**Brown solidified her decision, and hasn't looked back since.**

**In a general discussion, both students described a typical day in the classroom at NCTC.**

In the classroom, there is something new to do and learn every day, and it is clear how instrumental and important the knowledge will be for the future. It is a very hands-on environment, and very different from attending a university. It is fun working in the shop and getting partnered with new individuals, as you get to see how different people learn and how you interact.

Mielke and Brown have had an opportunity to work on a variety of projects, as the hangar is host to a multitude of different aircraft, including a DC-9. The experience of the instructors themselves and their extensive backgrounds in aviation



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are also extremely helpful to learn from. **Both students enjoy being a part of the school's Professional Aviation Maintenance Association (PAMA) club, where Mielke is vice president and Brown is secretary.** They feel it has been a great introduction to potential careers in the industry and take in as much as they can from the tours they go on and conferences they attend as part of the club.

**Since looking into a career in aviation, Mielke and Brown both experienced things that have surprised them.**

**Brown:** Surprised at how inclusive, friendly, and positive so many people in the aviation community are. It's almost like a big club.

**Mielke:** The realization of just how many different career paths exist in aviation is staggering.

**Another discussion led to what they saw as the characteristics they thought someone should have to excel in the aviation maintenance industry.**

Patience, ability to troubleshoot, organizational skills, a good work ethic, and being open to continually learning. This isn't a field where you learn all there is to know!

**How do you think the program and industry could attract more females?**

**Brown:** Target them young! Many females are taught from a young age that certain things are only for men, including

the trades, so there's some discouragement from peers, family, etc., about entering predominantly male careers. There's also a lack of knowledge in grade schools about trade schools in general.

**Mielke:** Females need to know they can fight for their dreams and not let other people dictate their choices. The more women that join the industry, the better.

**When asked what they thought about the outlook for opportunities in the aviation industry, they both had positive things to say.**

The field is booming right now...people are retiring and there are a ton of companies looking to fill those vacancies. There is a lot of room for growth in the aviation field, and as unmanned aircraft systems (UAS) are gaining in use and becoming more prominent in our world, aviation will become even more key alongside it. While the future is always an unknown, every sign points to great things at the moment.

*This material is based in part upon work supported by the National Science Foundation (DUE 1501629 and DUE 1700615). Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the National Science Foundation.* □

## Corporate Pilots Hold Career Symposium In Michigan



The Great Lakes Chapter of Women in Aviation, International, held its second annual Women's Aviation Career Symposium (WACS) on January 26, 2019 in Lansing, Michigan. *Women in Aviation, International Photo*

LANSING, MICH. – The second annual Women's Aviation Career Symposium (WACS) was held January 26, 2019 in Lansing, Michigan, and sponsored by Women in Aviation, International, Great Lakes Chapter. Over 50 women from central Michigan attended the event which was founded by three corporate pilots: Helen Hagg, Mary Poirier and Pam Tobin. The idea for the event came about as a way to alleviate

the industry-wide pilot and mechanic shortage.

Dean Walters, one of the event sponsors, cited an article from *Aviation International News* (AIN): *Female fliers hold the key to solving the pilot shortage*. The article states that women make up 47 percent of the total workforce. But professional female pilots constitute 5 percent of the pilot workforce, a statistic that has remained unmoved in four decades.

## Avfuel Opens New FBO At Milwaukee Mitchell International Airport

MILWAUKEE, WIS. – The aviation fuel supplier, Avfuel, has opened a new fixed base operation – *Avflight Milwaukee* – at Milwaukee Mitchell International Airport in Milwaukee, Wis. The company built a 3,295 square foot, state-of-the-art building featuring a fireplace, pilot lounge, crew rest areas, conference rooms, a kitchen for guest use and a catering kitchen. Avflight is part of the Avfuel-branded network of 650-plus fixed base operations around the globe.

As a full-service operation, Avflight Milwaukee offers customers jet fuel and avgas, a 24-hour control tower, cargo handling, customs, de- and anti-icing services, and a courtesy car and shuttle service.

Avflight operates a network of strategically-located, full-service fixed base operations across North America and Europe. All Avflight locations provide fueling and line-service, as well as a wide variety of amenities. Customers range from corporate jet operators to freight and cargo companies, as well as charter operators and small aircraft. □

### CORPORATE PILOTS CONTINUED

“Our goal is to encourage women to *aspire for even higher*. We want to show these ladies that they can accomplish anything and that there are many different careers in aviation that they may not even know about yet. There is also over \$6.1 million available in scholarships every year – that’s a lot of free money out there which can help accomplish dreams,” said Helen Hagg.

For a list of scholarships compiled by the Women in Aviation Great Lakes Chapter, visit [www.tinyurl.com/aviationscholarshiplist](http://www.tinyurl.com/aviationscholarshiplist).

WACS attendees were able to meet and network with more than 25 women who are corporate and airline pilots, military personnel, mechanics, air traffic controllers, seamstresses, ground-handlers, and flight attendants. Round table discussion panels were held in the morning where attendees could ask questions about different careers and learn about the everyday lives of each panelist.

Following the panel discussions, attendees were able to tour corporate aircraft and visit booths from local aviation companies and schools.

The keynote speaker was Adlay Kejjan, who gave an inspirational talk about her life as a Syrian refugee and the obstacles she had to overcome to become a pilot, Certified Flight Instructor, and paramedic, which included learning English and keeping her flight career a secret from her family for seven years.

This year WACS was able to award two \$1,000 scholarships for aviation education, thanks to generous donations from sponsors: Jackson National, GrandAir Aviation, Western Michigan University, Mead and Hunt, Satcom Direct, and Flight Management Corporation. Scholarships were awarded to Michelle Blanks and Melissa Smith. Following the event, the attendees were able to tour the Air Traffic Control Tower at Capital Region International Airport (KLAN).

For more information regarding next year's event, contact Helen Hagg at [wacsmichigan@gmail.com](mailto:wacsmichigan@gmail.com).

*The Women in Aviation, International Great Lakes Chapter is a group of women and men based in the Mid-Michigan area. Its mission is to connect, engage, and inspire people to explore aviation. For more information, contact [waigreatlakes@gmail.com](mailto:waigreatlakes@gmail.com).* □



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## 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](http://www.MidwestFlyer.com) and post your aviation event.

You can also email: [info@midwestflyer.com](mailto: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.

### APRIL 2019

- 3-7** LAKELAND, FLORIDA - Sun 'n Fun International Fly-In and Expo.  
[www.flysnf.org](http://www.flysnf.org)
- 9-10** COLUMBUS, OHIO - Ohio Aviation Association Conference "Building Something Better" at the Hilton Columbus/Polaris.  
[www.ohioaviation.org](http://www.ohioaviation.org)
- 10** ST. PAUL, MINN. - Minnesota Aviation Day At The Capitol. For Information Email - Tim Cossalter [timcossalter@outlook.com](mailto: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](mailto: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).
- 26-27\*** BUFFALO (KCFE), MINN. - 2019 Great Minnesota Aviation Gathering at the Buffalo Municipal Airport. [www.mnpilots.org](http://www.mnpilots.org)  
Office: 763-494-7744 or Cell: 763.458.2939.
- 27** MINNEAPOLIS, MINN. - Minnesota Aviation Hall of Fame at

DoubleTree by Hilton Hotel Bloomington - Minneapolis South.  
Event starts at 4:45pm. [www.mnaviationhalloffame.org/](http://www.mnaviationhalloffame.org/)

### MAY 2019

- 3-5\*** DAYTON, OHIO - Bonanza/Baron/Duke Type-Specific Pilot Training Clinic at MacAir Aviation. REGISTER NOW: 970-206-0182. For hotel reservations contact Holiday Inn Dayton Fairborn. 937-426-7800. See ad on Page 9.
- 4\*** BREEZY POINT (8MN3), MINN. - Breezy Point Aviation Days Pig Roast, aircraft display, classic cars show & more. Pilots must call 218-838-3434 to get permission to land. (See ad below.)
- 5-7** GREEN BAY, WIS. - 64th Annual Wisconsin Aviation Conference. [wiama.org/](http://wiama.org/)
- 7-8\*** WASHINGTON, D.C. - 7th Arsenal of Democracy gala dinner at Hangar 7 located at Ronald Reagan Washington National Airport. 8th Arsenal of Democracy Flyover commemorates the 75th anniversary of the end of World War II (WWII) in Europe and in the Pacific. To read more go to [midwestflyer.com/?p=12286](http://midwestflyer.com/?p=12286)
- 10-11** FREDERICK (KFDK), MD. - AOPA 2019 Regional Fly-In. For more information on each fly-in, visit [www.aopa.org/fly-ins](http://www.aopa.org/fly-ins).
- 18\*** VERONA, WIS. - Celebration of a life well lived by pilot, aircraft builder, EAA member, and friend, Bill Rewey, at Sugar Ridge Airport. Beginning at 1:00 p.m. Ceremony at 2:00 p.m.  
608-692-9597, [chrisrewey@yahoo.com](mailto:chrisrewey@yahoo.com).
- 19** BRODHEAD (KC37), WIS. - Pancake Breakfast, 7am – noon. Check [eaa431.org](http://eaa431.org) for field condition update.
- 19** BRAINERD, MINN. - Seaplane Safety Seminar at Madden's on Gull Lake Resort. [www.mnseaplanes.com](http://www.mnseaplanes.com)
- 19** CANTON (KCTK), ILL. - 61st KCTK Club Fly-In 7am-Noon. Trophies, Car Show, Displays.
- JUNE 2019**
- 1\*** MANITOWOC (KMTW), WIS. - EAA Chapter 383 Pancake Breakfast. Enjoy our "secret recipe" pancakes, with sausages, apple sauce, coffee, milk, juice.
- 2\*** AUDUBON, IOWA - Breakfast 6:30-10:30am. 712-563-3780.
- 2-5\*** UNITED KINGDOM - National Warbird Operator Conference (NWOC) has announced a strategic partnership with the D-Day Squadron at Duxford Airfield. To read more go to [midwestflyer.com/?p=12288](http://midwestflyer.com/?p=12288)
- 5-9\*** NORMANDY, FRANCE - National Warbird Operator Conference



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### Breezy Point Aviation Days - Saturday, May 4, 2019 Breezy Point, Minnesota (8MN3) - 10AM-2PM

- Pig Roast: Commander Bar Lot At 12 p.m.
- Pilots & Friends Social: Aircraft Displays
- Static Displays: City/County Emergency Vehicles & Medi-Vac Helicopter
- Classic Car Show: All Collector Cars Invited To Compete For \$500 Prize!
- Kentucky Derby: Live Broadcast

Static Displays Only. No Air Show or Aerobatics.

Breezy Point is a private airport. Pilots must call 218-838-3434 for permission to land and visit [breezypointairport.com](http://breezypointairport.com) for a pilot briefing. CTAF: 122.9



(NWOC) has announced a strategic partnership with the D-Day Squadron at Caen-Carpique Airport. To read more go to [midwestflyer.com/?p=12288](http://midwestflyer.com/?p=12288)

- 9 **RUSH CITY (KROS), MINN.** - Pancake Breakfast. Warbirds, classic cars, vendors, lots to see! [shochstatter@ci.rush-city.mn.us](mailto:shochstatter@ci.rush-city.mn.us)
- 9\* **MONTEVIDEO (KMVE), MINN.** - EAA Chapter 688 Fly-In Breakfast served 8am-1pm. Free Young Eagles rides for ages 8-17. Ping pong ball drop for ages 0-10.
- 15-16 **MANKATO (KMKI), MINN.** - MN Air Specular with the USAF Thunderbirds. [www.mnairspectacular.com](http://www.mnairspectacular.com). Contact Fred Lutz. [flutz@netscape.com](mailto:flutz@netscape.com) 507-381-0300.
- 16 **PALMYRA (K88C), Wis.** - 70th Annual Father's Day Fly-In/Drive-In Pancake Breakfast, eggs, ham, and of course RADISHES from 7am-noon. Antique and Classic Car Show, a Tractor Show, Airplane and Helicopter rides for a fee, the Palmyra Community Band, & various vendors!
- 16\* **GENESEO (3G8), ILL.** - Father's Day Fly-In Breakfast 7-11am. Young Eagle Rides, Skydiving Demonstration. Runway is 2600' turf.
- 21-22 **LIVERMORE (KLVK), CALIF.** - AOPA 2019 Regional Fly-In. For more information on each fly-in, visit [www.aopa.org/fly-ins](http://www.aopa.org/fly-ins).
- 30\* **AITKIN (KAIT), MINN.** - Flyin Wild Rice Pancake Breakfast. Aviation booths that include pilot training scholarships available, flight simulators, special speakers including AOPA representative, DNR/Forestry Aircraft & Equipment Display, Young Eagles Flights (free for Kids), BiPlane Rides, Fly Overs & More. 612-600-1230.

#### JULY 2019

- 5-6\* **PHILLIPS (KPBH), Wis.** - Fly-In & Harbor View Float-In - Airshow. (See ad on this page.)
- 18-21 **BRODHEAD (KC37), Wis.** - Pietenpol 90th anniversary reunion and Hatz biplane fly-in. Visit [www.eaa431.org](http://www.eaa431.org)
- 19-21\* **JANESVILLE (KJVL), Wis.** - Southern Wisconsin Regional Airport Janesville Warbird Weekend 2019. WWII aircraft displays and 1940s Swing & Wings hangar dance Saturday, July 20th, [www.JVL19.splashthat.com](http://www.JVL19.splashthat.com) and [www.swingwings2019.splashthat.com](http://www.swingwings2019.splashthat.com), 913-850-1522.
- 20 **WASHINGTON ISLAND (K2P2), Wis.** - Fish Boil Fly-In Sponsored by the Lions Club. Also music, hay rides, hot dogs & ice cream. [washingtonisland.com/event/lions-club-fly-in-fish-boil/](http://www.washingtonisland.com/event/lions-club-fly-in-fish-boil/)
- 22-28 **OSHKOSH, Wis.** - EAA is marking the 50th consecutive year of its annual EAA AirVenture Oshkosh 2019 fly-in convention. [www.eaa.org/en/airventure](http://www.eaa.org/en/airventure)

#### AUGUST 2019

- 3-4 **BOONE (NBNW), Iowa** - Fly Iowa Boone 2019 is Iowa's Air Fair. The main date of the event is Saturday, August 3 with Sunday being a weather date if the air show is postponed. Event includes a fly-in, static displays and exhibits, air safety seminar, youth activities, and an air show. Admission is FREE. [chuckdsmcc@aol.com](mailto:chuckdsmcc@aol.com)
- 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 5-Night/4-Day Trip. FOR RESERVATIONS: Contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.
- 10\* **CAMERON (KRPD), Wis.** - Pancake breakfast 7am-2pm. Breakfast free for pilot flying in.
- 11 **LINO LAKES (8Y4), MINN.** - Annual Pig Roast at the Surfside Seaplane Base. [www.mnseaplanes.com](http://www.mnseaplanes.com)
- 11-14 **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.
- 25\* **BOSCOBEL (KOV), Wis.** - Fly-in/Drive-in

Breakfast. Pilot in command eats free. Visit beautiful Boscobel-Wisconsin's Outdoor Recreation Destination.

- 31 **GLENCOE (KGYL), MINN.** - Sweet Corn & Bratwurst Fly-In 10am-2pm. The contact person is Stuart Selchow cell: 320-583-8367, email: [stuart.selchow@gmail.com](mailto:stuart.selchow@gmail.com) ([www.eaaul92.weebly.com](http://www.eaaul92.weebly.com)).

#### SEPTEMBER 2019

- 7 **OSCEOLA (KOE), Wis.** - Osceola Wheels and Wings.
- 9\* **CRAWFORDSVILLE (KCFJ), IND.** - Airport Day. FOLLOW US on Facebook @CrawfordsvilleRegionalAirport as we update with more information and pricing.
- 7-11 **ST. PAUL, MINN.** - NASAO's Annual Conference at the Intercontinental Hotel. Watch for more information soon.
- 13-14 **TULLAHOMA, (KTHA) TENN.** - AOPA 2019 Regional Fly-In. For more information on each fly-in, visit [www.aopa.org/fly-ins](http://www.aopa.org/fly-ins).
- 21-22 **ANGOLA, IND.** - 17th Annual Indiana Seaplane Pilots Association Splash-In at Pokagon State Park.
- 22\* **JOLIET (KJOT), ILL.** - Joliet Airport Festival. Pancake Breakfast 8-11am, Lunch 11am-3pm (nominal fee). Static aircraft and warbird displays, children's activities, airplane, warbird and helicopter rides (nominal fee) Car show featuring the Coachman Car Club until 3pm. Free Admission!
- 28 **DENVER, COLO.** - National Aviation Hall of Fame Enshrinement. [www.nationalaviation.org](http://www.nationalaviation.org)

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# Chicago Mayoral Candidate Campaigned To Bring Back Meigs Field For Economic Reasons

CHICAGO, ILL. – As reported by Amelia Walsh of the Aircraft Owners & Pilots Association (AOPA) in a February 14, 2019 article for AOPA, Chicago mayoral candidate, Willie Wilson, had been campaigning on rebuilding and reopening Merrill C. Meigs Field Airport (KCGX) as one of the businessman's 10-point agenda items. Unfortunately for the aviation community, Wilson lost his bid at the February 26 elections, receiving only 10 percent of the vote, yielding to former federal prosecutor Lori Lightfoot with 17.5 percent, and Cook County Board President Toni Preckwinkle with 16 percent, amid a record field of 14 candidates. Lightfoot and Preckwinkle will now move on to an April runoff election – the second-only time in Chicago history for the office of mayor. A runoff election occurs when neither candidate receives more than 50 percent of the vote in the first round. Bill Daley, brother of former mayor, Richard Daley, received 14.7 percent of the vote.

In 2003, then-Chicago Mayor Richard Daley had bulldozers carve six large Xs in the 3900 by 150 ft runway in the middle of the night, making it unusable and stranding the 16 general aviation aircraft parked on the ramp. The mayor believed that the 40-acre island where the airport was located (Northerly Island, an artificial peninsula on Lake Michigan) could better serve the residents of Chicago as yet another park (Chicago has 570 parks covering more than 7,600 acres) with total disregard to the money the federal government put into the airport over the years.

Under the leadership of then-AOPA President Phil Boyer, AOPA filed a federal lawsuit against the City of Chicago for the mayor's "reprehensible action." AOPA was not only concerned that the aviation community would lose Meigs, but that the mayor's action could set a precedence nationwide for more airport closings.

Once AOPA learned that the judge could not find a

legal reason that would prompt him to rule in AOPA's favor, AOPA withdrew its lawsuit. "The law of public opinion was definitely on AOPA's side, but in court, that would not have standing," stated Boyer.

The Federal Aviation Administration did, however, fine the city for prematurely closing the airport before grant assurances had been met, which sent a warning shot to other municipalities contemplating similar action.

According to the article, Meigs was contributing between \$300 and \$500 million in revenue per year, and the city spent \$9.7 million to convert it into a concert venue and nature preserve, generating only \$55,000 in annual revenues for the city. This economic impact of the airport is what mayoral candidate Willie Wilson campaigned on to replace Mayor Rahm Emanuel (D-Ill.), who announced in September 2018 that he would not seek reelection. Regardless of who wins the election in April, hopefully the loss in city revenue will encourage the new mayor to consider reopening Meigs.

Meigs Field opened on December 10, 1948, and by 1955, the airport had become the busiest single-runway airport in the United States. The latest air traffic control tower was built in 1952 and the terminal was dedicated in 1961. In addition to the runway, there were four public helicopter pads at the south end of the runway.

Meigs Field was not only a general aviation airport, but also provided commuter airline service to many cities in the region. The airport was especially popular among state legislators commuting between Springfield and Chicago. There was also scheduled helicopter airline service between Meigs Field and Chicago O'Hare and Midway airports.

On October 15, 1992, Chicago-based United Airlines flew a Boeing 727-100 to Meigs Field and donated it to the Chicago Museum of Science and Industry. □

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