

midwestflyer.com

The M-Class



1,658 nm | 274 ktas | 6 people





Exclusive Authorized Piper Sales & Service Over 75 Years of Excellent Customer Service & Expertise 515.256.5300 | DMFS.com



APPAREL AS UNIQUE AS YOUR JOURDEY

FLY RV TEE

Take off into the skies with this 100% cotton tee decorated with striped FLY, RV plane and AOPA wings on the back.

\$25.00

AOPA COLLEGIATE SWEATSHIRT

AOPA

This pre-shrunk crimson crewneck sweatshirt has AOPA appliqued on the front in navy and white letters!

AOPA PILOT GEAR

aopapilotgear.com

AOPA members save 10% on purchases. Members with PPS Basic, PPS Plus or Life members save **20**% on purchases. \$50.00

Vol. 41. No. 4



ISSN: 0194-5068

JUNE/JULY 2020

ON THE COVER: The OpenSky M-02j is a jet-powered glider inspired by Möwe aircraft of Japan and is being flown here at EAA AirVenture Oshkosh 2019. The aircraft is a tail-less design intended to be powered on takeoff and climb for a duration of 10 minutes, then flown unpowered as a glider. The aircraft project was led by artist Kazuhiko Hachiya, designed by Satoru Shinohe, and manufactured by Aircraft Olympos. The M-02j had its first public demonstration flight in June 2016 at Takikawa, Hokkaido. *Chris Bildilli Photo*

HEADLINES

AOPA President Livestreams To Members During The Coronavirus Pandemic	27
SUN 'n FUN Fly-In Launches Home Edition 2020	27
Judge Leineweber Appointed A Wisconsin Supreme Court Referee	30
Apollo 13 Commander James Lovell To Highlight EAA's Annual Wright Brothers	
Memorial Banquet	41
Decision To Close Northern Minnesota Airport On Hold!	44
Original World War II-Era Engineering Drawings	
Saved & Shown To The Public For The First Time	48
Piper Aircraft Steps Up To Help Stop Spread of COVID-19	49

COLUMNS

Ask Pete! Ways To Beat The High Cost of Replacement Parts	
& Avoid Mistakes In Buying A Used Airplane - by Pete Schoeninger	23
Aviation Law - On Your Side: The FAA is Investigating Me: Now What?	
- by Greg Reigel	. 8
Dialogue: Something Good Will Come From It - by Dave Weiman	. 5
From AOPA Headquarters: An industry rallying together	
General Aviation responds to the pandemic - by Mark Baker	26
High On Health: Finding New AMEs - by Dr. Bill Blank, M.D., Senior AME	22
Instrument Flight: No ADS-B Out? Where Can I Go?	
Also, Handling Distractions In The Cockpit! - by Michael J. (Mick) Kaufman	14
Minnesota Aeronautics Bulletin: City clerks, public works quietly keep pilots flying	
- by Cassandra Isackson	42
How Pilots Can Keep Airport Workers (and Themselves) Safe!	
- by Kelly Akhund	42
Pilot Proficiency: IFR Currency Requirements Revisited - by Harold Green	17
The Left Seat: How To Respond To An FAA/NTSB Investigation	
- by Bob Worthington	10
Wisconsin Aeronautics Report: New Helpful Publications for Aviators	
- by Hal Davis	40

FEATURES

Never Stop Getting Better - by Dean Zakos	20
Altitude Adjustment: Two Wisconsin Pilots Set Their Careers by the Altimeter	
- by Jim Neidert	28
Wisconsin's New Aviation-Specific Mechanic's Lien Law - by Russell Klingaman 3	34
A Positive Look At GA - by Jim Hanson	45
Flying On Floats Makes For Flying Fun! - by Dave Weiman	50
Island Hopping, Lake Michigan Style! - by Yasmina Soria Platt	54

SECTIONS

At Our Airports	44
Calendar	58
Classifieds	60
Destinations	54

Letter To The Editor	13
Midwest Seaplane Pilot	50
People In The News	28















Dialogue

Something Good Will Come From It

by Dave Weiman

B y now, we have all sheltered in our homes and maintained our social distancing to the point we are no longer social; worn our



facemasks whenever in public so no one knows who we are and vice versa: and washed our hands for at least 20 seconds 20 times a day. Unfortunately, our country and the world has had some major losses in life, either directly or indirectly due to the Coronavirus Pandemic; job losses; and a disruption in life in general.

Aviation-wise, the airline industry has taken the greatest hit. There are less people flying commercially, but air cargo companies, such as UPS and FedEx, are going strong! Fortunately, general aviation seems to be doing considerably better with lower fuel prices, and an increase in demand for air charter. Flight training is experiencing some temporary challenges, requiring flight schools to do more online instruction and use flight simulators more than usual, but this will change soon as more flight schools begin testing for the virus, or we get a vaccine.

My heart goes out to those young, aspiring aviators, hoping to become airline pilots, thinking they were born at the best time in recent history, which they were. While those dreams may have been delayed, I believe new dreams will come true in gratifying careers in general aviation. I also see a boom in general aviation aircraft sales and maintenance coming soon, as more and more people realize they can fly themselves faster with less hassle than on the airlines.

General aviation events have also taken a big hit with cancellations and

postponements. Spring is usually the busiest time of the year for airport conferences, halls of fame banquets, pilot seminars, and the beginning of the fly-in and airshow season. All of that changed due to the pandemic, but hopefully we will get back on track with all of them before too long. *Until then, stay well and fly GA!*



MIDWEST FLYER

Serving The Midwest Aviation Community Since 1978

EDITOR/PUBLISHER

Dave Weiman PRODUCTION DIRECTOR Peggy Weiman PHOTO JOURNALISTS Chris Bildilli, Brad Thornberg

CONTRIBUTING EDITORS & PHOTOGRAPHERS

Kelly Akhund Mark R. Baker Dr. Bill Blank Hal Davis James Gilligan III Matt Goodman Mark Graczykowski Harold Green Jim Hanson Erik Hokuf

Michael Kaufman Russell Klingaman Kyle Lewis Jim Neidert Yasmina Soria Platt Greg Reigel Pete Schoeninger Bob Worthington Dean Zakos

Cassandra Isackson

ADVERTISING

PHONE: 608-772-1776 EMAIL: dave@midwestflyer.com

EDITORIAL

PHONE: 608-772-1776 EMAIL: dave@midwestflyer.com

ISSUE CLOSING DATES

DEADLINE	
October 15	

December 15 December 15 February 15 April 15 June 15 August 15 December - January February - March April - May June - July August - September October - November

ISSUE

COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. Copyright 2020 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

DISTRIBUTION

Readership consists of aircraft owners, fixed base operators, airport managers, and aircraft maintenance shops in Wisconsin, Minnesota, North Dakota, South Dakota, Illinois, Iowa, Michigan, Indiana, Missouri, Kansas, Nebraska, and Ohio.

EMAIL-OR-MAIL ALL ORDERS & CORRESPONDENCE TO: info@midwestflyer.com

MIDWEST FLYER MAGAZINE 6031 Lawry Court Oregon, WI 53575-2617 USA www.midwestflyer.com

Index To Advertisers

360 Aviation, LLC12
Academy College19
Accelerated Aviation Instruction21
Adventure Seaplanes53
Aero Insurance23
Aircraft Owners & Pilots Association (AOPA) 3
Airlake Airport11
Airpac60
AIR-PROS.com60
Anoka County-Blaine Airport11
Aspen Avionics17
Avfuel Corporation61
Aviation Insurance Resources60
Avidyne17
Beaver Aviation, Inc55 & 57
Becher Hoppe29
Bolduc Aviation Specialized Services 15 & 57
Bolton & Menk, Inc16
Brackett Aircraft Co., Inc64
Cape Air19
Commut Air19
Crystal Airport11
Des Moines Flying Service, Inc 2
EAA AirVenture Oshkosh 2020 7
Eagle Fuel Cells 59
Experimental Aircraft Association 7
Flying Cloud Airport11
Fond du Lac Skyport57
Garmin 17
Go Jet Airlines19
Golden Age Aeroworks31
Hangars For Rent (Janesville, WI)60
Horizon Aircraft Engine Services, Inc 15 & 57
Jet Air Group57
JP Instruments17
Lake Elmo Airport11
Leading Edge Air Foils, LLC22
Lynx17
Madden's on Gull Lake51
Maxwell Aircraft Service 8
Metropolitan Airports Commission11

Mid-Continent Aircraft Corp60
Midwest Flyer Magazine
Miminiska Lodge, Ontario (Wilderness North)63
Minneapolis-St. Paul International Airport11
Minnesota Aviation Trades Ass'n (MATA)45
Minnesota DOT Office of Aeronautics 42-43
Minnesota Petroleum Service27
Minnesota Seaplane Pilots Association51
Morey Airplane Company60
National Center for Autonomous Technologies.49
NewView Technologies, Inc17 & 57
Northland Aerospace49
Northland Community & Technical College 49
OMNNI Associates a Westwood company32
PS Engineering Incorporated17
Pat O'Malley's "Jet Room" Restaurant24
Piper Aircraft, Inc 2
Racine Commercial Airport57
Red Wing Aviation19
Rotax Aircraft Engines22
St. Louis Downtown Airport25
St. Paul Downtown Airport11
Schweiss Doors
Shell64
Short Elliott Hendrickson Inc. (SEH) 5
Skycom Avionics, Inc64
Southern Wisconsin Regional Airport60
Spring City Aviation60
Stratus by Appareo17
Sullivan's Harbor Springs Airpark13
The Green Earth Deicer Company, Inc30
Thunderbird Aviation19 & 64
Trig17
Trimcraft Aviation57
United Express19
West Bend Air, Inc57
Wiley Properties14
Wisconsin Aviation, Inc57 & 61
Wisconsin Aviation Trades Assn (WATA)57
Wisconsin DOT Bureau of Aeronautics 40-41
Worthington, Bob (One Pilot's Story)10

If Your Business Is Not Listed Above Or If You Would Like Your Advertisement Posted On www.midwestflyer.com Call 608-772-1776 Or Email dave@midwestflyer.com

DISCLAIMER: *Midwest Flyer Magazine* is a publication of Flyer Publications, Inc. *Midwest Flyer Magazine* endeavors to only accept reliable advertisements from legitimate businesses and organizations, but shall not be responsible for the reliability of advertisements, their contents, nor the businesses and organizations they represent. The publishers reserve the right to decline or discontinue any advertisement without explanation. Furthermore, the information provided may be the expressed opinion of the authors 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 other instructional materials regarding any procedures discussed herein. Use of any information contained herein is at the reader's own risk and judgment.

WORLD'S WORLD'S GREATEST AVIATION CELEBRATION

World-Class Daily Air Shows Presented by Daher and Pratt & Whitney Canada Canadian Forces Snowbirds Return 1,500 Forums and Hands-On Workshops World War II 75th Anniversary Commemoration 800+ Exhibitors



JULY 20-26 BUY NOW & SAVE EAA.org/Midwest

f 🔰 🧿

YOUTH 18 AND UNDER FREE

Free admission for youth 18 and under has been generously supported in part by

The FAA Is Investigating Me: Now What?

by Gregory J. Reigel © April 2020 All rights reserved.

hen the FAA receives notice and evidence to show that a certificate holder (mechanic, repair station, air carrier, pilot, etc.) may have violated one or more of the Federal Aviation Regulations ("FAR"), an FAA aviation safety inspector is assigned to perform an investigation. The inspector may contact the certificate holder informally (e.g. via phone, e-mail, and sometimes in-person). In other instances, the inspector will send the



Greg Reigel

alleged violator a letter of investigation ("LOI") advising that the FAA is investigating an alleged violation of the FAR.

Whether the certificate holder should respond to the inspector and, if so, how the certificate holder should respond, are two of the most common questions raised by certificate holders under investigation.

What Is The FAA's Perspective?

In order to determine whether or how to respond, it is important to understand the FAA's perspective. Under the FAA's current "compliance philosophy" (or "compliance oversight" as the FAA likes to refer to it), "[W]hen deviations from regulatory standards do occur, the FAA's goal is to use the most effective means to return an individual or entity that holds an FAA certificate, approval, authorization, permit or license to full compliance and to prevent recurrence."

This is different from the FAA's old approach to violations which leaned heavily toward enforcement and punitive action (e.g. certificate suspensions and revocations). From my perspective, it is certainly a more enlightened and appropriate approach to enforcement. And as the FAA explains:

[t]he FAA recognizes that some deviations arise from factors such as flawed procedures, simple mistakes, lack



of understanding, or diminished skills. The Agency believes that deviations of this nature can most effectively be corrected through root cause analysis and training, education or other appropriate improvements to procedures or training programs for regulated entities, which are documented and verified to ensure effectiveness.

This type of a resolution is a "compliance action," as opposed to a legal enforcement action that results in certificate suspension/revocation or assessment of a civil penalty. In a nutshell, the FAA is talking about counseling and remedial training, rather than enforcement.

When investigating a potential violation, FAA inspectors' priorities are to (1) deal with the risk posed or created by the certificate holder and, only then, (2) determine if a violation has occurred. They are to assume that the matter can be resolved with a compliance action. However, inspectors are not obligated to resolve an investigation using a compliance action if the facts indicate that the situation does not qualify for this type of treatment.

To qualify for treatment as a compliance action, the inspector must determine that a certificate holder is both "willing and able" to comply with the goals of returning the certificate holder to compliance and ensuring future compliance.

How Does The Inspector Investigate?

If the inspector contacts the certificate holder informally, he or she will likely explain the reason for the contact and the information the inspector is seeking. An LOI will typically start out by telling the recipient that the FAA is investigating "an occurrence which involved your operation" or "an incident that occurred" or "maintenance performed on N12345 on such and such a date." It will then advise that the FAA believes the operation or conduct may be "contrary to Federal Aviation Regulations."

Whether the inspector makes contact informally or via LOI, in both instances the certificate holder will be provided with the opportunity to "tell your side of the story." Why? Because the inspector is trying to get all of the facts so he or she can perform the analysis necessary to determine what happened, why it happened, and whether the certificate holder is "willing and able" to comply with the regulations.

Do You Have To Respond?

If you receive an LOI or contact from an inspector, you must determine whether you are going to respond and, if you are, what you should say in your response. Frequently, certificate holders believe they have to respond, especially in the case of an LOI which usually implies that a response is required within 10 days. However, that belief isn't correct. No response is actually required. Additionally, thanks to the Pilot's Bill of Rights, the FAA can no longer draw any adverse inferences from a failure to respond to the inspector or the LOI, such as that the certificate holder is exhibiting a poor compliance attitude.

But that doesn't mean you shouldn't respond. From a basic courtesy standpoint, it seems appropriate to respond. After all, no one likes to have their requests ignored. And more importantly, in order to take advantage of resolving the situation with a compliance action, the FAA inspector requires that a certificate holder talk to him or her to discuss the "how" and "why" the risk was created, as well as options for making sure it doesn't happen again. Without that information, it may be difficult for the inspector to determine whether the situation can be resolved with a compliance action.

Should You Respond?

From my perspective as an aviation attorney who defends certificate holders against FAA legal enforcement action, this approach raises concerns that the certificate holder will provide the inspector with information that could later be used against the certificate holder in an enforcement action. In the past, my typical advice to certificate holders was to either not speak with the inspector or to at least not volunteer any information that could later come back to bite the certificate holder. Under the current compliance philosophy, that isn't necessarily the best advice.

Now, a certificate holder must carefully analyze the situation to try and determine whether the situation will qualify for a compliance action before the certificate holder starts to volunteer information to the inspector. While resolution of the case through a compliance action is definitely preferable, the certificate holder should try and avoid disclosing information that could preclude a compliance action or that will put the certificate holder in a more difficult position if the FAA pursues legal enforcement action. Discussing the matter with a knowledgeable aviation attorney before you speak with the inspector can certainly assist in making this decision.

Options For Responding To The Inspector

So, should you respond to the inspector or an LOI? Yes, if for no other reason than to acknowledge the inspector's contact or your receipt of the LOI. But, should your response

provide anything more than that acknowledgement? The lawyerly answer to that question is: it depends.

On the one hand, if you want the matter handled as a compliance action, you will need to provide the inspector with the information he or she needs to do that. And in some situations, it may simply make sense to provide a more detailed explanation to the inspector. For example, if it is a case of mistaken identity or you have evidence that clearly proves the inspector is wrong, then submitting that information very well may force the inspector to close the investigation.

On the other hand, sometimes it makes sense to simply acknowledge the inspector's request, advise that you don't have anything to add, and offer to respond to any specific questions or requests the inspector may have as may be appropriate, preferably in writing. After all, by the time the inspector contacts you, he or she has usually conducted some investigation and discovered enough evidence to determine that a violation may have occurred. So why disclose anything that could help the FAA's case? And if the violation isn't the type that can be handled with a compliance action, then explaining the situation to try and "make it go away" could, and likely would, later be used against you.

Conclusion

Whether, and how, you respond to an FAA investigation are strategic decisions. Since you are already in the FAA's sights, consult with an aviation attorney before providing a response that tries to explain or address the FAA's allegations. With the assistance of an aviation attorney, you can prepare a response that may minimize investigation, help obtain a compliance action, or that will avoid providing admissions or other evidence that could later be used against you. And, at a minimum, an aviation attorney can run interference between you and the FAA.

The investigation is just the beginning of the enforcement process. And although your response to an investigation may not prevent the FAA from pursuing an enforcement action, how you respond can potentially have a significant impact on the outcome of the case. Make sure you respond wisely.

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@shackelford.law, or Twitter @ReigelLaw, website: www.shackelford.law

NOTAM – Change of Address?

Be sure to notify the FAA of any change in address if you own an airplane or have a pilot certificate. Your family should also notify the FAA at the time of airman's passing.

How To Respond To An FAA/NTSB Investigation

by Bob Worthington www.BobWorthingtonWriter.com

Piloting an aircraft is fraught with rules and regulations, which can result in the pilot being the subject of an investigation. In 40 years of flying, I have been in this position three



Bob Worthington

times. Two investigations only took a week or so to conclude, while one consumed over six months. Usually the first inkling that there may be an investigation is via a personal visit or phone call, which may be followed by an official letter notifying you of a pending investigation into an incident



Find out now to get your copy of the book and movie at www.BobWorthingtonWriter.com (or accident) involving the operation of your aircraft in a manner which may be contrary to Federal Aviation Regulations (FARs). Usually this letter will be mailed a few days after the cited incident.

I am not an attorney, so I am not providing legal advice. Rather, I am sharing with you my response to each of the investigations I was subjected to because of something that happened when I was piloting my plane.

The first incident involved an unscheduled, off-airport landing (some call this a crash); the second incident was an illegal flight incursion into the Washington, DC Air Defense Identification Zone (ADIZ), and the third incident resulted when, upon landing my retractable-gear airplane, the nose gear collapsed.

For the first and last incident, shortly after the incident (an hour or so), I was approached by an FAA and National Transportation Safety Board (NTSB) investigator in person, while the second incident began with the Air Traffic Controller (ATC) giving me a phone number to call at my next landing. Three days after the phone call, I received a letter from the FAA. In all three incidents, I was asked to provide a written account of what happened.

The investigation has several purposes: 1) Did the pilot do something wrong or was he/she the victim of an accident? 2) Are there any safety lessons to be learned or safety issues which need addressing? 3) What happened and how can it be prevented from occurring again? This all begins with what transpired and your written description of what you believed happened.

At this point, I will cover what I did and why, but first I must provide a caveat. My suggestions are based on the premise that you, as the pilot-in-command, did nothing to incur or aggravate the incident, or you did everything possible to avoid or negate the incident. In short, I am saying that you did nothing wrong or bad that resulted in the incident, and sometimes this may be almost impossible to prove. Therefore, here is what I did.

First, since everyone who flies an airplane is regulated by the FARs, and sometimes one FAR may dictate one rule to follow, and another FAR may state exactly the opposite, I believe that legal assistance and advice should always be sought. One way to make this happen (if you are rich enough) is to have an aviation attorney on retainer. Since this is beyond the pocketbooks of most of us general aviation pilots, I highly recommend signing up for AOPA's "Legal Services Plan." This service is very affordable and provides excellent legal assistance.

Flying with AOPA's "Legal Services Plan" means it is readily accessible when or if needed. Another resource which is obtainable and should be used is the "Aviation Safety Reporting System." If something happens while you are piloting an aircraft and you believe a safety issue is involved, immediately file an Aviation Safety Report with the National Aeronautics and Space Administration (NASA), the third-party recipient of these reports. Usually the report must be filed within 10 days of the incident or when the issue is first noticed. For more information, refer to FAA Aviation Circular 00-46E.

Another resource I have found very helpful are fellow pilots who have had experience in this matter or in dealing with the FAA. I contacted these friends when I was being investigated, explained what happened, and asked them how best to proceed. We discussed the incidents and what choices I may have in responding to the investigations. Just talking with my friends made me more cognizant of what the FAA wanted or needed to know and understand regarding each incident. In my case, this review by friends provided me with clarity as to what to do and what not to do, and how best to proceed.

In every incident I was involved in, I believed that I had done nothing wrong... that I was not the person who initiated the cause of the incidents, but rather, I was a "victim" of what happened. This means that in the investigation, I will have to provide proof or evidence that I did everything possible to avoid the incident, but was unable to do so.

Now comes the time when you need to write your version of what happened. I do believe that at this point, I have an advantage most pilots do not. As an aviation writer, I am used to employing words to explain or convince readers to understand issues about aviation. Therefore, I can utilize these skills to expertly describe what happened and try to convince the investigator that what ensued was not because of any fault of mine. If you were the cause of the incident because what you did was wrong, then you probably really need legal help from the get-go.

My first suggestion is to go to the FARs and find out what the rules and regulations state. Determine what guidelines define the parameters of the incident; what policies cover what is allowed, authorized or required (or perhaps prohibited); and specifically, how these directives relate to or control the incident being investigated. Understanding the pertinent regulations governing what happened allows you to better understand the legal ramifications of what happened (and what the instigator will focus on).

If the regulations clearly state you cannot do what you did, then you should know why it was necessary to ignore this regulation. Understanding the law helps to better describe what you did and why. For example, you are flying over an abandoned airport and on both ends of the runway is a bright yellow "X." This means you cannot land there and if you do, then you are subject to an FAA investigation as to why you violated the law. The fact that you did not know what the "X" meant, and you just decided to land, is probably not a good defense. On the other hand, if you landed because of engine failure, this is allowed by another FAR. Remember I said that often the FARs may contradict each other. In this case the "X" means you cannot land there, while another FAR may allow the pilot to ignore the "X" in an emergency.

Here is the advice I received from both my friends and the AOPA legal team regarding how to write my report of what happened. Stick to the facts, describe what happened, but do not place blame or state your belief that someone else screwed up. Stick to just describing what happened, what you did, and why.

In my ADIZ incursion, it was suggested that at the end of my report, I indicate my aviation background as an FAA Safety Counselor (today a FAASTeam Representative), all the safety seminars I have created and taught, and my background as a senior officer and search and rescue pilot in the Civil Air Patrol, as well as my ratings, certificates, and flight hours. This was to emphasize my extensive safe experience in aviation and as a pilot.



Two incidents (the crash and collapsed nose gear) did not require help in my reports, but the airspace incursion did. I sent my draft of the report to the AOPA legal team, suggestions were made and were returned to me, and I made edits as necessary. In all three incidents, I was honest and reported everything that happened. Some aviation writers have suggested that a pilot being investigated not talk to an investigator without legal representation present, reflecting on the FAA issues encountered by airshow performer, Bob Hoover. In my case, I knew what I did was not the cause of the incidents, so I did not fear any reprisals, explaining everything.

In the first incident, my engine quit on climb out, somewhat close to the ground. My wife and I walked away from the accident, but our airplane was totaled. After the crash, the FAA/NTSB investigator arrived and shook my hand saying, "Congratulations! Usually when an engine fails this close to the ground, I do not have a pilot to talk to." He said before coming to the crash site, he listened to the tapes of my calls to departure control explaining my problem and that I was going to land in a cotton field. He learned I was not panicked, and calmly described what had happened (I flew the airplane until it stopped on the ground). That night I wrote my version of what happened (I had no idea of why the



engine quit), and the next day handed it to the investigator.

A few days later, the investigator called me to explain that the engine quit due to a dubious design of the engine and what I did was right because no one was killed. He said my report aided his investigation into why the engine quit.

The second incident involved me entering the DC ADIZ without a discrete transponder code. My explanation was that air traffic control (ATC) would not give me the transponder numbers. I was on an IFR flight plan and when ATC refused to give me my clearance, I obtained it, in the air (at that time I was VFR), from a ground Flight Service Station (FSS). They did not have the code for me and told me ATC had it. But ATC would not give it to me. I was flying my flight plan knowing that a transponder code was not a required part of an IFR clearance, and once I received the clearance, it had to be flown until I received an amendment or I needed to avoid hitting something. I entered the ADIZ just before receiving the code and I was talking to ATC and they did not tell me to turn to avoid the ADIZ.

This investigation was very complex and impossible for me to prove what I did. The ATC was the U.S. Navy and as soon as they got wind of the investigation, they destroyed the radio communication tapes. The FSS was operated by Lockheed Martin and they refused to share their tapes because they were a private enterprise.

The FAA radar tapes showed me entering the ADIZ, squawking the VFR code, which was a violation of the FARs. But my written report (and numerous telephone conversations with the FAA investigator) convinced him that my version of what happened was probably correct. While tapes were absent, the investigator did speak with ATC and FSS personnel who I had talked to, and their verbal reports verified what I had claimed. The final FAA report stated that nothing ever happened, therefore no violation!

The third incident involved a collapsed nose gear on rollout after landing. Again, after the incident, I met with the FAA investigator and the question was, did I accidently move the landing gear switch to the "up" position after landing. I explained (verbally and in writing) that was almost impossible to do. To move the gear up or down, the handle must first be pulled out and then positioned up or down. This procedure requires a conscious effort to reposition the gear handle and an innocent passage of the hand could not move it. My written report covered this and why the gear collapsed was never determined (yet there were other reports of this happening elsewhere). Again, the FAA determined that I did not in any way contribute to the failed nose gear.

In all three incidents and subsequent investigations, I am convinced that by being honest, being able to provide in writing my version of what happened and expert legal advice (in the case of the incursion), all served me well. In all three incidents, the investigations concluded that I was not guilty of any wrongdoing!

EDITOR'S NOTE: Pilot, Viet Nam veteran and former university professor, Bob Worthington of Las Cruces, New

Mexico, is the author of "Under Fire with ARVN Infantry" (https://mcfarlandbooks.com/product/Under-Fire-with-ARVN-Infantry/), and producer of the 2019 film "Combat Advisor in Vietnam" (www.borderlandsmedia.com). Facebook: Bob Worthington Writer (www.BobWorthingtonWriter.com).

DISCLAIMER: The information contained in this column

LETTER TO THE EDITOR

Dear Dave:

While I cherish my privilege of flight from hot-air-balloons to multi-engine aircraft and warbirds, Kathy Vesely (MnDOT Office of Aeronautics) has been the HEART of keeping my privilege of flight alive.

Kathy re-awakened, re-energized airports in Minnesota and surrounding areas. Kathy's never-ending energy for flying enlightened a spectrum of local, state, and federal government agencies to see, feel, and understand not just the micro, but also the macro long-term asset advantage of KEEPING general aviation alive and functioning. Because of Kathy, we help keep enlightening young people interested in their future of flying along with our nation's future of flying.

I wish there were a way of facilitating, providing Kathy an

is the expressed opinion of the author only, and readers are advised to seek the advice of their personal flight instructor, attorney and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials before attempting any procedures or following any advice discussed herein.

invaluable THANK YOU for re-invigorating our necessary arteries of continued aviation growth into the future. We can each take the privilege of saying thank you to Kathy Vesely. Most respectfully, FLUEGEL, ANDERSON. MCLAUGHLIN & BRUTLAG, CHARTERED Paul Brutlag Pvt, Inst, Multi, A&P

EDITOR'S NOTE: As announced in the April/May 2020 issue of *Midwest Flyer Magazine*, Kathy Vesely recently retired from the MnDOT Office of Aeronautics. She will be sorely missed, but will remain active in general aviation as a pilot and mentor.



No ADS-B Out? Where Can I Go? Also, Handling Distractions In The Cockpit!

by Michael J. "Mick" Kaufman



Michael Kaufman

s I am writing this article, there is doom and gloom as the world seems to be shut down for the Coronavirus Pandemic. I am anxious to go flying, but finances are uncertain, so I go to the airport, pull the airplane out of the hangar, and sit inside making airplane noises and try to learn more about my new "to me" avionics and interfaces. I find it

interesting to learn about how all of these boxes play together. I have a simulator on my computer for the Garmin 480 that I just installed, and it is interesting to see information programmed on the navigator populate the Garmin area 660 and iPad.

I recently had phone conversations with pilots who are still trying to decide if they want to spend the money on an ADS-B out box, and if they chose not to, where could they go or not go in the U.S. airspace system. In the state of Wisconsin, we only have three Class C airports and no Class B airports. The general rule on ADS-B out requires that it is necessary for any airspace that previously required a Mode C transponder to follow the same list as shown below.

I have been questioned on flying under the shelf of a Class B or C airport to land at a satellite airport, and my interpretation is NO for Class B, but YES for Class C based on the diagram below. I would be interested in comments from our readers on that one.

- Class A, B, and C airspace;
- Class E airspace at or above 10,000 feet MSL, excluding airspace at and below 2,500 feet AGL;

• Within 30 nautical miles of a Class B primary airport (the Mode C veil);



• Site dimensions starting at 42 ft x 34 ft

• Above the ceiling and within the lateral boundaries of Class B or Class C airspace, up to 10,000 feet. (Note that ADS-B is not required below a Class B or Class C airspace shelf, if it is outside of a Mode C veil);

• Class E airspace over the Gulf of Mexico, at and above 3,000 feet MSL, within 12 nm of the U.S. coast.

I was also curious about the rule that applies to aircraft not originally certified with an electrical system, such as my J-3 Cub on floats or wheels.

Some years ago, I flew underneath an overlying Class B airspace and through Class D airspace to land on a lake. I had used a handheld radio to contact the tower of the Class D airport. The controller asked for a transponder squawk, and I replied, "negative transponder."

Prior to leaving the Class D airspace, I was given a phone number to call after landing. The phone call was made and after clarifying the rule allowing this operation, no further action was needed.

My memory recalls another requirement that a landing must be made, and that the aircraft must traverse via the shortest distance both into and out of this airspace en route to the landing site. I was unable to find this requirement during my search.

The regulation 14 CFR 91.225(e) allows aircraft not certificated with an electrical system, including balloons and gliders and many light aircraft built in the 1940s not equipped with ADS-B Out, to operate within 30 nautical miles of a Class B primary airport – basically, within its Mode C veil – while remaining outside of any Class B or Class C airspace. These aircraft can operate as high as 17,999 feet MSL, except above Class B or Class C airspace. They also can operate beneath Class B and Class C airspace. Operationally, the ADS-B Out rules mirror the transponder equipage requirements in 14 CFR 91.215. Equipping with a transponder and ADS-B out allows for operations above Class B and C airspace.

I have heard the comment from pilots that a cross-country trip without ADS-B would add a lot of miles and time onto their flight. I used ForeFlight on my iPad to plot a trip from my home airport in Richland Center, Wisconsin (93C) to Lakeland Linder International Airport in Lakeland, Florida (KLAL). The direct trip was 1,001 nm and after editing the flight to avoid airspace requiring ADS-B out, the trip was 1,007 nm. The big issue was on the end of the trip as KLAL was underlining the 30 nm veil of Tampa's Class B airspace, but only by about 2 miles. For those pilots going to Sun 'n Fun next year, I would imagine there would be a waiver. That's worth checking into and verifying if your aircraft is not ADS-B out equipped.



Handling Distractions In The Cockpit

An issue that has plagued people with such things as texting while driving, and pilots programing a navigator while taxiing, is how to avoid such distractions. Many of you have seen the classic video on YouTube and other video streaming sites of the Cessna Cutlass on final approach with the rear seat passenger taping the landing (https://www.youtube.com/ watch?v=-K4QHpVXtxI).

There is a distinct horn sound blowing in the background



as the pilot and front passenger are talking. The horn that was blowing happened to be the gear horn, and as the plane made a perfect landing, there was a scraping sound as the airplane slid to a stop on its belly. There were no injuries in this case, except to the pilot's pride, but this is not always the case.

I spend a lot of time flying seaplanes, and I always have a fear of flying an amphibian because my seaplane is on straight floats with no gear to worry about. Should you land an amphibian in the water with the gear down, your odds are not so good. Sixty percent (60%) of those landings have a fatality, as the seaplane will flip over, and the pilot or passenger cannot get out and thus drowns. Several companies have made safety devices with an audible warning to alert the pilot, "Gear is UP for water landing" or "Gear is DOWN for runway landing." The issue is like the gear horn on the Cessna Cutlass if the pilot is distracted.

The airlines have a sterile cockpit policy below 10,000 feet, meaning no chit chat other than discussing the flight. In instrument training, we find similar situations as I watch pilots fly through the localizer course or miss the glideslope intercept while hand flying, or forget to properly activate the approach on the navigator or autopilot. We have so many cool new avionics boxes, which keep tempting the pilot to get more flight information. Distractions don't necessarily need to be a person in the cockpit or a call from air traffic control.

When I instruct instrument pilots for an instrument rating, I try to show them how simple an approach can be and what information is important once inside the final approach fix (FAF). Once inside the FAF, I tell my students to "give me your approach chart or iPad and concentrate on flying the airplane," should I find them distracted by the approach chart or multi-functional display (MFD).

Three items of memorization are all you need from the FAF to landing or the missed approach point (MAP):

1. How low can I go (altimeter)?

2. What is my MAP (altitude, fix or time)?

3. What is the initial part of the missed approach, should I need to go missed (climb straight ahead or with a right or left turn)?

In cases where we are flying a precision approach, items 1 and 2 are the same because the MAP is the same and should begin when reaching decision height (DH) or decision altitude (DA).

When we get distracted, we forget to fly the airplane when hand-flying. When flying on autopilot, the pilot should monitor these instruments as if he were hand-flying the airplane, because if the auto pilot fails, he will be hand-flying the airplane.

If you have a flight director and flying with a safety pilot, try covering up or dimming down everything except the flight director and hand-fly an approach "by the numbers" once inside the FAF. The only other instrument needed is the altimeter for your DA or DH.

I could fill this entire issue of Midwest Flyer Magazine or write an entire book on distractions in the cockpit, and the accidents they have caused.

For instance, there is a case of an airliner with two pilots flying into the ground or controlled flight into terrain (CFIT) due to distractions. Regrettably, all died.

In another situation, ATC requested a student I was training to execute a 360 for spacing on his final approach to land, which distracted him from his normal routine. Had I not taken the controls 50 feet above the runway, he would have done a classic gear up landing.

And pilots programing their GPS while taxiing have run off the taxiway and damaged their airplanes.

Stay focused, avoid distractions and fly safe!

ole. Real Solutions

Bolton-Menk.com

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 guestions to 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.



We approach every client, location, and project as unique and let collaboration lead us to the right solution.

IFR Currency Requirements Revisited

by Harold Green

t seems that once again we need to review the "pilot currency" requirements for instrument flight. That is, how to maintain



Harold Green

currency and how to regain it once lost.

The starting point is found in FAR 61.57, Recent Flight Experience: Pilot In Command. The present currency requirements require that within the six (6) months preceding the current month, the pilot will have completed six (6) instrument approaches, navigation by electronic means, and holding procedures. Previously this had to be done in instrument conditions or with a vision limiting device and a safety pilot. Now there is a third option allowing "simulator" use.

The term simulator may be interpreted as including flight training devices (FTD), and aviation training devices (ATD). Please note that the flights can be accomplished solo if in instrument meteorological conditions (IMC), but if in visual meteorological conditions (VMC), there must be a safety pilot!

This reflects two recent changes to these requirements. First, and most important perhaps, is the fact that the pilot may now accomplish this in a simulator and it can be done solo without an instructor sign off. The only catch is that if the simulator in use does not have visuals, the pilot must do a circleto-land approach in an airplane.

There are some cautions here. First, make sure the simulator that will be used has FAA approval for the intended use. This is evidenced by a letter from the FAA, which should be posted near the simulator and defines the category of simulator and the expiration date of the approval. Second, the definition of the six months prior to the month of the flight means that the six months during which the pilot is current must be counted to the month prior to the proposed flight. That is, if the flight is planned in June, the currency must be counted as of May.



AVIONICS SOLUTIONS FOR SINGLES AND TWINS FULL SERVICE AIRCRAFT MAINTENANCE IFR & TRANSPONDER CERTIFICATIONS 2020 ADS-B UPGRADES

FAA/CRS NU7R875N

(920) 303-0709 | jessica@newviewtech.com

NEWVIEW TECHNOLOGIES, INC WITTMAN REGIONAL AIRPORT - OSHKOSH, WI



www.newviewtech.com

If the pilot does not have the six approaches, etc., within the initial six-month period, there is an additional six months to accomplish them with a safety pilot or in a simulator. The safety pilot only needs to be able to act as pilot-in-command (PIC) in the airplane and weather conditions. Thus, if the flight is in VMC and under the hood, the safety pilot only needs to be a Private Pilot, current in the type of airplane being flown, and have a current FAA medical. If the flight is in IMC, the safety pilot must be instrument rated and current in both instruments and the airplane. If a safety pilot is used, it is necessary to log the name of the safety pilot in addition to logging the approaches by location and type.

If the pilot has not complied with the requirements defined above, the next step is an Instrument Proficiency Check (IPC). This requirement is specified in FAR 61.57 (d). This naturally causes concern on the part of pilots, mostly due to the fact that people don't really know what is contained in an IPC.

The FAA has published a document, AC 61-98, that provides guidance for the flight instructor conducting the IPC. First, know that the IPC may only be conducted by a Certificated Instrument Flight Instructor (CFII), or a Designated Pilot Examiner (DPE). An instructor not certificated as a CFII may not conduct the IPC. Fundamentally, the IPC is an instrument rating check-ride because AC 61-98 guidelines permit anything in ACS-8, the instrument check-ride requirements, to be included. This includes knowledge questions as one would have on an instrument check-ride. Much is left up to the person conducting the IPC.

From a practical standpoint, what should one expect in an IPC? The following information is based on experience as a CFII conducting IPCs. Other instructors will have different specific approaches, but all should comply with the FAA guidelines and cover the general areas stated herein.

Of course, the pilot to be checked is the first concern of the instructor. The logbook is examined first to determine total time, frequency of flight and type of flight experience. This leads to the ground examination.

Emphasis at first is on mundane things, such as how to file a flight plan, how to pick up clearances, etc. These questions frequently uncover areas that need further exploration, such as emergency procedures, when and under what conditions an alternate airport is needed, and use of the new International Civil Aviation Organization

(ICAO) flight plan.

The flight portion focuses at first on determining in what areas the pilot can use improvement. Usually this includes the instrument scan since if there is need for an IPC, the pilot has not been flying instruments frequently. To correct this, time is spent on basic maneuvers, such as canyon approaches* and any other operations, which appear to be appropriate for the pilot. Timed and compass turns are also good exercises to enhance the scan. In addition, the ability to react to unexpected changing conditions, and loss of information due to equipment failure, needs to be examined. After all, most pilots retain the mainstream skills, but with rough edges at times.

Therefore, there are two basic approaches to the flight portion of the IPC depending on the equipment in the airplane to be used. For airplanes with legacy equipment, there is one approach, and for the technically advanced aircraft, there's another approach.

If the airplane is equipped with GPS, the IPC will include the two-airport sequence described under the technically advanced aircraft (TAA) discussion that follows. Of course, the primary consideration is the capability and attitude of the pilot. For both equipment levels, plan on at least three different types of approaches with one being with failed equipment. In both cases, the goal is not only to ensure that the pilot is capable, but also to stretch the pilot's ability to handle stressful situations. The underlying assumption is that it is rare to be able to schedule when an emergency will occur. Further, if the IPC can be done in IMC, that is a definite plus. Should you think this is too sadistic, consider that while this is stressful, it is less stressful than a real situation when alone in actual IMC.

For legacy equipment, loss of the vacuum pump(s) provides a very good exercise, and at least one of the three approaches to be flown should be a no gyro approach, and preferably this will be a timed VOR approach. If the aircraft has an autopilot, the pilot should demonstrate the ability to fly both with and without using it, as well as recognizing, and reacting to, an unscheduled autopilot disconnect. If the airplane is equipped with GPS, the pilot must demonstrate the use of non-GPS equipment on the airplane, as well as the ability to make rapid, error-free changes to the GPS program.

For technically advanced aircraft (TAA), the sequence is different, but includes the autopilot issues as with the legacy equipped aircraft. The different approach is because of the level of redundancy available with TAA. Usually, there are so many levels of backup, including redundant and independent electrical power systems, that the probability of the loss of any function other than the autopilot becomes much lower than the probability of pilot error in manipulating the equipment. This statement is the author's opinion and not substantiated by any formal study. Therefore, the IPC and the final ride before recommending a student for their initial check-ride, consists of an IFR flight from a non-towered airport to the towered airport only nine statute miles away in Class C airspace. At the towered airport, an ILS approach to a miss is followed by a GPS approach back to the home airport. This means the pilot must change destinations on the GPS, select an approach and a waypoint, all while flying the airplane and communicating with approach. To do this the pilot must be familiar with the equipment, including using an autopilot to minimize the workload. If this can be accomplished without significantly annoying approach control, all is good.

In summary, a pilot has six (6) months prior to the month of a proposed flight to execute six (6) approaches, a holding pattern and navigation by electronic means. In the seventh month or thereafter up to a year from the initial date, the pilot must use a safety pilot to complete the initial requirements. The safety pilot must be able to act as pilot-incommand in the airplane and weather in which the practice is accomplished. These approaches can be accomplished in a simulator without a safety pilot or instructor. After the second six (6) months, it is necessary to accomplish an instrument proficiency check or IPC. While a safety pilot is not required to be a Certificated Instrument Flight Instructor (CFII), the person conducting the IPC must be a CFII or DPE. The relevant documents are FAR 61. 57, ACS-8, and AC 61-98.

*A canyon approach is a combination of a timed 360degree turn and a Vertical S maneuver. The approach is initiated with a standard rate turn, combined with a 500 foot per minute rate of descent. In 2 minutes, the pilot should be 1,000 feet lower and on the original heading. He then initiates a standard rate turn in the opposite direction, combined with a 500 foot per minute climb. In 4 minutes, the pilot should be at the original altitude and on the original heading. In order to accomplish this, the pilot must know the power settings required to achieve the appropriate performance and use them, rather than manhandle the controls. The speed to use on a canyon approach is the speed the pilot would use on a timed VOR approach. If the pilot can do this within 10 degrees, 100 feet and 10 seconds while holding speed within 10 knots, he has done well. A canyon approach makes a pilot a believer in power/pitch flying and results in much smoother flying skills. In fact, many times pilots who are taught how to execute a canyon approach report that their significant others recognize how smooth their flying has become.

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

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



Never Stop Getting Better

by Dean Zakos

"Just want to keep improving, to keep getting better." – Anonymous Scenario: You are level at 3,500 feet. With you in the cockpit are a good friend (a non-pilot) and your eight-yearold daughter.



You have just enjoyed lunch at one of your favorite flying destinations and are headed back to your home airport. ETE is approximately one hour.

Dean Zakos

Sky is 7,000 scattered and visibility is greater than 10 miles. It is a beautiful day to be boring some holes in the sky. Then, it happens. There are wisps of dark smoke coming from under the instrument panel. You also notice a distinctive odor of something burning.

You remind yourself that you need to try to remain calm. What do you do next, and where is the pilot's operating handbook (POH)? You need to find the "emergency procedures" section now!

Fortunately, fire in the cockpit and other in-flight emergencies are not common in GA aircraft. Unfortunately, if an emergency does occur, many GA pilots are not wellprepared to deal with it.

I will be the first to admit that I am not as well prepared as I should be. Yes, I am current, and I try to fly regularly to be proficient and confident in my flying skills. But, like many other GA pilots, I often don't think about what I can do specifically to become a better pilot.

I am not talking about obtaining additional ratings (although that would certainly make me a better pilot), or about spending additional time with a Certified Flight Instructor (CFI) for a flight review or extra training (although either could enhance my skills).

I am suggesting, as GA pilots, that we should never be satisfied with the status quo. We can choose to become better pilots, and we should be willing to work, on our own, on aspects of our flying that can assist us to meet our personal goals and make our flying safer.

Fire in the cockpit requires an immediate, practiced response. As PIC, you may not have time to rummage through side or backseat pockets for the POH and then page through it to locate the "emergencies" section. Every second counts. Aviation experts advise that good pilots commit certain emergency procedures to memory and practice those procedures on a regular basis. By committing the four or five critical steps to memory regarding emergency scenarios and using a "flow check" to walk through the steps on your airplane's panel, you will gain valuable time – time that may be necessary to save the lives of everyone on board.

A large part of what we can do on our own to become better GA pilots involves preparation. Here are three things 20 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE the experts say can help us to better prepare for circumstances we may encounter during a flight:

First: Commit certain emergency procedures to memory. The Information Manual for the 1981 Cessna Skyhawk (Model 172P) lists six different general categories of checklists for emergencies: Engine Failures, Forced Landings, Fires, Icing, Landing with a Flat Main Tire, and Electrical Power Supply System Malfunctions. Engine failure, fire, and icing are the most serious matters to deal with in-flight and likely require the most immediate responses.

Engine failure checklists should be familiar to all GA pilots, as CFIs have been pulling power back on us and announcing "engine failure" from the time we were all student pilots. There are several key steps that should be committed to memory, including lowering the nose of the aircraft to attain best glide airspeed, locating a suitable landing site, and commencing a list of trouble-shooting actions including checking carburetor heat, fuel selector valve, mixture, ignition/mags, and primer.

Most emergency checklists involve some combination of items relevant to the specific emergency. They are short lists, and with a little practice, you should be able to commit them to memory. Some pilots may prefer to use Mnemonics as a reminder. For example, an easy one to remember for engine failure is "A, B, C, D" – Airspeed, Best Place to Land, Checklist, and Dialogue. Also, by using a flow check of the relevant levers, switches, and controls, you can more easily visualize the sequence and location of each item to be checked in an emergency.

As pilots, we should be willing to spend sufficient time on the ground with our aircraft POH's emergencies checklists. With a personal commitment to learning emergency procedures/checklists on the ground, and with a willingness to spend some time on memorization and periodic refreshers, we will be in a better position to respond quickly, and correctly, when confronted with an emergency in the air.

Second: Practice flying when not in the airplane. I have a friend who is a retired U.S. Air Force pilot. He fondly remembers his training days years ago when he frequently used "chair flying" to hone his flying skills. At the end of the day, he would sit in a kitchen chair, with one hand on an imaginary stick, the other on an invisible throttle, and both feet located on non-existent rudder pedals.

He wisely used his free time when he was not in an actual cockpit to practice the sequence of steps necessary for each flight procedure or maneuver. Elite athletes understand and are familiar with the concept of "muscle memory" (i.e. the repetitive practice of a series of motions that your brain and muscles come to know so well they become "automatic"). Once that level of muscle memory is achieved, it is no longer necessary to consciously think about coordinating your hands and feet, or where to reach for a desired switch or lever. Your brain thinks – and your body reacts.

GA pilots can also benefit from chair flying. It is particularly valuable when you want to practice something

that requires a series of prescribed steps, such as flying a traffic pattern, practicing emergency procedures, or rehearsing steps in flight maneuvers like stalls, steep turns, or chandelles.

Today's GA pilots, because of technology, also have a distinct advantage over chair flyers. A desktop flight simulator, such as X-Plane or Microsoft Flight Simulator, with a suitable yoke or stick and rudder pedals, offers an enhanced, modern version of chair flying with a remarkable level of realism not available with a simple chair in your kitchen.

Many GA pilots fly 50 hours a year or less. Taking the time to practice when you don't have access to a real airplane by chair flying or using a flight simulator can pay valuable dividends. It allows you to practice at little or no cost, on your schedule, and provides a level of enhanced confidence in your performance when you climb into a real cockpit.

Third: Work Through Risk Management Scenarios. One of the biggest risks to GA pilots is weather. Often, National Transportation Safety Board (NTSB) reports conclude that a VFR pilot made the decision to initiate or continue a flight into known adverse weather conditions, resulting in spatial disorientation, loss of control, and subsequent in-flight breakup. Why does that happen?

One likely reason is that GA pilots (as a group), generally, have not developed a high level of aeronautical decision making (ADM) skills. Many GA pilots have not received much formal training to acquire and practice these skills. Today, that is changing and there is much more emphasis by the FAA, CFIs and designated pilot examiners (DPEs) on ADM, as it is required to be taught as part of the private pilot training curriculum.

GA pilots can and should develop risk assessment skills. Good judgment and experience are assets to us in our flying, but they sometimes are not enough. Pilots also need processes that are objective, repeatable, and reliable.

Personal minimums for VFR or IFR are a very good start. When I flew out of the Fond du Lac, Wisconsin airport (KFLD), an emergency medical helicopter was based on the field. I asked the pilots how they made a "go/no-go" decision. For them, it was easy. Even though the pilots and helicopter were IFR certified and current, their Standard Operating Procedure (SOP) required VFR-only flights. That eliminated any subjective desire the pilots may have had to undertake an otherwise risky mission.

Hazard and risk analysis is also a good tool. A "hazard" is defined as "a real or perceived condition, event, or circumstance a pilot encounters." It could be a thunderstorm on the horizon... it could be forecast icing... or it could be a leg of a trip over open water at night when you are fatigued. Once recognized, the pilot then assesses the hazard and assigns a value to its level of risk based on the pilot's knowledge, ratings, currency/proficiency, and experience. A risk, based on the likelihood of the hazard occurring, can be identified as "probable, occasional, remote, or improbable." A VFR-only pilot launching into instrument meteorological conditions (IMC), or continuing a flight into IMC, needs to recognize the risk of spatial disorientation and loss of control as probable and must make the decision to not depart or, if in the air, to turn back.

As GA pilots, most of us chose to fly because we love being in the air. I think many of us also enjoy the challenge of flying an airplane well, and even though we don't get paid, the personal satisfaction of being good at it. We should also understand, and accept, our responsibility to continue to get better (©Dean Zakos 2019).

EDITOR'S NOTE: Dean Zakos (Private Pilot ASEL, Instrument) of Madison, Wisconsin, is the author of "Laughing with the Wind, Practical Advice and Personal Stories from a General Aviation Pilot." The book is available from Square Peg Bookshop (http://squarepegbookshop. com/), Amazon, Barnes & Noble, Chapters Indigo (Canada) and



other retailers. Comments and personal flight experiences are welcomed: drzakos@sbcglobal.net

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 their aircraft's Pilot's Operating Handbook, Federal Aviation Regulations, and the FAA Aeronautical Information Manual before attempting any procedures or suggestions discussed herein.



Finding New AMEs



Dr. Bill Blank

by Dr. Bill Blank, M.D., Senior AME

o you know of a physician you think would make a good Aviation Medical Examiner (AME)? Have you thought about recruiting him/ her?

There has been a gradual decline in

the number of AMEs in recent years. Since 2008, nationally, the number has decreased by approximately 1,300 to 2,600 currently. Since 2011, in the Great Lakes Region alone, the number of AMEs has decreased from 520 to 347, and the last time I checked, some Midwest communities, such as Pierre, South Dakota and Lansing, Michigan, did not have any! Also, since 2003, the average age of AMEs has increased from 56 to 64. The FAA is aware of this decline and is starting to talk about the need to recruit, but has taken no action.

An AME needs to be a state-licensed physician, either an MD (Medical Doctor) or DO (Doctor of Osteopathy). Physicians Assistants (PAs) and Nurse Practitioners (NPs) are not allowed to be AMEs.

Specialty training is not required. Most AMEs, approximately 75%, are in family practice, general practice, internal medicine, or occupational health. There is a smattering of psychiatrists, ophthalmologists, and other specialists who are AMEs, either because of their interest in aviation or need in their local community, and some AMEs are or have been military flight surgeons.

When I first became an AME, many AMEs were pilots. This is no longer the case. As I lecture at the new AME training courses, I notice less pilots in the audience. To become an AME, the physician should write to the regional flight surgeon and express his or her interest. If the FAA finds a need for an additional AME in the area (I can't imagine they wouldn't now), the physician will be enrolled in one of the three or four annual 4 ¹/₂ day new AME basic science courses given at FAA headquarters in Oklahoma City.

An AME applicant who has been or is a military flight surgeon may not be required to take this course. There is no tuition for the course, but the applicant will be required to pay his/her expenses. The course counts toward a physician's continuing medical education requirement.

After completion of the course, an FAA employee from the Regional Flight Surgeon's office will visit the new AME's office to make certain that he/she has the required equipment. The applicant will then be authorized to do second and thirdclass flight physicals.

An FAA employee will serve as a mentor to new AME and review their first exams. After the new AME has successfully been an AME for at least two (2) years, the AME can request designation as a "Senior AME." This permits the AME to do first class physicals.

AMEs are required to perform 10 exams per year and retrain every three (3) years to maintain their designation. A few AMEs are full-time AMEs and perform thousands of exams annually.

We will continue to need conscientious AMEs to serve the pilot community and ensure that our pilots are fit to fly and our skies safe. Becoming an AME can be a nice addition to a medical practice and allow a physician to meet a group of interesting, motivated people and learn about the fascinating field of aviation. I hope you can help identify potential AMEs and encourage them to become involved in the aviation community!

Please contact me if you or a potential AME has any questions.

Thank you!

EDITOŘ'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.



Ways To Beat The High Cost of Replacement Parts & Avoid Mistakes In Buying A Used Airplane

by Pete Schoeninger

Q: What changes have you seen in the used airplane market since the Coronavirus Pandemic hit the U.S?

A: As I write this (mid-April 2020), it is too early to tell, but I suspect some softening of demand and thus some price adjustments.



Q: You occasionally reference researching an airplane type certificate

for information. I wanted to find out about nose tire sizes on my 1976 C172M and couldn't find anything. Where else can I look?

A: Cessna, and other manufacturers, equip each airplane with an equipment list when it leaves the factory. On your C172, your equipment list offers an itemized list of required, standard, and optional items with weights. For instance, a nose spinner is required! Wheel pants are installed standard, but you can remove them because they are not required. Dual landing lights are optional, not required, nor are they installed, but may be used to replace a single landing light.

Probably the most common changes to middle-aged C172s are the installation of updated avionics, and removal of wheel pants. Any changes in equipment should be noted in the equipment list paperwork, along with associated weight changes.

Q: Why is there a substantial jump between the asking prices of a Cessna 172L and a Cessna 172M? Aren't they just about identical except the M model (which started in 1973) is a few years newer?

A: The C172M was the first C172 to have the wing with a new (back then) leading edge cuff. That wing reduces the stalling speed significantly. In my humble opinion, the C172M was the best pre-shutdown model on the market (Cessna shut down piston-engine production in 1987 for 10 years). It was also the last model equipped with a 12-volt electrical system (possibly to jump start from cars), and the last model with 40 degrees of flaps.

As for best airplane values, used Piper Warriors are available for substantially less money (\$10,000 - \$20,000) than comparable Cessna 172s, and have similar load carrying capability and performance, fuel burn, etc.

Q: Car gas in my area has dropped almost 50% in price in the last six weeks. I have not seen a drop in the price of aviation fuel. Why aren't FBOs reducing prices?

A: Often FBOs are refueled by a tanker truck holding perhaps 8,000 gallons of 100LL. At smaller FBOs, it may

take a few months to sell this load, before another load is purchased. Your local FBO might have just invested \$25,000 or so in a load of gas on March 1st that may take him 2-3 months to sell. He now has two things going against him – one is fuel sales have dropped during the pandemic, and two, competitors who bought fuel after him may offer fuel at a lower price.

Q: The window latch on my Cessna 182 has seen its better days and I checked with the manufacturer and they quoted me over \$1,000 for a new one. What goes? How can an aircraft owner afford such prices and what are our options other than to taxi the plane over a cliff in the Grand Canyon?

A: Instead of heading for the Grand Canyon, do an internet search for Cessna 182 window latches. There, you will find some after-market units for around \$250. Before ordering one, check with your mechanic to make sure he will be okay installing your prospective new part. Hint: Maybe let your mechanic order it and make a few bucks reselling the part to you. I think he could use, and would appreciate, the business, and he knows the parts business better than you!



Q: On a recent trip to Florida in my 50-year-old Comanche, a top of the line Cirrus was flying near me, also heading south. He was higher and going faster. So, would it make economic sense to replace my \$75,000 low-time, very well-maintained and updated Comanche for an airplane that costs 10 times as much, or keep the plane I currently own? Secondly, will repair bills on a brand-new airplane be less than on my old airplane over time. Thirdly, does modern technology reduce or increase maintenance costs? Fourth, would insurance cost more on the new airplane?

A: Your CPA should be involved when you are considering spending three-fourths of a million bucks on anything, especially on something that might not be tax deductible. You may, or may not be able to have Uncle Sam help you with Section 179 depreciation and other accounting matters.

Late model Cirrus aircraft have held their value pretty well. Repair bills for a new airplane should be less than maintaining one 50 years old.

Modern technology on a modern airplane should lessen maintenance costs.

Your aviation insurance professional should answer your last question, but undoubtedly, a \$750K hull will have a higher premium than a \$75,000 hull.

Do yourself a favor and do more homework. Comanches were good airplanes, but are now getting a little long in the tooth. Expect more maintenance and possibly difficulties in getting parts as time goes on. There is no free lunch in aviation, or anywhere else for that matter.

Q: When you were a commissioned airplane salesman, what was the easiest, and the hardest sell?

A: By far, and fairly common, was an upgrade in the same brand. For instance, a 1975 Cessna 172 owner looking at a 1975 Cessna 182. I used to take prospects to a short grass strip in a C182, then climb to 5,000 feet, trim for level flight, and then descend and land back home. That demo ride showed that the C182 had better performance than the C172 in short-field work, a better rate of climb, and was a more stable platform while cruising. More often than not that produced a sale if the C182 was sound and priced fairly, and if the prospect had the bucks to buy it. (I tried to "qualify" prospects before giving a free ride.)

The hardest sell is an airplane of any make/model, to a group which may include one naysayer who will always find something similar in an unknown condition, for sale for a few thousand bucks or so less, located five states away. Another hard one is where a group's advisor is not qualified, but thinks he is. This may involve an older person who feels the younger buyer should not be buying an airplane in the first place, and the older person may not have much aircraft expertise. I lost a sale once on an old straight-tail Cessna 150 because an old fool told the young prospect that the straight-tailed Cessna 150s were hard to land in a crosswind. That is not true, but the young person listened to the old guy, who had never flown a straight-tail 150!

Q: My CFI said my Cherokee 180 would glide further with the engine shut down, rather than with the engine idling. He suggested that I not try it, but to just take his word for it. Is he right?

A: Yes. You can easily tell that your idling prop is adding drag to your glide by looking at your tachometer. If the ground idle speed of your Cherokee 180 is 700 RPMs, but in flight at say 80 mph at idle your prop is spinning at 1200 RPMs, that last 500 RPMS are driven by relative wind through the prop arc. Stopping the prop reduces most of the prop arc drag, thus increasing your glide path a little, but like your CFI said, don't try it.

Q: My friends sometimes call me a tightwad, but I call myself frugal. I am looking to buy my first airplane, and I have pretty much settled on a used Mooney 201. It is important to me to find the absolute best priced 201 in the Midwest. I have responded to several ads, and hired a mechanic to look at a few, but there have always been significant mechanical issues looming that have caused me to take a pass. I am getting sick and tired (and already out over \$1,500) of looking at airplanes that may need significant maintenance relatively soon. Am I nuts or is this typical?

A: Let me be blunt. The least expensive airplane to own is not the cheapest to buy. Remember my theme song: "Airplanes are held in space by \$100 bills!" In the long run, you will be much better off buying a well-maintained airplane in good condition for \$5,000 - \$10,000 more than a cheapy.



Check out midwestflyer.com *for previous articles that you might have missed or to revisit* A good Mooney 201 will give you many happy hours of relatively economical cross-country travel, while a cheap one may put you in the poor house. Good luck!

Q: I am considering putting my Cessna 180 on floats. (I am lucky it has a factory-installed float kit.) I was surprised to learn that my aviation insurance will go up more than proportionately for the increase in value (airplane plus floats.) Why?

A: Sometimes a minor glitch that occurs on water ends up with a sunk airplane, or at least major damage. Thus, a \$10,000 repair claim for a land plane incident might be a total loss on a floatplane, plus the cost of mandated removal from a lake by DNR regulations will be expensive too.

Q: I am about to take delivery of a 1982 Cessna 182. For sure I will be buying liability insurance, but don't know if I need hull coverage. What do you think?

A: Insurance covers risks that you don't want to, or can't, handle. For some folks, a \$100,000 loss might not hurt much, but for others, it would be a major wipeout. If you could not handle a total loss easily out of your pocket, you probably should buy hull insurance. If you have a loan on the purchase, the lender will require hull coverage. But a better idea than asking me would be to ask your favorite airplane insurance professional.

Q: I bought a Piper Lance three months ago, and just lost my job due to the Coronavirus Pandemic. I own the airplane free and clear (just barely!). I do not see that I will be flying the airplane at all during the next several months. I think if I put it up for sale during the pandemic, it will sell at a reduced value, so I am thinking of keeping it, locked up in my hangar. Any ideas?

A: If, for now, you decide to keep the airplane but not fly it, I would suggest two things: First, coordinate with your mechanic about engine preservative actions. Second, call your insurance agent and inquire about "ground only" coverage. That will reduce your insurance costs, but still provide some coverage for non-flying risks like theft, hangar collapse, tornado damage, etc.

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

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.

ForeFlight News

R unway NOTAMs in Procedure Advisor: ForeFlight's Procedure Advisor now warns the pilot of runways closed and other NOTAMs affecting airports on a pilot's route, giving pilots easier access to critical flight planning information.

New Route Constraints: Include/Avoid Waypoints & FIRs: Pilots with ForeFlight Performance plans can further customize their route with more advanced constraints for the Recommended Route. The new constraints allow the user to specify any waypoint, navaid, or airport that must be included in or excluded from their route, using the Include Waypoints and Avoid Waypoints constraints, and specifying any FIR that one's route must not cross using the Avoid FIR constraint, helping pilots to reduce overflight fees and steer clear of dangerous airspace.

Altitude Slider Auto Mode: Pilots can now reduce their inflight workload by having ForeFlight automatically move the altitude slider for altitude-based weather layers, such as Winds Aloft, Icing and Turbulence, to match their current altitude.

For additional information, visit www.foreflight.com



- Third busiest airport in Illinois an impact of more than half a billion dollars a year to the St. Louis regional economy
- 20 minutes from anywhere in the St. Louis metro region

Close, Convenient, Connected

Learn more at StLouisDowntownAirport.com



An industry rallying together... General Aviation responds to the pandemic

by Mark Baker AOPA President and CEO

he last time I cleared TSA, breezed past a sea of travelers, and patiently waited for my airline flight to board from Gate A34, I didn't expect it to be the last time for a while. But in a matter of weeks, the aviation industry has been turned upside down, and today, walking through an international airport is more reminiscent of a ghost town.



Mark Baker

The year 2020 has proven to be a chaotic and challenging time for us in the

age of COVID-19. Many businesses and industries across the country have collapsed or are a shell of what they were—a far cry from the booming economy we were experiencing just months ago. It's hard to argue that any industry has been hit harder than the travel and tourism sector—especially commercial airlines that have been forced to ground aircraft; reduce flight frequency; and, in more extreme cases, furlough much of their workforce.

In the past month alone, we have seen some unprecedented developments. Some of the nation's busiest air traffic control towers temporarily switched to CTAF frequencies, many flying clubs and flight schools have suspended operations, and nearly all aviation events and airshows have been postponed or canceled.

The long-term effects of the COVID-19 pandemic remain largely unknown. As a CEO, I never would have expected a staff of more than 200 AOPA employees to all be sheltering in place and working remotely to keep the machine running very successfully, I might add. However, there is a lot of good coming out of this crisis. In times of turmoil, GA comes together, and the generosity of the aviation industry never ceases to amaze me.

Many aerospace companies have stepped up assistance efforts through humanitarian flights, transporting medical resources, and even getting involved in the production aspect. Piper Aircraft was one of the first to start aiding in COVID-19 efforts with the production of personal protective equipment, such as face shields at its Vero Beach, Florida, factory. The aircraft manufacturer has since produced thousands of shields for hospitals and has donated more than 1,000 N-95 masks.

Cirrus Aircraft, Textron Aviation, Appareo, and Duncan

Aviation also have shifted gears from aircraft production, avionics, and aircraft mods to healthcare. Textron began manufacturing medical face shields and is planning to make cloth masks and fabric coverings for medical professionals. Appareo is working to manufacture nearly 2,000 emergency ventilators at its facilities in North Dakota. Upholsterers at Duncan Aviation switched from crafting beautiful aircraft interiors to stitching face masks. And in Michigan, pilots are volunteering their aircraft and time to deliver muchneeded medical resources to front-line professionals—just a few examples of GA's contributions in the face of a national emergency.

AOPA and its partner organizations have been working with Congress, the FAA, and stakeholders to highlight the value and benefits of GA flying, especially during this trying time. According to a PricewaterhouseCoopers LLP study, GA contributes 1.2 million jobs and \$247 billion in economic activity to the U.S. economy, making it a vital part of our transportation infrastructure and public good.

Many of our members have been affected by COVID-19 and its impact on pilot certification, proficiency requirements, knowledge test expirations, and insurance complications, leading AOPA and industry organizations to go to battle. We have called on the FAA to implement a special federal aviation regulation to address expiring certifications, currency, and training requirements. There's been frustration with the slow pace, however I'm happy to see progress being made.

Of course, much about this pandemic and its effect on our economy remains unknown, and we are left with a wait-and-see scenario. In the meantime, AOPA is working to keep our members informed and offers distractions to the 24-hour COVID-19 news cycle. We've recently launched a new YouTube video series called "Pilot Lounge," where we discuss all things aviation from inside a virtual hangar. And we continue to put out new content every day to keep members informed and engaged as we navigate through this trying time. Others are doing the same. Sporty's Pilot Shop, for example, conducted a virtual fly-in to help keep pilots in the aviation spirit.

As we enter another month of this global pandemic, it's clear that our daily lives have changed drastically, and none of us know when we will be back to normal, although that day will come. If there's one good thing to take out of this crisis, it's that we can't take anything for granted—family, friends, or flying.

AOPA President Livestreams To Members During The Coronavirus Pandemic

FREDERICK, MD – Realizing that his members may be wondering what they can or cannot do during the current Coronavirus Pandemic, and what the future holds for general aviation, AOPA President and CEO Mark Baker livestreamed to his members on April 22, 2020. AOPA Senior Vice President of Marketing, Jiri Marousek, presented Baker with questions from members, such as "can I go flying," and "what about losing my currency," to "is the value of my aircraft better now than before the pandemic?" Baker and Marousek hosted this virtual discussion while socially distancing from their respective homes.

Baker first commended his "team" at AOPA for adapting to working from their homes and continuing to provide members with the services they need and depend on.

One of the first questions had to do with "renewals," from annual inspections and biennial flight reviews, to medicals. Baker stated that he and AOPA's Washington staff have been working with the FAA to address this issue. "Renewal dates are coming up as fast as always," said Baker, "and we have been disappointed on how long this is taking." Baker assured members that the GA Caucus has likewise been urging the FAA to move swiftly on this issue.

What about airports? Will airports continue to stay open during the pandemic?

"Airports have been recognized as essential," said Baker. "The FAA has not closed any airports and municipalities don't have the authority to close them."

When can we go flying again?

Baker urged members to check out the AOPA.org website for information on policies issued by individual states.

"I believe that GA will get a boost out of all of this

and careers in aviation will continue, especially in general aviation," citing the increased demand for both personal and business aviation.

"I think there will be a lag in tourist travel. However, business travel will come back more quickly."

For aircraft that have been sitting around for a while since the pandemic began, Baker urged owners to do a very thorough preflight inspection before their next flight, and to keep up their maintenance.

Has the value of my airplane increased, decreased or stayed about the same?

"Aircraft values should hold pretty good," said Baker. "If you have a good used airplane with modern avionics, it is very sellable!"

As for new aircraft sales, AOPA is working with manufacturers to offer buyers as much as a zero-interest rate for two years.

The question of fly-ins came up. AOPA had to cancel its first event in San Marcos, Texas scheduled in May, and has postponed its fly-in at Casper, Wyoming, originally scheduled in June 2020, until 2021. AOPA's Rochester, New York event, September 11-12, 2020, is still a go at this time. Contact AOPA membership services for additional information: 800-872-2672.

As of press time, EAA AirVenture Oshkosh was still a go, but Baker said that EAA officials will have to make a decision - one way or another - in the next few weeks, whether that event will be held as scheduled.

To listen to Mark Baker's complete interview, go to https://www.youtube.com/watch?v=VKfC01-vVy8

SUN 'n FUN Fly-In Launches Home Edition 2020

LAKELAND, FLA. - SUN 'n FUN Aerospace Expo has faced its share of challenges over its 46-year history - snow, a tornado, flooding rain, sequestration, extreme heat, and now the Coronavirus Pandemic, which required the annual event held the first week in April, to be canceled for 2020. However, SUN 'n FUN was not going to be deterred from its mission to engage, educate and accelerate the next generation of aerospace professionals.

At press time, SUN 'n FUN Home Edition 2020 was to be held on Saturday, May 30, 2020 to deliver the SUN 'n FUN Aerospace Expo in a new cyberspace venue until the fly-in can return in 2021.

Proceeds from the event's sales and donations benefit SUN 'n FUN's Aerospace Center for Excellence, located at Lakeland Linder International Airport (KLAL). Without the fly-in, this non-profit 501c3 organization would lose over 80% of its annual funding, placing many of its scholarships

and award-winning STEM education programs on hold. For additional information or to make a donation, go to www.flysnf.org.

Minnesota Petroleum Service MPS Aviation Refueler Powder Coated or SS Power Rewind Hose Reel **Aviation Filtering System** Metering System

Phone: 763-780-5191 Toll Free: 888-797-7677 E-Mail: sales@mnpetro.com



Altitude Adjustment: Two Wisconsin Pilots Set Their Careers by the Altimeter

by Jim Neidert

wo Wisconsin pilots, Tom Ricchio from Iola and Tom Hegy from Hartland, have seen the earth from very different perspectives over their combined 71,000 hours of flying time. Their divergent career paths took Ricchio skimming above the clouds at 40,000 feet and Hegy skimming above the state's vegetable crops at 4 feet. Today, they both enjoy their spare time in their favorite light aircraft in the middle range.



Tom Ricchio (left) recently flew his Cessna 140 into Middleton Municipal Airport - Morey Field (C29) in Middleton, Wisconsin, where the aircraft was first delivered fresh off the assembly line in 1946. Pictured with Ricchio is Richard Morey (*right*), grandson of the late Howard Morey, who was the Cessna dealer at the time the aircraft was delivered new to the airport. Dave Weiman Photo

Tom Ricchio grew up around airplanes and grass airports in Racine, Wisconsin, where his dad and two uncles were pilots. He knew early on that someday he would learn to fly.

Ricchio served in the Air Force in the mid-1960s with a ground crew. It wasn't until after he left the service in 1970 at the age of 22 that he learned to fly in Kenosha, Wisconsin (KENW), at an FBO called K-Airways. There were great instructors there, along with some charter pilots flying freight, mainly at night. The charter pilots would let Ricchio fly with them. Looking back at the experience, he said they were some of the best pilots he's ever known and taught him about flying in the "real world."

The GI Bill helped fund Ricchio's advanced pilot ratings, but he also worked in machine shops, factories and gas stations while getting his CFII, IFR, Multi-Engine and ATP 28 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE certificates and ratings.

After a few years as an instructor and some charter flying, Ricchio got his first corporate flying job at Brunswick Corporation. They flew Sabreliners out of Palwaukee Airport in Wheeling, Illinois and Fond du Lac, Wisconsin. He went on to fly for Abbott Laboratories, John Deere, Oshkosh Corporation and now on a part-time basis for the Waupaca Foundry. He has remained in corporate flying his entire professional career.

Ricchio said he feels so fortunate to have flown some amazing aircraft, including the Gulfstream 3, 4 and 5, Citation X, and several other corporate jets. His love for flying makes the thought of retiring not even an option at this point in his life.

Ricchio has flown to more than 100 countries and seen some amazing places and met some incredible people along the way, but professional flying -- especially lengthy international flying -- is hard on family life. He said he really appreciates his current domestic flights that get him back home most nights.

Ricchio's private plane is a Cessna 140 with an interesting history. It was delivered in 1946 straight from the factory to Morey Field (C29) in Middleton, Wisconsin, where Howard Morey was a Cessna dealer. Its new owner was based at Morey and flew it from there for three years before selling it to a pilot "out east."

Next, a corporate A&P mechanic bought the plane to refurbish, but had it dismantled and it sat in his garage for 15 years before completing the project, which took three more years. Ricchio said the story he heard was that the man's wife told him either the plane or his hot rod had to go. Not being a pilot, the man sold the Cessna.

Ricchio purchased the C140 in August 1987 for \$4,300. He said that the logbooks over 70 years can be a bit vague, but it looked like he was the plane's fourth owner, but only the third pilot owner. The first owner had it for three years, the second owner for 19 years, the A&P for 18 years, and Ricchio has had it for 35 years and counting. Total time on the aircraft is 3,500 hours.

Since owning the aircraft, Ricchio has based it at Sylvania Airport (C89), just west of Racine, Wisconsin; then Quad City Airport (KMLI) in Moline, Illinois; and now at Central County Airport (68C) near Iola, Wisconsin, just 10 minutes from his home. Central County is a beautiful grass airport that is almost like going back in time to airstrips he went to with his dad and uncles in the 1950s, he said.

Ricchio has 26,000 hours of total flying time and has clocked a little over 2,000 of them in the Cessna. He flies it to breakfast fly-ins, burger runs and back to Racine to visit his twin daughters and four granddaughters. The airplane has



Tom Hegy is shown here with the "Cruiser" he built with his father using a rusted-out fuselage for the template. Dave Weiman Photos

become part of the family, and he hopes one day to give it to one of his daughters whom he trained in the aircraft while she was still in high school.

Over the years of flying some incredible airplanes professionally, Ricchio said that he always enjoys getting back into the C140. On a few occasions he has considered selling it and purchasing something with more speed, seats and range, but the C140 keeps winning out. It has given him everything he needed in a personal airplane and provides basic flying, plus it's a tremendous amount of fun, he said.

Down To Earth

When Tom Hegy was 18, with \$100 in his pocket, he flew a Piper J-3 Cub from Hartford, Wisconsin to Tucson, Arizona to obtain his private pilot certificate. There wasn't work for him in Hartford at the time, plus it was winter and it was cold.

Hegy was hired at Ryan Field (KRYN) in Tucson as a maintenance man, covering airplanes

and doing the lighter work in exchange for flight instruction, which was common back then. Putting his income toward his flight training, Hegy didn't have any spending money and slept on a cot in the maintenance hangar.

He returned to Hartford with his private pilot certificate and got a job in a factory there. When he turned 19, he sold his Cub and bought a 1951 Ford to drive back to Tucson to obtain his commercial pilot certificate. Back in Hartford with his new pilot certificate, Hegy sought an outlet for his aviation skills. From 1965-71, he worked part time as a member of the Wisconsin Army National Guard Aviation Detachment based in West Bend. He said it was funny that his military occupational specialty was as a multi-engine aircraft mechanic, but the unit had only single-engine aircraft, and several of them were helicopters. In 1966, Hegy was hired by Aerial Blight Control (ABC) out of West Bend (KETB) and did aerial spraying of vegetable crops for the next five years. He flew a 220 Stearman for the first two years, followed by a 450 Stearman for the next three years.

In 1971, Hegy was hired by Roy Reabe of Reabe Spraying Services in Waupun, Wisconsin, flying out of their Plainfield, Wisconsin strip. He sprayed for Reabe for the next 47 years and retired two years ago with 45,000 hours of total flying time.

Hegy's first spray plane with Reabe was a 450 Stearman long wing, then in 1979 he moved up to a 301 Air Tractor



PEOPLE IN THE NEWS

with a 600 hp radial engine. In 2000, he started flying a turbine 502 Air Tractor.

Hegy was inducted into the Wisconsin Aviation Hall of Fame in 2012 and has flown more than 300 various aircraft over the years, along with being the test pilot for many homebuilt and restored aircraft, mainly vintage airplanes.

Hegy and his dad, who was also a craftsman, built a "Cruiser" (https://en.wikipedia.org/wiki/Piper_PA-12) from the ground up, using a rusted-out fuselage for their guide and tracing the body and a wing as their template. After lots of "common sense" modifications and improvements, Hegy's experimental aircraft weighed 1,059 lbs empty. He put it in service in 2001 and now has 2,100 hours on it. With the 160 hp Lycoming O-320, it will indicate flat out at 155 mph.

Hegy and his dad also built a Travel Air (https:// en.wikipedia.org/wiki/Travel_Air) from scratch, building their own fixtures to fabricate the parts. The Continental 220 came with 5.4:1 pistons, but Hegy replaced them with 6.1:1 pistons. Two years ago, he replaced them again with custommade 7.1:1 pistons. Empty weight on the Travel Air is 1,761 lbs.

Along with flying these two aircraft, Hegy also flies an SC-1 Pitts.

On the airfield, it is inspiring to watch Hegy's skill as a pilot and the unbeatable performance of his homebuilts.

Judge Leineweber Appointed A Wisconsin Supreme Court Referee

ormer Richland County Circuit Judge Ed Leineweber has been appointed by the Wisconsin Supreme Court to preside as a referee over attorney regulatory matters under the supervision of the Supreme Court. In an order issued by the Court in early February, Leineweber and 14 others, mostly other retired judges, were appointed for initial terms of either two or four years, with Judge Leineweber's being one of the four-year appointments. The referees are located around the state to provide geographic coverage. Judge Leineweber will be assigned matters arising in the South Central and Southwestern Wisconsin regions.



Ed Leineweber

Following a hearing, the referee makes a formal written decision and submits recommendations to the Supreme Court as to what actions the Court should take. Such actions can range from dismissal of the ethics complaint through disciplinary sanctions, such as a private or public reprimand, license suspension, or even disbarment, if warranted. The Supreme Court makes the final decision and can accept, reject or modify the findings and recommendations of the referee.

Leineweber has been a Reserve Judge since his departure from the Richland County Circuit Court in 2011. As such, he is available to fill in for active Circuit Judges around the state as the need

The new referee appointments are part of recent changes by the Court in the process for investigating and prosecuting alleged ethical violations by Wisconsin-licensed lawyers. Complaints are initially made to the Office of Lawyer Regulation (OLR), an agency of the Supreme Court. If upon investigation complaints are determined by OLR to warrant further action, formal complaints are filed before the Supreme Court. These matters are then referred to one of the referees to conduct hearings similar to circuit court trials.

The Green Earth Deicer Company, Inc. Specializing In Environmentally Friendly "Runway and Non-Airside De-icing Products" 414-379-0601 or 920-238-0482

arises due to such things as sickness, vacations or the need to provide temporary extra help caused by unusually high caseloads. Such assignments can be anywhere from as little as a single hearing to lengthy deployments to handle an entire court calendar.

Considering this new Supreme Court appointment, except for continuing to conduct civil mediations, Judge Leineweber has concluded the limited private law practice he maintained since leaving full-time judging.

EDITOR'S NOTE: Besides having served as a judge, attorney, and now as a referee over attorney regulatory matters, Ed Leineweber has been a pilot for nearly 40 years, an aircraft owner, Certified Flight Instructor, licensed aviation maintenance technician, former fixed base operator, airport manager, FAA Safety Team member, and contributing editor to Midwest Flyer Magazine. When not serving as a referee over attorney regulatory matters, Leineweber enjoys working in his shop at the airport on aircraft restorations and on his aircraft kit company, and spending time with family and friends.

Maj. Gen. (Ret.) Al Wilkening

February 1, 1946 - April 8, 2020

ormer Wisconsin National Guard Adjutant General, Maj. Gen. (Ret.) Al Wilkening, 74, passed away peacefully April 8, 2020 at his home in Brooklyn, Wisconsin after a fierce battle with pancreatic cancer. He was born in Freeport, N.Y., on February 1, 1946, the only son of the late Albert M. Wilkening and Madeline



Albert M. Wilkening

E. Wilkening (Wanser). He married Patricia Lynne Anderson on July 10, 1971, in Brooklyn, Wis., and they had two daughters, Jessica Elise and Allison Celeste.

Al Wilkening graduated from Massapequa High School, N.Y., in 1963. He graduated from Long Island University (C.W. Post) in 1967 with a bachelor's degree cum laude in psychology. He completed his master's degree in guidance counseling and personnel at Mississippi State University in 1973. He is also a distinguished graduate of the National Security Management Course, which he completed in 1989.

Wilkening enlisted in the U.S. Air Force in 1968 and was commissioned a second lieutenant on March 28 of that year. Following pilot training at

Webb Air Force Base, Texas, he served as a flight instructor at Columbus Air Force Base, Mississippi, until May 1973. In August 1973, he joined the Wisconsin Air National Guard and served in a variety of command and staff positions including as commander of the 176th Tactical Fighter Squadron and deputy commander for operations, 128th Tactical Fighter Wing, until November 1990. During this time, Wilkening was also employed as a human resource professional and manager for two Wisconsin corporations.

From December 1990, to August 2002, Wilkening served as Deputy Adjutant General for air, the commander of the Wisconsin Air National Guard. He was named Adjutant General by Governor Scott McCallum and assumed office on August 9, 2002. On March 18, 2003, Governor Jim Doyle appointed him Homeland Security Advisor and chairman of the Governor's Homeland Security Council. He served in these positions until his retirement on September 1, 2007.

Gen. Wilkening was a command pilot with more than 3,300 hours in the T-41, T-37, T-38, O-2A, OA-37, and A-10. His military awards include the U.S. Air Force Distinguished Service Medal, Legion of Merit, Meritorious Service Medal with oak leaf cluster, Air Force Commendation Medal with oak leaf cluster, Army Commendation Medal, Combat Readiness Medal with two oak leaf clusters, and others.

Following retirement, Al Wilkening volunteer his service to numerous military, government and civic organizations. He is survived by his wife, Pat; his daughter, Jessica and her children, Cole, Carsten and Keira; his daughter, Allison (Mike) and their sons, Jameson and Anderson; his sister, Susan (Ed); his sister, Nancy (David); his brother-in-law, Dick

> (Julie); his sister-in-law, Jan (Jim); and his brother-in-law, Denny (fiancé Sherry); as well as many nieces and nephews. He was preceded in death by his parents, Al and Madeline; his father and mother-in-law, Arthur and Marian Anderson; and his sister-inlaw, Shirley Erfurth.

EDITOR'S NOTE: Always a gentlemen and on duty, Gen. Wilkening could be seen at the biennial Volk Field Fly-In in Camp Douglas, Wisconsin meeting and greeting the general public, general aviation pilots and military personnel. When the Wisconsin Air National Guard transitioned from the A-10 Warthog to the F-16 Fighting Falcon in 1993, Gen. Wilkening chose not to get checked out in the new jet fighter and instead gave his flying spot to a younger pilot to conserve limited resources. Gen. Wilkening's leadership, community service and friendship will be missed!





Maj. Gen. Al Wilkening with an A-10 Warthog.

PEOPLE IN THE NEWS

Insurance Professional, Jeff Rasmussen

August 28, 1970 - March 29, 2020

MADISON, WIS. – Aviation insurance agent, J. Jeffery Rasmussen, 49, of Merrimac, Wisconsin, passed away on March 29, 2020, following a short, but courageous battle with cancer. Rasmussen served as the president and partner of Aero Insurance, LLC, which is the aviation division within TRICOR Insurance. Rasmussen had 22 years of experience as a pilot and aviation insurance expert.

Jeff Rasmussen was born in Anchorage, Alaska to Jerry and Sandra (Fanning) Rasmussen on August 28, 1970, and grew up in Sparta, Wisconsin. A talented athlete in high school, he went on to play football for the University of Wisconsin Badgers from 1988-1992, earning a full scholarship as a walkon. Rasmussen studied risk management and insurance at UW-Madison where he received his Master's Degree. He was named not once, but twice to the Academic All Big 10 Team. In addition, he was inducted into the Sparta Sports Hall of Fame in 2001.

Rasmussen enjoyed flying with his father, and water sports with his wife Kristin, and son Jackson, 15, at their home on the Wisconsin River. Within his Merrimac, Wisconsin community, Rasmussen served on the village board.

Rasmussen was a gregarious individual, kind and hardworking, and always had a quick wit about himself. He loved to travel, hunt and was an avid Badgers, Packers, and Brewers fan.

In addition to his wife Kristin (Berkholder) Rasmussen, son Jackson Rasmussen, and father Jerry Rasmussen, Jeff Rasmussen is survived by his sister Nikki Rasmussen-Hineman, brother-in-law Scott Hineman, and in-laws Dave and Sally Berkholder. Rasmussen's mother, Sandy, passed away in 2001.

Rasmussen's family will hold a private celebration of life at a later date. Meanwhile, an education fund is being set up for the benefit of his son. Those interested in more details are encouraged to contact Dave Fritz at TRICOR Insurance. Email dfritz@tricorinsurance.com or call (608) 473-1045.

MaryLu Mecklenburg will continue to serve as account manager and the direct contact for the day-to-day aviation insurance needs of clients. She can be reached at (608) 352-6216 or via email at mmecklenburg@aero-ins.com.



J. Jeffery Rasmussen

Randy Peterson has been Jeff Rasmussen's aviation insurance counterpart for many years as partner/vice president of Aero Insurance, and will continue meeting and advising clients. Peterson's passion for aviation goes back 25-plus years. He holds glider, private and commercial pilot certificates, and instrument and multi-engine ratings. Randy Peterson can be reached at 608) 473-1110 or (608) 723-6441 x1103, or via email at rpeterson@tricorinsurance.com.

Aero Insurance and TRICOR Insurance are committed to continuing its high standards of service provided by Jeff Rasmussen and his team!



Aero Insurance Sales & Service Team

Randy Peterson, CIC Partner/Vice President, Business Insurance Specialist

Randy Peterson has been a business insurance specialist for the past 23 years. He specializes in aviation, public schools, agriculture risk, including crop insurance, and general business accounts. He has earned the accredited designation of Certified Insurance Counselor (CIC) and is finalizing his Certified Aviation Professional (CAIP) designation. Randy works with fixed base operators,



Randy Peterson

corporate fleets, private aircraft owners, airports, product manufacturers and multi-national clients that have diverse operations and complex coverages.

Randy is an active pilot, and holds a commercial pilot certificate with single-engine, multi-engine, and instrument ratings. He has logged over 1,500 hours, and is part owner of a 1965 Piper Comanche 260B, and personally owns a 1997 Sonerai 2L. Email Randy Peterson at rpeterson@ tricorinsurance.com, or call (608) 723-6441 ext. 1103, (608) 473-1110 Direct or (608) 778-4846 Cell.

MaryLu Mecklenburg Client Executive

MaryLu Mecklenburg began her carrier in insurance as a receptionist in 1990. She obtained her property, casualty, life, and health insurance licenses and moved into a service representative role handling small, medium, and large commercial accounts in 1991. MaryLu received aviation insurance and risk management training in 2009 and has since worked on all aspects of aviation-related



MaryLu Mecklenburg

accounts. MaryLu holds Accredited Customer Service Representative (ACSR), Wisconsin Accredited Customer Service Representative (WISC), and Professional Workers Compensation Account Manager (PWCAM) designations, and is working to complete her private pilot certificate. Email MaryLu Mecklenburg at mmecklenburg@aero-ins.com or call (608) 755-5200 ext. 2107 or (608)352-6216.



Wisconsin's New Aviation-Specific Mechanic's Lien Law

by Russell Klingaman Attorney at Law



Russell Klingaman

n May 2014, I gave a presentation to the General Session at the annual Wisconsin Aviation Conference about a legal issue of concern to many of the attendees – enforcement of mechanics' liens under Wisconsin's laws. After the presentation, Dave Weiman asked me if I would write an article for *Midwest Flyer Magazine* about Wisconsin's lien laws. My article was published in the June/July 2014 issue of this magazine. I gave another lien laws presentation at the 2015 Wisconsin Aviation Conference; and in 2017, I gave a similar presentation at the annual meeting of the Wisconsin Aviation Trades Association (WATA). Since then, I have been following the progress towards improving Wisconsin's lien laws for Wisconsin's aviation community. I am glad to write the following article, discussing how those improvements have been accomplished.

On November 15, 2019, a new law related to liens on aircraft and aircraft engines was introduced by Representative Paul Tittl (R-Manitowoc) and Senator Roger Roth (R-Appleton) for consideration before the Wisconsin State Legislature. The proposed legislation was introduced around the same time in both the Wisconsin Assembly and the Wisconsin Senate. The Assembly Bill was assigned number 611, and the Senate Bill was assigned number 557. The Bills were drafted to create specific lien rights for persons engaged in the repair and/or storage of aircraft and aircraft engines. The Bills proposed a procedure for persons claiming liens on aircraft or aircraft engines to record their liens in the Federal Aviation Administration's Aircraft Registry. Assembly Bill 611 was referred to the Assembly Committee on Jobs and the Economy. Senate Bill 557 was referred to the Senate Committee on Economic Development, Commerce and Trade.

Public hearings were held on the Bills on December 4, 2019. The Assembly Committee hearing began at 10:00 a.m., and the Senate Committee hearing began at 11:00 a.m. Representative Tittl made the opening statement for the Assembly Committee hearing, and Senator Roth kicked off the Senate Committee hearing.

Four members of the public appeared at both hearings to voice support for the Bills. No one appeared at either hearing to voice opposition to the Bills. The persons making appearances at the hearings in support of the Bills were: (1) Tom Ramee representing Gulfstream Aerospace; (2) Jeff Baum representing Wisconsin Aviation Inc.; (3) Curt Stanich representing Waukesha County Airport; and (4) Abe Weber representing Appleton International Airport and the Wisconsin Airport Management Association. Written submissions voicing support for the Bills were presented to the Committees by Mr. Tittl, Mr. Ramee, and Mr. Baum. A written submission was also made by Representative Mike Rohrkaste, representing the 55th Assembly District.

Mr. Tittl's written submission and testimony expressed his view that the Wisconsin aviation community faces a crucial problem, which he described as, "the inability to register aircraft liens with the FAA Aircraft Registry." He explained that Wisconsin's current state laws do not meet the FAA's requirements for aviation liens to be filed in the Federal Aircraft Registry. He explains that the Bill changes Wisconsin laws to meet the FAA's requirements, creating approved procedures allowing the filing of aircraft-related liens with the FAA.

Mr. Ramee's written submission and testimony explained that the proposed legislation, by creating a recordable aviation mechanic's lien law in Wisconsin, would benefit all members of the aviation community – buyers and sellers, mechanics and their customers.

Mr. Baum's written submission and testimony described how the proposed legislation would help protect aviation businesses involved in maintaining, repairing, fueling, and/or storing aircraft from the unfortunate circumstances where bills for services rendered go unpaid.

Mr. Weber's testimony highlighted how the proposed legislation would accomplish two important goals: (1) establish a lien recording method acceptable to the FAA for aircraft liens to be filed with the Aviation Registry, and (2) assist aircraft service providers in collecting fees for their services. Mr. Stanich's testimony expressed similar sentiments and ideas.

Mr. Rohrkaste's written submission stated:

This is a simple bill that helps Wisconsin clear up its laws regarding the most important element in an aircraft transaction: clear title. Should clear title not be established, both the buyer and the seller could lose property or money in a costly legal dispute.

As part of his written submission, Mr. Rohrkaste included a copy of the 2014 article I wrote for *Midwest Flyer Magazine*. My article was included with Mr. Rohrkaste's submission because it discussed in detail why Wisconsin should update its statutes to allow aircraft-related liens to be filed with the FAA's Aircraft Registry.

After the public hearing, the Bill was amended to add a specific reference to "fuel" to the list of charges for which an aircraft lien may arise. After the amendment was passed, the Bill was approved by the full Wisconsin Assembly and the Wisconsin Senate.

The Bill was signed into law by the Governor on February 21, 2020, and was renamed "2019 Wisconsin Act 103."

The new aircraft-related lien law creates a new Section of the Wisconsin Statutes, 779.413, which is entitled "Liens on aircraft and aircraft engines." Subsection 2 of the new statute, in part, provides that:

Every person . . . engaged in repair, storage, servicing, or furnishing supplies or accessories for an aircraft or an aircraft engine . . . , and every person, municipal or private, owning any airport, hangar or aircraft service station and leasing hangar space for aircraft, *shall have a lien on the aircraft or aircraft engine for any reasonable charges,* including charges for labor, for the use of tools, machinery, and equipment, and for all parts, accessories, materials, fuel, oils, lubricants, keep or storage fees, earned premiums, and other supplies furnished. A lien under this section shall be superior to all liens except liens for taxes

Subsection 3 of the new statute provides:

A lien under this section may be asserted by the retention of the aircraft or the aircraft engine, and . . . the lienor may not be required to surrender the aircraft or the aircraft engine to the holder of a subordinate security interest or lien. If possession of the aircraft or aircraft engine is surrendered by the person claiming the lien, the person claiming the lien may do all of the following within 180 days after repairs, storage, services, supplies, accessories, or contracts of indemnity are furnished:

(a) *provide written notice*... giving an accurate account of the demands claimed to be due... to the registered owner and others holding recorded interests in the aircraft or aircraft engine at the addresses listed in the federal aviation administration's aircraft registry....

(b) file the written notice for *recording in the federal aviation administration's aircraft registry* in the matter prescribed by federal law under 49 U.S.C. 44107

The new statute – for the first time under Wisconsin law – creates a procedure for having liens on aircraft worked on or stored in Wisconsin filed with the FAA's Aircraft Registry.

Clear title is one of the most important elements in an aircraft transaction. Clear title means that ownership of the aircraft is transferred free and clear of all mortgages, liens, leases or other encumbrances; and that there are no legal questions or ambiguities as to the aircraft's ownership.

Even when it appears that an aircraft is being sold with a clear title, challenges to title lien claims can pop up after the aircraft has been sold. Many of these disputes can be avoided as long as liens are filed with the FAA Aircraft Registry and people use the Registry before buying/selling aircraft.

Aircraft records maintained by the Aircraft Registry are on file at the FAA's Mike Moroney Aeronautical Center in Oklahoma City. The FAA Aircraft Registry collects information necessary to establish and maintain title records for U.S. civil aircraft. Each time a bill of sale, a lien, or a 337 Form is submitted to the FAA, it is reviewed for completeness and accuracy, and then added to the appropriate aircraft folder. Examining the FAA Aircraft Registry before an aircraft transaction helps avoid the headaches some aircraft owners have suffered because they failed to take this one important step before purchasing an aircraft.

Generally, persons who provide services for maintaining, repairing, or storing aircraft – who have not been paid – would like to have the option to file proof of their liens with the FAA Registry. However, <u>recording aircraft-related liens with the FAA is not allowed if the applicable state law fails to conform to the FAA's requirements.</u>

Most, but not all, states have statutes allowing for maintenance/storage liens to be filed with the aircraft registry. The passage of Act 103 makes Wisconsin one of approximately 40 states with aircraft-related lien recording laws on the books. At this time, at least 10 states do not have such laws on the books.

Before Act 103 was passed, Wisconsin's lien laws did not meet the FAA recording requirements because they did not contain any provisions for recording aircraft-related liens. Because Wisconsin's lien laws did not satisfy the FAA's lien-recording requirements, Wisconsin aircraft-related maintenance/storage liens could not be recorded with the Aircraft Registry.

Obviously, unrecorded liens can create difficult legal problems for aircraft buyers and sellers. Before Act 103 became law, a search of the FAA Aircraft Registry would not reveal the existence of any Wisconsin mechanics' liens because the FAA did not permit recording of such liens.

All members of the aviation community are better off when a procedure is in place for recording storage/mechanics' liens with the FAA. First, buyers and sellers of aircraft will be better off because title problems will be avoided. Plus, persons who work on and/or store aircraft, and their customers, will benefit because problems with unpaid invoices will be reduced.

Concerning enforcing lien rights for unpaid fees, Section 779.413(2) provides that: "Every person . . . and keeper of a garage or shop engaged in repair [or] storage . . . for an aircraft . . ., and every person, municipal or private, owning an airport, hangar, or aircraft service station and leasing hangar space for aircraft, shall have a lien on the aircraft . . . for any reasonable charges, including . . . keep or storage fees . . ."

Section 779.413(3) provides that: "A lien under this section may be asserted by the retention of the aircraft . . ., and if the lien is asserted by retention of the aircraft . . ., the lienor may not be required to surrender the aircraft . . . to the holder of a subordinate security interest or lien." (Subsection 3 also states what may be done if possession of the aircraft is surrendered by the person claiming the lien.)

Concerning the ability to enforce a lien for unpaid aircraft storage or repair/maintenance fees, the Act includes revisions to Wisconsin Statute Section 779.48(2), which is the enforcement provision for other mechanics' liens, to include Section 779.413. Section 779.48(2) provides that "Every person given a lien by [Section 779.413] may in case the claim remains unpaid for 2 months after the debt is incurred, . . . enforce such lien by sale of the property substantially in conformity with subch. VI of ch. 409 and the lien claimant shall have the rights and duties of a secured party thereunder."

Enforcing a lien for unpaid fees must follow all of the rules and procedures set forth in Chapter 409, Subchapter VI, of the Wisconsin Statutes. This article highlights some of the relevant sections of Chapter 409, Subchapter VI, for enforcing lien rights involving an aircraft. Please make sure you review the entirety of Chapter 409, Subchapter VI carefully before proceeding.

To begin, Wisconsin Statute Section 409.610(1) provides that upon default by the debtor, a secured party (the creditor) may "sell . . . any or all of the collateral in its present condition or following any commercially reasonable preparation or processing."

Prior to the sale of an aircraft, the creditor must give notice to the debtor(s), and to any secondary obligors (if known), that the creditor intends to dispose of the collateral (the aircraft) through a sale. See Wis. Stat. § 409.611. This notice must be timely. Wis. Stat. § 409.612. Unfortunately, the Wisconsin Statutes do not specify what is "timely" under the notice requirement; it merely indicates that timeliness may be a question of fact for a fact-finder to decide if the issue is litigated.

The purpose of the notice is to give the debtor an opportunity to cure the debt or time to make necessary arrangements in 36 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE

the event of disposition. In that way, the notice requirement operates similar to due process, ensuring that the disposition of the aircraft is conducted with the debtor's knowledge, and to provide the debtor with a final opportunity to cure the debt prior to losing their property.

The contents and the form of the notification are controlled by Wisconsin Statute Section 409.614. The notification must do the following:

(1) describe the debtor and the secured party;

(2) describe the collateral that is the subject of the intended disposition;

(3) state the method of intended disposition;

(4) state that the debtor is entitled to an accounting of the unpaid indebtedness and state the charge, if any, for an accounting;

(5) state the time and place of a public disposition or the time after which any other disposition is to be made;

(6) provide a description of any liability for a deficiency of the person to which the notification is sent;

(7) provide a telephone number from which the amount that must be paid to the secured party to redeem the collateral under Wisconsin Statute Section 409.623 is available; and

(8) provide a telephone number or mailing address from which additional information concerning the disposition and the obligation secured is available.

A template of the notice can be found under Wisconsin Statute Section 409.614, under the heading "NOTICE OF OUR PLAN TO SELL PROPERTY."

Another important factor is "every aspect of [the sale], including the method, manner, time, place, and other terms must be commercially reasonable." Wis. Stat. § 409.610(2). A disposition is made in a commercially reasonable manner if it is made:

(1) in the usual manner on any recognized market;

(2) at the price current in any recognized market at the time of the disposition; or

(3) otherwise in conformity with reasonable commercial practices among dealers in the type of property that was the subject of the disposition.

Wis. Stat. § 409.627. It is crucial to follow the "commercially reasonable" criteria very carefully.

Unfortunately, there is not a bright-line test for what is "commercially reasonable." Rather, it depends on the circumstances and context. Wisconsin court decisions provide some examples that illustrate what may be deemed "commercially reasonable," or not. *See, i.e., In re Linton,* 1981 Wisc. App. LEXIS 4313 (Ct. App. 1981) (holding that the sale of a truck was not commercially reasonable where the creditor sold the truck to himself at a wholesale price); *CIT Group Equip. Fin., Inc. v. FRS Farms, Inc.,* 2007 Wisc. App. LEXIS 1121 (sale of specialized equipment was found not commercially reasonable where the seller failed to obtain formal appraisals of the equipment, and sold the equipment to a party who was not the ultimate purchaser); *First Wisconsin Nat'l Bank v. Johnson,* 1992 Wisc. App. LEXIS 1231 (Ct. App. 1992) (holding that the sale of a vehicle was commercially reasonable where the vehicle was placed on a public lot, had a "for sale" sign in the window, advertised the vehicle for sale in the newspaper, and took multiple bids under consideration).

It is important to recognize that some of the procedures under Wisconsin Statutes Chapter 409 will vary depending on whether or not the subject aircraft is considered a "consumer good," and the transaction at issue is considered a "consumer-goods transaction." To make this determination, the purpose for which the debtor used the aircraft may be important. Determinative questions may include whether or not the aircraft was used exclusively for personal/family trips; or did the debtor conduct some

type of business with the aircraft? The exact requirements of Chapter 409, Subchapter VI may vary depending on the answers to these sorts of questions.

Once the sale has taken place, a transfer statement must be authenticated by the creditor. The transfer statement must state that:

(1) the debtor has defaulted in connection with an obligation secured by the specified collateral;

(2) the secured party has exercised its post-default remedies with respect to the collateral;

(3) by exercising those remedies, a transferee has acquired the rights of the debtor in the collateral; and

(4) the name and mailing address of the secured party, debtor, and transferee.

Wis. Stat. § 409.619. The transfer statement entitles the transferee to the "transfer of record of all rights of the debtor in the collateral specified in the statement in any [official filing office] covering the collateral."

After the sale of the aircraft occurs, the proceeds from the sale may be applied to the remaining debt, if any. Any remaining debt owed to the creditor creates a deficiency judgment that the debtor is liable for, and for the creditor to collect upon. The proceeds from the sale must be applied in the following order:

(1) First, the proceeds may be applied to the "reasonable expenses of retaking, holding, preparing for disposition, processing, and disposing of, and, to the extent provided for by agreement and not prohibited by law, reasonable attorney fees and legal expenses incurred by the secured party."

(2) Second, the proceeds may then be applied to the obligations secured by the security interest (i.e., the rent owed).

(3) Third, the proceeds may next be applied to any subordinate security interest, provided that the subordinate creditor provides the secured party with a demand for proceeds prior to disposition.

(4) Fourth, the proceeds may finally be applied to a cosigner of the collateral if the cosigner demands proceeds prior to the completion of the distribution of proceeds.

Wis. Stat. § 409.615(1). If any proceeds from the sale remain after the application as described above (the "surplus"), that surplus is to be paid to the debtor. Generally, Wisconsin Statute Section 409.615 and other provisions of Chapter 409 contain fee shifting and allow for recovery of reasonable attorney fees incurred by the secured party.

If any deficiency remains on the debtor's account following the distribution of proceeds, i.e., the debtor still owes money after the sale of the aircraft, the debtor is still liable for that deficiency. If that were the case, the creditor would be able to bring a deficiency claim against the debtor under Wisconsin Statute Section 409.615(4)(b). In other words, the creditor would be able to sue the debtor for the remainder of the deficiency in Wisconsin Circuit Court. However, if the sale does not conform to Subchapter VI of the code, the deficiency amount may be reduced in accordance with Wisconsin Statute Section 409.626.

In conclusion, it is good news for the Wisconsin aviation community that Wisconsin has joined the list of almost 40 other states with mechanic's lien laws that allow persons who work on and/or store aircraft to have their liens registered with the FAA Aircraft Registry.

I would like to recognize Corey Swinick for his great assistance in the preparation of this article.

EDITOR'S NOTE: Russ Klingaman is a partner with the law firm of Hinshaw & Culbertson LLP in Milwaukee, Wis. As an instrument-rated private pilot and aircraft owner, he has a special interest in aviation law. Klingaman teaches aviation law at Marquette Law School, and is a past-president of the Lawyer Pilots Bar Association. Klingaman handles a broad range of business disputes involving contracts and intellectual property. He also handles FAA enforcement cases and lawsuits involving serious personal injuries and/or property loss. Questions and comments about the foregoing topic may be directed to Russ Klingaman at rklingaman@hinshawlaw.com

COVID-19 Aircraft & Vehicle Care

From the Civil Air Patrol

EDITOR'S NOTE & DISCLAIMER: The following recommendations are from the Civil Air Patrol (CAP) and Textron Aviation, as the CAP fleet is made up of primarily Cessna aircraft. Aircraft owners are urged to contact their aircraft manufacturer and technician for specific instructions and recommendations on how best to care for their aircraft and avionics.

o safely operate their aircraft and vehicles during the COVID-19 outbreak, the Civil Air Patrol (CAP) needs to disinfect and sanitize them to keep their personnel safe. The following video was created by the CAWG to demonstrate the sanitizing of aircraft and vehicles for COVID-19. Remember to never spray anything directly onto the screens of avionics or displays. Lysol can be used, as well as the bleach solution they demonstrate using in this video: https://youtu.be/NOEs_jip-nU

Textron has also issued guidance about caring for CAP aircraft during COVID-19. The CAP still recommends the use of a bleach solution or Lysol for disinfecting/ sanitizing aircraft if these chemicals are not available. This is a bit different than the soap and water recommended below. Soap and water will clean soiled items, but will not disinfect/sanitize the items cleaned as Textron notes in their instructions. Also notice that Textron specifically recommends that a alcohol solution be used on all electronic displays and that bleach solutions and Lysol not be used on these components. Here is the link to the Textron Aviation website: https://txtav.com/lp/navigating-covid19

Textron Aviation is closely aligned with the guidance of government and local public health authorities in the regions CAP operates to ensure that all necessary actions and precautions are taken.

Zip-Chem Calla 1452 and **Netbiokem DSAM** may be used to disinfect an aircraft interior.1 In testing performed by Textron Aviation's materials engineering team, these products did not adversely affect samples of hard surfaces, interior leather, or windows. Aircraft interiors furnished with custombased materials may need further evaluation by spot-testing on an inconspicuous area.

If you're unable to attain these disinfectants due to shortages, CAP recommends these alternative cleaning options. (Please note, cleaning may remove germs, viruses and other contaminants from surfaces, but may not be effective to kill them):

• Aircraft furnishings: We recommend using isopropyl alcohol (IPA)/water mix (60% IPA/40% water, by volume). For best results, wipe the surface with an IPA/ water mix and let it dry. This mix can also be sprayed onto soft surfaces, like carpet, but **do not use this IPA/water mix on aircraft leather and windows.**

• Leather and windows: Any commercially available soap and water, such as dishwashing soap, can be used.

• Electronic displays: For glass products with anti-reflective (AR) coating, use a concentration of greater than 50% Isopropyl Alcohol (IPA) with a micro-fiber cloth to prevent scratches. Do not use bleach or Lysol® wipes, or any cleaners with Citric Acid or Sodium Bicarbonate, as these (products) can etch the coating on these displays. AR glass is used on displays and touchscreens on the Garmin G1000, G3000, and G5000 systems, as well as on the Collins Proline21 and Proline Fusion. Do not use IPA on acrylic, Lexan, or Polycarbonate screens, such as the Garmin GNS 430/530.

The following options are not approved for use in Textron Aviation aircraft:

• Ozone generators: Ozone can be highly reactive to organic materials. Depending on its degree of ozonation, this method may degrade surfaces or rubber hoses.

• Hydrogen Peroxide: Any solution of hydrogen peroxide may evaporate when used as a mist, degrading leathers, acrylic, or polycarbonate window coatings.

• In the EU, we request that any aircraft being brought to a Textron Aviation facility for maintenance is first disinfected in accordance with EASA Safety Directive 2020-02 Operational measures to prevent the spread of Coronavirus 'SARS-CoV-2' infection. While the CAP is still confirming availability at all EU company-owned locations, their contracted cleaning service providers may be able to support this directive. Your Textron Aviation representative can provide you with additional information.

1. These solutions are recommended by their manufacturers as generally effective against human coronavirus strains. Textron Aviation is not aware if they have been specifically tested for effectiveness against COVID-19.



Aeronautics Report

Wisconsin Bureau of Aeronautics

P.O. Box 7914, Madison, WI 53707-7914

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



www.wisconsindot.gov

New Helpful Publications for Aviators

by Hal Davis WisDOT Bureau of Aeronautics

he Wisconsin Bureau of Aeronautics (BOA) is pleased to announce the release of several new free publications for aviators. Digital copies of these new publications, along with numerous others, can be found at: https://wisconsindot.gov/av-pubs.



Hal Davis

Over the years, we have heard from

Restaurant Map

many hungry pilots looking for a comprehensive source for Wisconsin airports with convenient food options. We've created just that! In the August/September 2020 issue of *Midwest Flyer Magazine*, we will publish a map which depicts airports that are within a mile of at least one restaurant. On the back of the map, you'll find a list of those restaurants sorted by airport, along with the one-way walking distance between the aircraft parking area and the restaurant. We hope you'll cut out this map and keep it in your flight bag. As mentioned above, you can also view and download a digital copy from our website.



2020-2021 Wisconsin Aeronautical Chart

Don't feel like walking to a restaurant? The new 2020-2021 Wisconsin Aeronautical Chart has been overhauled 40 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE to include an expanded airport information and points of interest section. Determining if an airport has a courtesy car or nearby lodging is now a breeze. Whether you are looking for a bite to eat, or nearby attractions, the new Wisconsin Aeronautical Chart allows you to quickly gage what type of activities can be found near all of our public-use airports.

Aircraft owners registered in Wisconsin should receive a copy of the 2020-2021 Wisconsin Aeronautical Chart in the mail. Charts are also available at your local airport, digitally on our website, or by mail by contacting our office at 608-266-3351.



2019 Airport Rates & Charges Report

The Airport Rates & Charges Report for calendar year 2019 is now available. Each year, BOA surveys Wisconsin

airports for information relating to aeronautical services such as fuel prices, hangar rental rates and ground lease rates. The survey results serve as a comparative tool to help airports gauge financial practices and needs. Pilots, consultants and other users of Wisconsin airports also can benefit from the data collected. View the report and the data on our website.

Meet Mark Graczykowski

Airport Program Engineer Wisconsin Bureau of Aeronautics

ark Graczykowski has spent the past several months working to transition into his new role as Airport Program Engineer for the Wisconsin Bureau of Aeronautics (BOA). Mary Strait, the current Airport Program Engineer, will be retiring in late July 2020, and is graciously working to pass along all her knowledge to Mark. Replacing a legend like Mary will not be easy, but Mark is looking forward to the challenge.

Mark's extensive airport planning background, knowledge of the BOA system and strong relationships with the Federal

Aviation Administration (FAA) should assist in the transition to the new role. Mark is excited to work with every airport in Wisconsin and assist them in programming projects to foster continued successes across the state.



Mark Graczykowski

Mark joined the BOA in October 2017 working as an airport development engineer responsible for managing projects at 10 airports around Wisconsin, while also

> coordinating regularly with FAA on airport planning projects. Previously, Mark spent 13 years working for MSA Professional Services as an airport engineer, working on airport planning and development projects at general aviation airports around Wisconsin. Mark, a Manitowoc native, earned two Bachelor of Science degrees from the University of Wisconsin-Platteville in 2004 – one in Civil Engineering, and the other in Environmental Engineering.

> In his free time, Mark enjoys playing board games with his wife Sarah, reading, listening to his robust collection of Pearl Jam concerts and writing. When the weather allows, they

enjoy hiking, camping and kayaking, along with time spent by their backyard fire pit.

You can contact Mark Graczykowski by phone at (608) 266-0902 or email at mark.graczykowski@dot.wi.gov.

Apollo 13 Commander James Lovell To Highlight EAA's Annual Wright Brothers Memorial Banquet

OSHKOSH,

WISCONSIN - Jim Lovell, who 50 years ago commanded the Apollo 13 mission, often called the space program's "most successful failure," will recount that famed mission as the guest speaker at EAA's annual Wright **Brothers Memorial** Banquet on Friday, December 11, at the EAA Aviation Museum in Oshkosh.



Jim Lovell

The banquet is held each December at EAA to commemorate the Wright brothers' successful flights at Kitty Hawk, North Carolina, on December 17, 1903, that began the era of manned flight. Lovell (EAA 320945) commanded the Apollo 13 mission that blasted off from then-Cape Kennedy, Florida, on April 11, 1970. It was destined to be the third manned moon landing mission before an explosion in an oxygen tank early in the flight caused it to be remembered as a pinnacle of ingenuity and imagination.

"A half-century after the Apollo 13 mission that kept the world on edge for nearly a week, we are honored to have Jim Lovell join us to recall that mission and the hundreds of thousands of people who made possible America's successful effort to land men on the moon and return them to Earth safely," said Jack J. Pelton, EAA CEO and Chairman. "As a longtime aviator and EAA member, Capt. Lovell shares a passion for flight with his fellow members, which should make for an extraordinary evening, as we recall the anniversary of the Wright brothers' powered flight."

The thrilling story of Apollo 13 became a hit movie, with Tom Hanks portraying Lovell in the title role. Although Lovell is best remembered as commander of that mission, he was the world's most experienced astronaut at the time,

Continued On Page 62 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE 41



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

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

City clerks, public works quietly keep pilots flying

by Cassandra Isackson Director, Minnesota DOT Office of Aeronautics

o you ever think about the people who work in aviation? I don't mean the people who use aviation... I mean the people who are in aviation, making the system work.

At MnDOT Aeronautics, I've often heard our pilots marvel at what they didn't know, they didn't know. Until they began working with us, they had not spent much time thinking about all



Cassandra Isackson

that must be done, and who must do it, to make flying, and landing, and taking off, possible.

Someone is plowing the runway. Someone is mowing the grass. Someone is issuing NOTAMs. Someone is replacing runway lights. Someone is processing the paperwork to pay the electric bill to keep the runway lights on!

Leading the frontlines of this work is the *airport manager*.

When we think of an airport manager, two types of people typically come to mind. We may think of someone who is immersed full time in airport and aviation operations. It could be someone who has pursued airport management as a career and is a full-time employee of the airport. Or perhaps we think of a fixed base operator (FBO), managing the airport on behalf of the community, while simultaneously running their business. These professionals have extensive knowledge of aviation and let's face it, they don't just work in aviation, they live it. Aviation is their chosen full-time profession, and most likely their life-long passion. There are others who manage airports as well. In fact, they outnumber the full-time airport managers and FBOs.

They are the city clerks, city administrators and city public works staff. Their full-time job is not managing the airport. As we in Aeronautics work side by side with these professionals, it is clear to us that their passion is serving their community, including you. I am always impressed with their ability to understand the complex issues that airport managers must deal with and successfully perform job duties outside of their chosen field. I often marvel at how happy they are to play a role in making sure that you can fly, and take-off, and land.

Each of these airport managers, whether they are full-time, FBO, or city staff, do things every day to make aviation in Minnesota possible.

Everywhere I travel in Minnesota, pilots go out of their way to express gratitude for all that MnDOT Aeronautics does. I encourage you to also extend a hefty dose of that gratitude toward your airport manager, FBO, city clerk, and city public works staff who help keep you flying, safely, behind the scenes at your favorite local airports.

How Pilots Can Keep Airport Workers (and Themselves) Safe!

by Kelly Akhund MnDOT Aeronautics

ave you ever flown into an airport and found workers on the airfield? Do you ever wonder if they are listening to your radio calls? Do you expect they'll give you the right of way? These are just some of the questions you should be asking yourself and the answers might not be what you assume.

Workers at airports are essential and are there to help make improvements. However, sometimes the work they conduct can only be done during daylight hours, and on nice warm days. Sounds like a great day to go flying, right?

On those good weather days, work conducted on airfields will sometimes interrupt flight operations. To minimize the disruptions, workers are required to take certain safety steps. Yet, workers are most likely contract employees, and not pilots. That means they might not be familiar with different types of airport operations and procedures. This leaves a gap in the safety chain and it's up to pilots to help close that gap.

It is important that pilots don't assume airport workers will give way to aircraft. Sure, they should have been given some sort of training of the happenings at airports, and on who has the right of way. But, think about when you are driving a vehicle. You almost have a sixth-sense and can predict what another vehicle's future actions might be. This comes from experience. Workers at airports who are not pilots don't have that experience, and likely don't know what the next actions of an aircraft will be.

As a pilot operating at an airport with workers present, it is imperative to have a heightened awareness. There are several things pilots can do to help prevent safety from being compromised while aircraft are sharing the same surfaces as vehicles, persons, and/or equipment. Some of these measures are as follows:

Review NOTAMs: Airport managers should file a NOTAM to notify pilots of any atypical, unexpected operations that occur at an airport. This includes, but is not limited to, airport construction projects, airport inspections, airport surveys, lawn maintenance, electrical maintenance, airport marking painting and other work. Reviewing NOTAMs will help pilots know what to expect at an airport. This will allow pilots to proactively plan for an appropriate reaction to the unexpected situation.

Call the airport manager: Before each flight, even if NOTAMs have been reviewed, it's good practice to call the airport manager to collect information about field conditions and unexpected operations. However, airport managers are busy people, and sometimes conduct multiple jobs for their city. They might not have had the chance to file a NOTAM for a last-minute airport construction or maintenance project. Pilots should not assume that no NOTAM means no hazard, and should call to verify the safety of the airport.

Obtain the most current ATIS/AWOS: Each weather broadcasting system is different and the type determines what information can be broadcasted. Depending on what type is at an airport, there might be useful details regarding airport workers described on the recording. Before approaching an airport, pilots should listen to the broadcasted information and collect as many details as they can about the airport.

Use CTAF: Airport workers should have a radio so they can listen for air traffic and then provide the right of way to them. If the airport has "pilot-controlled-lighting," activating the lights is another way to get the workers' attention. It is important for pilots to not only broadcast their location, but also to listen for workers to make radio transmissions. This line of communication is very important and standard phraseology should be used. However, if workers are unfamiliar with "pilot lingo," the method of communication might have to be altered to tell airport workers what they can expect from an aircraft. **Do a fly by:** No, don't pull a "Top Gun" move!! But, a loop in the traffic pattern might get the airport worker's eyes in the sky and get you noticed. If workers are on the runway, this should give them some time to vacate and give your aircraft the right of way.

Review current airport diagram: Knowing where you're going once you get on the ground can be imperative in preventing a runway or taxiway incursion. Even if you are already expecting workers to be operating at the airport, knowing exactly where they are and where you should avoid is just as important.

Look for cones/barriers/"X" on airport surfaces: These types of equipment should be a big indicator that work is being conducted on the airport. When they are seen, a big red flag should go off for pilots and their head should be on a swivel. This is when that handy-dandy airport diagram should come out to make a plan for an alternate route. However, remember that taxiing with heads-down is also posing a huge risk. If pilots approach any of these barriers, they should expect workers and vehicles to be close by. Also, if a vehicle is seen, expect there to be pedestrian workers too.

MnDOT has two contracts that put workers in the runway environment. One is for painting the runways, and if possible, pilots should avoid running their tires over fresh paint. The paint dries quickly, but this is a good time to be not quite on centerline. The other contract is for pavement condition evaluation. This program helps airports determine the remaining life in their pavements and plan for improvements.

Sometimes it's unavoidable for aircraft to share the same airport surface as workers and vehicles. When this occurs, pilots should use extreme caution. Workers *should* give aircraft the right of way – but pilots should not let their guard down nor expect it. If there is someone in a vehicle that your aircraft will need to pass, pilots should look for eye contact with the driver to ensure they see the aircraft. Then, proceed with caution. Remember, everyone loses in a collision.

Airport projects, and the workers who conduct them, are inevitable and necessary to maintain a level of standard at an airport. However, that doesn't mean that safety should be compromised while these projects are conducted.

Aviation is a unique and surprisingly small community. For those who are not familiar with it, like contractors working on an airport construction project, it can be almost like working in a foreign country. This is not only dangerous for the workers, but also for pilots who might have gotten too comfortable and complacent in their own environment. Pilots should always be cautious and try to prepare for unexpected situations. Pilots are key in helping to keep everyone safe in the airport environment.

AT OUR AIRPORTS

Decision To Close Northern Minnesota Airport On Hold!



The grass airstrip in Isle, Minnesota, provides access to this small northern Minnesota community.

by Dave Weiman

n the April/May 2020 issue of *Midwest Flyer Magazine*, the rural airport in Isle, Minnesota (MY72), and its all-volunteer association, were featured.

At an earlier meeting between the city, MnDOT Office of Aeronautics, and the airport association, the issue of tall trees located on private property to the south was discussed. An air-easement exists giving the city authority to clear these tall trees, and the State of Minnesota has offered to pay 80 to 90 percent of the cost, with the airport association willing to pay the remaining cost. These trees are the last remaining obstacle for the airport to once again be designated as "publicuse," and the State of Minnesota's offer is dependent on the airport becoming public. The city was also informed that State of Minnesota funds are available for maintaining the airport once public status is granted. Unfortunately, some city officials are not in favor of having the airport at all.

At the conclusion of the meeting, state officials told the city that it must vote to enforce the air-easement and clear the hazardous trees or the State of Minnesota would revoke the airport's current private airport license and close it.

The city's opposition to the airport boils down to "economics" – the city council does not see an economic value in the airport or perhaps elected officials see a more profitable use for the property. However, with a decline in tourism and businesses in the area, due to fishing restrictions on nearby Mille Lacs Lake, the airport does and can play a major role in generating economic development in the area.

Local pilot and property owner, Dave Retka, President of the Isle Airport Association, is leading the save the airport campaign. A decision was to have been made at the city council's April 14th meeting, but has been delayed due to the Coronavirus Pandemic.

Dozens of pilots and leaders in the aviation community sent letters and made phone calls to the city council in support of clearing the trees and reclassifying the airport from private to public-use.

Dave Retka has provided the following update:

The vote on enforcing the easement, cutting trees, and opening the way to becoming public was to be in April. That, of course, was cancelled (due to the Coronavirus Pandemic) and the entire airport agenda was moved to the May meeting. Yesterday, the Isle city clerk told me the May meeting will be done via video, but since the public could not be involved, there would be no airport discussion. All airport agenda/discussion is now moved to the June 8th meeting.

So, we continue to "hold," but our association is going forward with business as usual. We have rolled the runway, have our mowing equipment all ready to go for the season, and the courtesy car will soon be ready for our members to use. We are encouraging our members to fly in and any visitors to join in (with permission – we are still private), but to be cautious of tall trees to the south.

A Positive Look At GA

Letter to the city finance director of Wayne, Nebraska. From Jim Hanson Corporate Pilot & Manager of Albert Lea Municipal Airport Albert Lea, Minnesota

Dear Sir:

In addition to being the manager of Albert Lea Municipal Airport in Albert Lea, Minnesota, I fly a Beech King Air 200 for a business here in town, and yesterday, we flew to your city. The business I fly for is buying equipment from a manufacturer in Wayne. The weather was foggy, the ceilings were low, and the visibility poor, but with the aid of the GPS instrument



Jim Hanson

approach at your airport, we had no problems. While in Wayne, our flight crew enjoyed the arrival building while we waited about 4 hours for our passengers to return from their meeting.

This is my 58th year flying—my 40th year of flying turbine airplanes—over 30,000 hours total. I've owned seven

fixed base operations (FBOs), managed six airports, and built two very large FBOs in Houston and Long Island. I've flown to every state in the United States, to every Canadian Province, and to 83 countries around the world (plus Antarctica). I mention this because I've been around awhile and have seen a lot of airports and communities, but the airport and the community of Wayne, Nebraska is exemplary!

So many small airports are a ramshackle collection of hangars and patched runways, lack service, and the people have an indifferent attitude towards aviation. That's why your airport stands out... It's not that way; rather, your airport is exemplary! The facilities are great – the runways, the layout, the hangars, and the arrival building – but ANY MUNICIPALITY can have nice facilities if they have the money. What sets Wayne, Nebraska apart from other municipal airports are the PEOPLE and their ATTITUDE. That's what makes the difference!

The buildings were new—neat and clean. We noted the "honor system" for beverages and snacks in the building – something you would never see in an urban area – but the system WORKS IN NEBRASKA! It wasn't long before caretaker Jim Hoffman came by while patrolling the airport just to see if we needed anything. I would have bought some of your low-cost fuel, but we had only flown for 48 minutes and did not need any that day.

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 and represent the industry before government, should contact Nancy Olson at 952-851-0631 Ext 322 or email ngo@thunderbirdaviation.com.

MATA – The Choice & Voice of Aviation Businesses Since 1945



Sandy and Jim Hoffman manage and live on the airport in Wayne, Nebraska. Jim says, "It's my dream retirement job!"

While there, Mr. Hoffman filled us in on the history of the airport, and the damage from the tornado a few years ago, and what the city was doing to make it attractive to fly to Wayne. As good as my own employees are at taking care of customers and promoting the local area, Mr. Hoffman was even better! When he heard that we would be in the area over the lunch hour, he insisted that we use one of the airport cars to go have lunch. After initially declining (I can afford to miss a meal!), we told him we would like someplace local and not "fast food," so he told us to go to "The Udder Place," so we took him up on his offer.

Upon arriving at the restaurant (which, as the name implies, specializes in ice cream concoctions and burgers), they said "Jim must have sent you!" I asked how they knew... Was it the airport van? "No, Jim sends a lot of business our way!" We ordered lunch (what a great menu... meats, specials, ice cream dishes, and even an ice cream drink selection – what a treat – though we skipped the drinks. The waitress was friendly and made good suggestions. There was another individual at the diner who commented, "you guys must be from the airport... I bet Jim sent you!" You have to like a small town, when everybody knows each other, and is friendly to out-of-towners. The food was good and the prices were very reasonable. We took a loop around town, just to see what it was like and we were impressed with the cleanliness everywhere!

Arriving back at the airport, we discussed what we had seen. Wayne, Nebraska IS America as we once knew it! Neat, clean, friendly, welcoming. (I'm sure there must be a grouch somewhere in town, but we didn't meet him.) We left feeling good about our short visit.

The town, the waitress and the locals, and Jim Hoffman, made us feel good about visiting. I hope we have more trips back to your town.

> Jim Hanson Albert Lea, Minnesota

HERE'S THE POINT OF THIS STORY

All too often, we land at airports in communities large and small, and are treated with indifference. In our case, we were transporting sales and service personnel to do business with one of the larger businesses in town – a manufacturing company that employs hundreds of people. As pilots, we don't ask for much, and increasingly, we don't EXPECT much. In this case, we had the use of nice airport landing facilities, nice waiting areas, and reasonably priced fuel. The airport caretaker went out of his way to greet us – told us the history of the airport and what the community was doing to support it – and insisted that we take the car and have a look at the town. His pride in the community was apparent!

As the letter mentions, people in town recognize people from out of town, and the fact that they arrived via private aircraft. Think of that message... people in town acknowledging the value of the airport... people who know that the airport brings not only business to a large employer, but business to even small enterprises.

The city official, in turn, acknowledged my letter as follows:

"You just made my Monday with those words. We are definitely proud of our airport. I will share this with council members, the members of the airport board, and with Jim. I hope you will be flying back to Wayne again!"

All too often, municipal officials get nothing but complaints. When the good things they do are publicly acknowledged, they feel good about their work."

It has been said, "If you want MORE of something, let those who provide the service know that you enjoyed their product."

All too often, we do not take the time to acknowledge extraordinary service, yet we complain about BAD service. Each of us can be an emissary of general aviation, for the low cost of taking the time to acknowledge good service and facilities, and to acknowledge those who go out of their way to help us.

THINK about the effect ONE LETTER can have. The city officials who are proud of their airport (do you think it will help support the airport maintenance budget? I do!). The city council, the airport board, and most of all, the guy who takes care of the airport. (I believe it made HIS day, as well!). Do you think that it may inspire him to continue providing good and clean facilities at Wayne? From this point on, Wayne, Nebraska and I are "joined at the hip"—admiring what the other has to offer.

Each of us who flies to other airports can (and should) make it a point to extend our appreciation for the facilities. As pilots, how many times have you heard about "those rich locals at the airport – I don't know why we spend money out there!" Give the city officials some ammunition to help counter that issue. Let them know that the airport is vital in bringing in people to support local business (large and small). Next time you visit an airport, take the time to learn about it, to learn about the community, and let them know what they are doing RIGHT. Give credit where credit is due. All it takes is a little of your time, and a little postage.

My dad was the mayor of a small town for 33 years, and like most small towns, the job paid very little, especially for all the problems city officials must address, but he took great pride in the community. Whenever he received a letter acknowledging something good about the community, he beamed with pride, and made sure that EVERYONE in the community knew about the recognition. That's one of the great things about small towns!



Each of us likes recognition. As pilots, we like the recognition of our achievement. City officials like the recognition of their public service, and in a small town, it IS public service! Each of us likes the recognition of a job well done. Each of us likes a compliment on our community... it validates our choices of where we choose to live.

Who do you contact? Like so many things today, the internet is your friend. Just type the name of the airport or city to get contact information. Try to address your comments to "decision-makers"—the mayor, city council, airport administrator, or director of public works. Even better, you can email ALL of them—no extra cost for postage! Ask them to pass your letter along to other officials in the city, and especially to the airport staff.

THINK about it... a half a million pilots. If we all sent four letters a year, that's letting airport owners and operators hear good things 2 million times! With only 5087 public airports in the United States, that's 393 letters from pilots per airport! Obviously, busier airports might receive more letters, but look at the enthusiastic response from just ONE city official praising their airport!

As an aside, you can let OTHER PILOTS know of your experience. For those of us who use ForeFlight or other flight planning services, there is a comment section. All too often, it is filled with gripes and slights, either real or imagined. You cannot only help locals promote their airport, but you can help your fellow aviators by pointing out good service, facilities, or local attractions.

It seems that life today is filled with bickering, complaints, and demands on public officials. Let's get back to what works – recognition and praise for those who do things right!

EDITOR'S NOTE: Jim Hanson is the long-time operator of the Albert Lea, Minnesota airport. He has seen a thing or two in his years of operating the airport, and visiting airports all over the world. He tries to acknowledge those who help him (and at his age, he needs a lot of help!). If you would like to contact Jim Hanson, call 507-373-0608, or email jimhanson@deskmedia.com.

Original World War II-Era Engineering Drawings Saved & Shown To The Public For The First Time



Ester Aube of AirCorps Aviation inspects some of the original engineering drawings of World War II aircraft, built by North American Aviation, with former North American Aviation employee, Ken Jungeberg of Cincinnati, Ohio. Jungeberg rescued the drawings in 1988 when North American Aviation was getting ready to destroy them. Included among the 15,000 drawings that were saved were those of the P-51, B-25, T-6, and P-82. As the data and library specialist at AirCorps Aviation, it is Aube's responsibility to make sure the drawings are recorded and stored in a climate-controlled building AirCorps recently rented to preserve the collection.

BEMIDJI, MINN. – AirCorps Aviation of Bemidji, Minnesota, has announced that it has acquired a collection of original North American Aviation engineering drawings. The drawings, part of the newly named "Ken Jungeberg Collection," were stored in the archives of North American's Columbus, Ohio factory until 1988. Each drawing is handdrawn in pencil on tracing vellum, and was used to develop and build the iconic World War II aircraft we know and love today.

Ken Jungeberg was the head of the Master Dimensions Department in Columbus in 1988 when the factory closed its doors. That's when he heard that the company was



planning to burn all the World War II-era drawings in their archive. Jungeberg decided that he had to do something, and began writing letters and making phone calls. Through a twist of fate involving a burst pipe in the archives, he was able to take ownership of approximately 15,000 of these drawings, that included information on the P-51, B-25, T-6, P-82, and more, and stored them in his basement and hangar for the next 30 years.

While copies of aircraft drawings from this era are not uncommon, few individuals have ever seen a handdrawn original. The drawings in Jungeberg's collection largely represent both the production drawings and the experimental work that North American's draftsmen created while developing parts and assemblies that would later be finalized. A perfect example being the drawings distinguished as 73X. These drawings were used to develop the flagship P-51 Mustang in just 120 days in 1940, and have never been seen by the general public.

AirCorps Aviation learned of Jungeberg's collection in early 2019, and in December he agreed to transfer ownership to AirCorps. As the new custodian of this important collection of drawings, AirCorps plans to catalog and organize the drawings so they can be utilized by the vintage and legacy aviation industry for the first time in history.

"These drawings are going to change what we know about the amazing aircraft that North American manufactured during World War II," says Erik Hokuf, General Manager of AirCorps Aviation.

AirCorps unveiled examples from Ken Jungeberg's

NORTHLAND

northlandcollege.edu/aerospace

collection at the National Warbird Operators Conference (NWOC) in Mobile, Alabama in February 2020, and hopes that others will share their feeling of excitement at viewing these "technical works of art."

AirCorps Aviation is an aircraft restoration facility that focuses on returning World War II-era aircraft to flight while championing the legacy of the men and women of the greatest generation who sacrificed everything for their country. The aircraft restored by AirCorps Aviation have won numerous awards and received international acclaim. Website: www. AirCorpsAviation.com, Facebook page: https://www.facebook.com/ aircorpsaviation/, Blog: https://www. aircorpsaviation.com/ken-jungebergcollection/

Piper Aircraft Steps Up To Help Stop Spread of COVID-19

VERO BEACH, FLA. - Piper Aircraft, Inc. is now making protective gear to help support the growing needs of the Cleveland Clinic Indian River Hospital in Vero Beach, Fla. Additionally, Piper is donating over 1300 3M, N-95 approved masks to the hospital. Piper engineers designed a prototype face shield with off-the shelf materials, such as plastic, industrial tape, foam and elastic. With approval of the prototype, Piper will source the necessary materials from wholesale suppliers and create a manufacturing line within the Piper factory.





NORTHLAND <u>COMMUNITY & TECHNICAL COLLEGE</u>

northlandcollege.edu

A member of Minnesota State.

Midwest Seaplane Pilot

Flying On Floats Makes For Flying Fun!

by Dave Weiman

EDITOR'S NOTE: I first published this article in the June 1981 issue of *Midwest Flyer Magazine*, which describes my experience in getting a "seaplane rating." I hope you enjoy reading it, as much as I enjoyed reminiscing the experience.

be flying; Kenosha Aero's seaplane rating "course outline;" and a total of 10 individual checklists which included everything from engine startup through takeoffs, landings, and emergency procedures.

I was overwhelmed at the size, or more so the height of a Cessna 180H amphibian on the ground at 12-15 feet. This

Becoming a pilot - period – is indeed a thrill and unmatched by any other accomplishment, sport or skill. But to take those extra steps beyond to acquire advance ratings, or to fly different types of aircraft, is even a greater challenge and a heck of a lot of fun!

Ever since I wrote a story about a seaplane pilot last summer, I've gotten the urge to get that rating and combine my love for the outof-doors and boating with flying. "But where can I get this training?" I asked myself. After checking with the state aeronautics offices, I came up with very few flight schools that offered the training. I ended up commuting 70 miles by air to Kenosha, Wisconsin, where I took the 10 hours of dual instruction required over a four-day



takes a little getting used to when landing, because you touch down in a higher attitude than without floats. There is also less give on hard surfaces than on water.

An amphibian is a floatplane with retractable landing gear, and is to be distinguished from aircraft equipped with "straight floats," or floats without retractable landing gear. The added benefit of learning to fly an amphibian is that the 10 hours of dual also counts towards your complex gear endorsement. So you get both for the price of one!

When I did the preflight, the only difference I noticed between inspecting a floatplane compared with conventional aircraft is the need to check the float compartments for water. If some water is found, it can be quickly eliminated with a portable hand pump which

period at Kenosha Aero. This little inconvenience was well worth the quality of instruction I received and the rating, itself.

My instructor, Mat Goodman, had prepared a study packet for me which included a manual entitled *"How To Fly Floats*," published by EDO-AIRE; weight and balance information on the 1968 Cessna 180H "amphibian" I would should accompany the aircraft at all times.

In The Air

My first lesson started by practicing turns, slow flight and stalls so that I could get the feel of the plane. Aside from the added drag, the plane handled well. The rest of the day was

Minnesota Seaplane Pilots Association Spring Safety Seminar Rescheduled To September 18-20, 2020 Madden's on Gull Lake Brainerd, Minnesota

Brad Thornberg Photo

The Minnesota Seaplane Pilots Association (MSPA) Safety Seminar scheduled for May 15-17, 2020

at Madden's on Gull Lake, has been rescheduled to September 18-20, 2020. Due to this schedule change, the agenda/format of the weekend will change and may be different than it has been in the past.

If you have any questions, please contact Kjersti Kittelson at 651-769-7093 or email Kjersti@penguinflight.net.

For hotel reservations and to register, or to change your reservations, please call Madden's 800-642-5363.

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 pubic in understanding seaplane operations... and to create safe and compatible seaplane base facilities in Minnesota.

AND DON'T FORGET TO ATTEND Minnesota Seaplane Pilots Association's - Annual Pig Roast August 9, 2020 Surfside Seaplane Base - Lino Lakes, Minnesota

For additional information, contact Steve Guetter, President @ 952-484-9457 Or email steve@penguinflight.net www.mnseaplanes.com/contact.php



spent practicing takeoffs and landings and taxiing on Fox Lake, approximately 15 miles southwest of Kenosha.

The procedures for hard-surface and water takeoffs and landings differ, significantly. For hard-surface takeoffs and landings, you basically follow the same procedures as for any

conventional aircraft. Simply keep in mind that there is more aircraft under you and DON'T FORGET TO LOWER YOUR LANDING GEAR! For water operations, just the opposite pertains – WHEELS UP! Both hard surface and water takeoffs require that you pull back on the stick quickly and firmly once the rotation speed has been reached.

Ten degrees of flaps is recommended for both hard surface and water takeoffs, and 20 degrees for landings. Our approach speed for landing was 70 knots with flaps, except in emergency, no-power situations in which case we would want 80 knots into the flare.

Taxiing

Immediately following landing on water, cut the power, raise the flaps and Date extend the water rudders on the floats. Both airplane (air) and water rudders are needed for directional control at slow speeds.

The simplest, and to be frank – most boring – but safest form of taxiing is the "idle" taxi.

Idle turns are effective in low-to-moderate wind conditions, and are necessary under most docking situations.

In windy conditions, however, difficulty may be experienced in turning the floatplane to a downwind direction because the aircraft has a tendency to "weathercock" or "weather vane" into the wind. If this occurs, the "plow" turn may be necessary.

Like its name implies, the floats actually plow through the water or in a nose high attitude with a modest increase in power. Prolong use of the plow turn is not recommended, however, because splashing water may cause damage to the propeller.

Under favorable wind conditions and where long distances must be covered on water, "step" or highspeed taxiing is usually recommended.

To place the aircraft "on the step," the stick is held back and full power is applied until the floats begin to come up out of the water. At that moment, the floatplane is on the "hump" and the stick may be relaxed to a more or less neutral position. If too much forward or back pressure is applied while on the step, the aircraft may "porpoise," or rock back and forth. Once on the step and planing, come back on the



Dave Weiman of *Midwest Flyer Magazine* with the 1968 Cessna 180H amphibian he flew to get his seaplane rating and complex gear endorsement in 1981. *Mat Goodman Photo*

power just enough to maintain the step. Actually, the only difference between step taxiing and water takeoff procedures is that for takeoff you apply full power and use 10 degrees of flaps. For both step taxiing and water takeoffs, the water rudder is retracted and steering is totally dependent on using the airplane's rudder.

The "step turn" to the right from downwind to upwind is the most dangerous turn because of a combination of centrifugal force, P-factor and wind. All three factors are trying to flip the aircraft over to the outside of the turn. To counteract these forces, the pilot must make the widest turn possible, increase power slightly, and apply opposite rudder.

Takeoffs & Landings

The last few hours of instruction were spent practicing crosswind, restricted,

and glassy and rough water takeoffs and landings – each of which could entail a separate article.

"Crosswind" landing procedures on water are basically the same as on hard surfaces, but crosswind takeoffs involve a technique very much different.

Once on the step, and heading into the wind, change to a crosswind course. Ailerons should be turned away from the direction of the wind, instead of into the wind as with a hard surface takeoff. This helps the upwind wing keep the upwind float from submerging. Immediately after takeoff, straighten out the controls, then compensate for wind drift by turning into the wind.

The most difficult aspect of "glassy" or calm water landings is the lack of depth perception. It is difficult for the pilot to know when to begin his flare because he's not certain when he will make contact. To counteract this, the approach is made at a slower airspeed and at a more gradual rate of descent (approximately 150 fpm). By crossing the shoreline at the lowest possible altitude and staying alongside the shoreline, depth perception is improved. It is best to look straight ahead at the far shoreline, and occasionally glance at the adjacent shoreline, rather than look directly at the water. Then, as soon as you feel contact with the water, cut the power and pull back on the stick. Because it is difficult to anticipate when contact will be made, a longer-than-normal landing area is required.

The greatest difficulty during a "glassy water takeoff" is breaking the suction with the floats. By circling while on the step, the water may get rough enough to break this suction so you can lift off.

Landing in restrictive water areas or small lakes is usually no problem, but taking off can be more challenging. Step taxiing is necessary and after one or two trips around the lake, you should have enough speed built up for a successful takeoff.

Rough water landings are usually accomplished with a modest amount of power and in a slightly nose-high attitude. Yet, a too high of a level of attack may cause the aircraft to bounce.

A rough water takeoff is similar to a soft-field takeoff on land, the idea being to get out of the water as soon as possible at the slowest airspeed. If waves are large, you will need to follow their up and down movements until airborne.

Getting To Shore

Whatever type of water landing is necessary, the objective is usually to get to shore. This can be accomplished by either mooring, docking, beaching or ramping. As part of my training, I was required to learn each technique, but enjoyed beaching the plane across from "Popeye's on Lake Geneva" in downtown Lake Geneva, Wisconsin, the most. Lunch there was fantastic, and the enthusiasm shown by spectators was a reminder of how lucky we are to be able to fly, not only on land, but also on water!

With each approach on the water to either moor, dock, beach or ramp, you almost always find it advantageous to

"sail" the aircraft, using the flaps, ailerons and the airplane's rudder to control direction and forward or backward motion. Water rudders should always be used in the water except when drifting backward because water rudders oppose the airplane's rudder.

I wrapped up my seaplane rating with a check-ride with Bill Lotzer of Milwaukee, Wisconsin. Bill is an experienced seaplane pilot and a member of an even more elite group – that of floatplane examiners!

EDITOR'S NOTE: Special thanks to my flight instructor, Mat Goodman, for his excellent training; to the late Bill Lotzer for his exceptional oral and flight examinations; and to Jim and Carrie Beardsley, former owners of Kenosha Aero.

FLOATPLANE INSTRUCTION & RENTAL: For those pilots interested in getting a seaplane rating, contact Brian Schanche at Adventure Seaplanes at 612-868-4243 or 612-749-1337 or email adventureseaplanes@gmail.com.

Adventure Seaplanes has several different floatplanes to choose from, and can combine training with a trip to Canada fishing or sightseeing, or pilots can train at either their Minnesota location in the summer or their Florida location in the winter. Floatplane rental is also available. For additional information, visit www.adventureseaplanes.com.

DISCLAIMER: The information contained in this article is based solely on the seaplane flight training experience of the author, who is not a flight instructor. Therefore, readers are urged to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual, the pilot operating handbook specific to the aircraft being flown, and instructional materials specific to floatplane flying, before attempting any techniques or procedures described in this article.

Minnesota Aviation Hall of Fame Banquet Rescheduled!

MINNEAPOLIS/ST. PAUL, MINN. - In light of the Coronavirus Pandemic, the Minnesota Aviation Hall of Fame Banquet scheduled for April 18 at the MSP Intercontinental Hotel has been rescheduled for November 7, 2020. All associated banquet events, such as the plaque unveiling, are also postponed. Banquet reservations will be honored for the new dates. Those who already have a banquet reservation and know they will be unable to attend on November 7, should email MAHOFBanquetReservations@gmail.com or call 952-906-2833 for a full refund.



JUNE/JULY 2020 MIDWEST FLYER MAGAZINE 53

Island Hopping, Lake Michigan Style!



Image Courtesy of ForeFlight

by Yasmina Soria Platt

ne may not always think of Michigan when thinking about "island hopping," but there are a number of small islands on Lake Michigan with General Aviation (GA) airports. They are perfect for camping, hiking, biking, kayaking (yes, inflatable kayaks that fit in your airplane), fishing, and/or all those other kinds of outdoor activities a lot of us pilots like to do.



Yasmina Soria Platt

While **South Fox Island** (3MI2) in Northport, Michigan, looks very nice and tempting, it is privately-owned and, therefore, requires prior permission for access. For additional information, call 248-364-2400, 248-364-2431, or 248-867-0476.

North Fox Island is an uninhabited island and the perfect 54 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE place to relax, read a book, and/or practice some outdoor activities. North Fox Island Airport (6Y3) is open to the public during the summer months (normally between April/ May and October). It is the perfect spot for camping, hiking, fishing, swimming, etc. in a completely remote spot. You may quickly notice that it does not have any services or facilities of any kind. So, it's just you and nature. Oh, how nice!

Beaver Island is home to some of the state's most beautiful beaches, brilliant stars, and crystal, clear waters. The only real town on the island is on its northeast corner. There, you can find a few lodges, restaurants, shops, museums, beaches, a lighthouse, the St. James Township Campground, and the George & Althea Petritz Nature Preserve.

Beaver Island has two airports: Beaver Island Township Airport (KSJX), and Beaver Island-Welke Airport (6Y8). Beaver Island Township Airport is the largest of the two airports, features a modern terminal building, 100LL selfserve fuel, a 4299 X 75 ft. asphalt runway (09/27) and two turf crosswind runways, but the airport is quite a distance



On approach to Beaver Island Township Airport (KSJX). The newest airport on the island, KSJX is owned by St. James Township and Peaine Township, and features all of the modern amenities of a public-use airport, including self-serve fuel and a terminal building. The other airport on the island, which is closer to town, is Beaver Island-Welke Airport (6Y8).
Peggy Weiman Photo



Beaver Head Light Station Dave Weiman Photo

from town. Beaver Island-Welke Airport, on the other hand, is closer to town, and has a 2512 X 30 ft. asphalt runway (09/27), and a 3500 X 140 ft. grass runway (17/35). There's also a golf course and a beach nearby. Because of the airport's close proximity to town, and the fact that Island Airways operates a lot of flights between Charlevoix, Michigan on the mainland and Beaver Island, ferrying passengers and





The harbor at Beaver Island, Michigan. Beaver Island Chamber of Commerce Photo

cargo, pilots are required to call ahead before landing at night: (231) 448-2071 (www.islandairways.com). Car rental is available at either airport if arranged in advance.

Mackinac Island is mostly developed on the south end with other private homes and communities scattered around the island. This is where Fort Mackinac, the Jewel Golf Course, Mission Point, the majority of restaurants and hotels, and the harbor are located.

Mackinac Island Airport (KMCD) is part of the Mackinac Island State Park, Michigan's first state park. However, it is important to keep in mind that while the state park has lots of trails to hike, a visitor center to visit, the British Landing



On approach to Mackinac Island Airport (KMCD). Peggy Weiman Photo



All transportation on Mackinac Island is done by horse and buggy or bicycle. Upon your arrival, the island is truly a step back in time! Dave Weiman Photo

Downtown Mackinac Island, Michigan. Dave Weiman Photo

Nature Center to experience, etc., camping and hunting are not allowed.

The airport is the only link with the mainland from early January to mid-April when the ferries start operating again. The airport is located adjacent to the Wawashkamo Golf Club and the Mackinac Community Equestrian Center.

Landing and tiedown fees do apply, and self-service fuel is available across the bay at Mackinac County Airport (83D) in St. Ignace, Michigan, but not on the island.

Mackinac Island Airport is attended 8:00 am to 5:00 pm (with possible reduced hours in the winter). There's plenty of tiedown spots on the concrete ramp, and a modern, but historical period-looking terminal building that fits well with the island's American Revolutionary War heritage.

The island appears to have multiple underground caves, such as the Cave of the Woods by the airport, and Skull Cave, or the Eagle Point Cave. However, if you are looking for scenic views, head to Fort Holmes and/or Arch Rock.

For additional information on Mackinac Island, refer to the articles in the June/July 2013 issue of *Midwest Flyer Magazine* beginning on page 44: https://midwestflyer.com/wp-content/uploads/2013/06/MFM-JuneJuly2013.pdf, and https://midwestflyer.com/?s=mackinac+island.

Bois Blanc Island appears to be more of a "resident" island than a "tourist" island.

However, one can still find a few lodges and B&Bs and plenty of things to do, such as fishing, hiking, swimming, bird watching, and kayaking.

Bois Blanc Island Airport (6Y1) does not have fuel and is mostly unattended. For additional information, contact James Gilligan III at 231-838-0029 (mobile), 231-634-7052 (office), or the town office at 231-634-7275.

There is camping available at the airport, as well as a modern terminal building with a pilot lounge.



On approach to Bois Blanc Island Airport (6Y1). Photo Courtesy of James Gilligan III

There are excellent views and a peaceful atmosphere all over the island, and many pilots will bring bicycles in order to take advantage of the island's trails.

CONTINUED ON PAGE 62



PROUD SPONSORS HELPING TO MOVE WISCONSIN BY AIR!

GOLD

Midwest Flyer Magazine 608-772-1776 www.midwestflyer.com Oregon, Wis.

SILVER

Beaver Aviation 920-386-2636 Juneau, Wis.

Horizon Aircraft Engine Services, Inc. - d/b/a Bolduc Aviation 763-780-1185 www.bolducaviation.com Minneapolis, Minn.

BRONZE

Fond du Lac Skyport 920-922-6000 www.fdlskyport.com Fond du Lac, Wis.

Jet Air Group 866-676-7835 www.jetairgroup.com Green Bay, Wis.

NewView Technologies

877-303-0709 www.newviewtech.com Oshkosh, Wis.

Racine Commercial Airport 262-631-5620 Racine, Wis.

Trimcraft Aviation 800-558-9405 www.TrimcraftAviation.com Genoa City, Wis.

> West Bend Air, Inc. 800.310.5603 www.wbair.net West Bend, Wis.

Wisconsin Aviation, Inc. 800-657-0761 www.wisconsinaviation.com Juneau • Madison • Watertown, Wis.

For Membership Application Call 920-303-0709 wataonline.org

CALENDAR

Include the DATE, TIMES, LOCATION (CITY, STATE & AIRPORT NAME & I.D.), and CONTACT PERSON'S TELEPHONE NUMBER, as well as that person's address & email address for reference. First 15 words FREE. \$.75 for each additional word. Go to "Calendar" at www.MidwestFlyer.com and post your aviation event.

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

Also, use only current aeronautical charts, etc., for navigation and not calendar listing information. *MIDWEST FLYER MAGAZINE* IS NOT RESPONSIBLE FOR THE ACCURACY OF, OR RELIANCE ON, ANY INFORMATION PUBLISHED.

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

DUE TO THE CORONAVIRUS PANDEMIC, A NUMBER OF THE EVENTS LISTED BELOW HAVE EITHER BEEN CANCELED OR POSTPONED, SO CALL AHEAD BEFORE GOING!

JUNE 2020

- 6 MILWAUKEE (KMWC), WIS. 4th Annual Flour Drop Contest at Timmerman Airport, Spring City Aviation, starting at 10am. 414-461-3222. TimmermanAirport.com
- 7 STEVENS POINT, Wis. Stevens Point Bi-Annual Air Show. The event will include breakfast (starts at 7am) & lunch with airshow beginning at 1pm. 715-345-8989.
- 9 JUNEAU (UNU), Wis. Flying Social Taco Tuesday 5-7pm at Wisconsin Aviation, Dodge County Airport. 920-386-2402 / 800-319-0907.
- 11 SUPERIOR (KSUW), Wis. Fall Pancake Breakfast & Young Eagles Rides 7:30am-Noon. 320-250-2163.
- 13 OMAHA (KMLE), NEBRASKA Aviation STEM Day. Career Opportunities In Aviation from Cockpit to Ground Support, Regulators to Air Traffic Management. www.AviationSTEMDay. org. Pancake Breakfast 7-11am CDT. General Public 8am-3pm for exhibits and many activities. 402-510-3528. Hague.Howey@AviationSTEMDAY.org
- 14 Rush Citry (KROS), MINN. Rush City Lion's Pancake Breakfast 8:00 am- Noon. 8:00 am-2:00 pm (estimated) Warbirds, Vendors, Plane rides, Helicopter Rides, Classic Cars, Antique Tractors, Afternoon Food. 320-358-4743.
- 14 JUNEAU (UNU), Wis. Pancake Breakfast & Open House 8am-Noon at Wisconsin Aviation, Dodge County Airport. 920-386-2402 / 800-319-0907.
- 14 MONTEVIDEO (KMVE), MINN. EAA Chapter 688 Fly-In Breakfast served 8am-1pm, free breakfast for PICs. Free Young Eagles rides for ages 8-17. Ping pong ball drop for ages 0-10. 612-751-4360.
- 14 WILD Rose (W23), Wis. Wild Rose Annual Spring Fly-In/Drive-In at The Idlewild Airport 7:30am-1:30pm. Breakfast 7:30-11:00am hot pancakes, sausages, scrambled eggs and apple sauce, plus a variety of homemade treats. Lunch 11:30am-1pm - hot pulled pork and beef sandwiches, various side dishes.
- 14* BUFFALO (KDFE), MINN. Pancakes, sausage and eggs breakfast hosted by EAA Chapter 878, serving 7:30am-Noon, in the hangar of West Metro Aviation, free meal for PIC. In conjunction with Wright County Car Club, 38th annual car show, 9 am to 2 pm, cars displayed on airport property. 763-670-6021 wflury@outlook.com
- 18 WATERTOWN (KRYN), WIS. Flying Hamburger Social 5-7pm at Wisconsin Aviation, Watertown Municipal Airport. 920-261-4567.
- 19-20 CASPER (KCPR), WYO. 2020 AOPA Fly-In. Friday night Flightline Cookout, short takeoff and landing (STOL) invitational, drone show, seminars, exhibits, and more! www.aopa.org
- 20* Moose Lake (MZH), MINN. Lake Air Flying Club Annual Fly-In Pancake Breakfast. 218-485-4441
- 21 WAUPACA (KPCZ), Wis. Pancakes, eggs, sausages, potatoes & beverage breakfast 7am-Noon.
- 21* GENESEO (3G8), ILL. Father's Day Fly-In Breakfast 7-11am at

Gen-Air Park. 218-464-7340.

- 28 PENDER (0C4), NEBRASK A Breakfast 8am-Noon. 816-210-2081.
- 28 REDWOOD FALLS, (KRWF) MINN. Rotary Club 42nd Annual Breakfast 8am-Noon. 507-430-8872.
- 28* Rio (94C), Wis. Join us for a breakfast put on by the Rio Aero Club at Gilbert Field (94C), just 20 miles NNE of Madison, WI (MSN). Eggs, sausage, and pancakes. For event updates, visit our web page, Rioaeroclub.com or go to our face book page: Rio Aero Club, Inc.

JULY 2020

- **3-5 RED WING (KRGK), MINN. -** EAA B-17 Tour over the Mississippi River to honor our veterans over the July 4th weekend, come tour and fly in EAA's B-17 "Aluminum Overcast" over the Mississippi River out of the Red Wing Airport. For more information: https://www.eaa.org/shop/Flights/B17.aspx Hosted by EAA Chapter 1518
- 11-12* ISLE (MY72), MINN.- Saturday evening bonfire and campout. Sunday morning flight breakfast 7:00 a.m. to 12:00 noon. Everyone welcomed! PICs eat free! CTAF 122.9. 651-263-8614. daveretka@gmail.com
- 15-18 WAUSAU (KAUW), WIS. National Ercoupe Convention. Syd Cohen 715-842-7814 Cell: 715-573-7063 sydlois@charter.net or Arden Krueger 715-842-9055 Cell: 715-574-0319 abk@fabco.com
- 17-19* JANESVILLE (KJVL), Wis. Janesville Warbird Weekend CANCELED 913-850-1522 avitengineer@yahoo.com www.JVL20.splashthat. com
- 20-26* Oshkosh, Wis. EAA AirVenture Oshkosh 2020 www.eaa.org /airventure
- 22-24 CLINTON, Iowa 20th Annual Cessna 150-152 Fly-In. cessna150152flyin.org
- **25-26** MILWAUKEE, WIS. Milwaukee Air and Water Show. mkeairwatershow.com

AUGUST 2020

- 2 LONGVILLE (KXVG), MINN. Pancake Breakfast 8am-Noon. 218-821-0779.
- 2 Агтки (KAIT), Mил. Pancake Breakfast 8am-4pm coinciding with Aitkin Riverboat Days.
- 6-8 AMES (KAMW), Iowa Youth STEM Aviation Rally (6th), Fly-In/ Drive-In breakfast, pilot safety seminar, exhibits, displays and airshow (8th). Chuck 515-964-1398 chuckdsmcc@aol.com
- 8 Ames (KAMW), Iowa Fly Iowa 2020. Youth STEM Aviation 515-292-9056 www.centraliowaair.com
- 8 CAMERON (KRPD), Wis. Pancake, eggs, sausage etc from Boy Scouts. Lunch from food trucks. 7am-2pm. Parachute Drop, RC Flying, Motorcycle Speed Run. Airplane and Helicopter rides. Kids candy drop from Helicopter. 715-458-4400
- 9 PAYNESVILLE (KPEX), MINN. Paynesville 2020 Airshow 10am to 3pm. Airshow at 1pm. Free lunch to pilots in command www.pexfriends.com for more info.

58 JUNE/JULY 2020 MIDWEST FLYER MAGAZINE

- 9-15 MIMINISKA LODGE, ONTARIO, CANADA Canada Fishing Fly-Out -GROUP TRIPS ARE BOOKED. But for reservations for going on your own, contact Lynette Mish at Wilderness North toll free: 1-888-465-3474.
- 11 JUNEAU (UNU), Wis. Flying Social Taco Tuesday 5-7pm at Wisconsin Aviation, Dodge County Airport. 920-386-2402 / 800-319-0907.
- **15-16** CHICAGO, ILL. Chicago Air and Water Show. The show can be viewed along the lakefront from Fullerton to Oak Street, with North Avenue Beach as the focal point.
- 20 WATERTOWN (KRYN), WIS. Flying Hamburger Social 5-7pm at Wisconsin Aviation Watertown Municipal Airport. 920-261-4567.
- 30 JUNEAU (UNU), WIS. Lions Club Pancake Breakfast 8am-Noon at Wisconsin Aviation, Dodge County Airport.
- **30** BoscoBEL (KOVS), Wis. Pancake, bacon, sausage, scrambled eggs, hash-brown casserole, juice, coffee & milk breakfast. 608-375-5232. Airport will use Ground Communications Frequency 121.9 on Fly-In Day.

SEPTEMBER 2020

- 5* Glencoe (KGYL), Minn. Glencoe Ultralite Flyers annual sweet corn and bratwurst feed fly-in, 10:00 a.m. to 2:00 p.m: 320-583-8367 or 320-238-2376. Stuart.selchow@gmail.com. www.eaaul92.weebly.com
- 11-12 ROCHESTER (KROC), NEW YORK 2020 AOPA Fly-In. Friday night Flightline Cookout, short takeoff and landing (STOL) invitational, drone show, seminars, exhibits, and more! www.aopa.org
- 12 Osнкоsн (KOSH), Wis. Pancake Breakfast & Airport Expo. 920-810-1046.

Garmin Service Advisories

Service Advisory 2051: Cleaning/Disinfecting Guidance Posted: 20 Mar 2020 09:40 AM PDT PRODUCTS AFFECTED: All Garmin aviation products are affected.

ISSUE: Garmin would like to provide some general recommendations for materials and supplies used to clean/ disinfect Garmin aviation products. Not following the recommendations below could void the warranty.

NOTE: The following guidance is intended to help reduce the spread of disease while preserving the integrity of Garmin aviation products. Garmin does not guarantee that it will do so in all cases. For general cleaning and disinfecting guidance, please refer to CDC guidelines and other applicable guidelines.

Cleaning & Disinfecting:

- Cleaners containing ammonia will harm the anti-
- reflective coating on many Garmin aviation display lenses.
- Disinfecting using a solution of 70% isopropyl alcohol that does not contain ammonia is preferred. Solutions of up to 91% isopropyl alcohol are also acceptable.
- Clean the display lens using a clean lint-free cloth and a cleaner that is specified as safe for anti-reflective coatings.
- For other exposed surfaces, such as knobs, buttons, and

- 12 SUPERIOR (KSUW), Wis. Fall Pancake Breakfast & Young Eagles Rides 7:30am-Noon. 320-250-2163.
- 12 BRAINERD (KBRD), MINN. 5th Annual Grass is a Gas Poker Run. Start at Brainerd, fly to 4 grass strips to pickup cards, return to Brainerd to play your hand. Food, fellowship and great flying. Registration opens at 7:00 am, get there early, limited to 52 players, first come first served. 612-750-2981.
- 13 WATERTOWN (KRYN), Wis. Pancake Breakfast & Aviation Community Day 8am-3pm at Wisconsin Aviation, Watertown Municipal Airport. 920-261-4567.
- **13-16 GREENVILLE, SOUTH CAROLINA -** The 89th Annual NASAO Convention & Trade Show will be held September 13-16, 2020 at the Hyatt Regency. (www.nasao.org
- 18-20* BRAINERD, MINN. MN Seaplane Spring Safety Seminar at Madden's. For additional information 952-484-9457 or email steve@penguinflight.net. www.mnseaplanes.com/contact/php OCTOBER 2020
- 25* JUNEAU (UNU), Wis. 6th Annual Pumpkin Drop Contest 9am-3pm at Wisconsin Aviation, Dodge County Airport. 920-386-2402 / 800-319-0907.

NOVEMBER 2020

- 7* MINNEAPOLIS/ST. PAUL, MINN. Minnesota Aviation Hall of Fame at the MSP Intercontinental Hotel. Email MAHOFBanquetReservations@gmail.com or call 952-906-2833.
 DECEMBER 2020
- 11 OSHKOSH, WIS. Wright Brothers Memorial Banquet. www.eaa.org

bezels, a damp cloth with soap and water is acceptable. Garmin does not recommend bleach-based cleaners, ammonia-based cleaners, or other harsh chemicals on any surface.

- Remove all soap/soap residue to prevent buttons and knobs from gumming up or becoming slippery.
- Many aviation products are not rated as waterproof. Spraying or wetting the units to the extent where moisture could go beyond the exterior surfaces could damage the unit.

Service Advisory 2051 Rev A

The post Service Advisory 2051: Cleaning/Disinfecting Guidance appeared first on Aviation Alerts and Advisories.



CLASSIFIEDS

SINGLE LISTING: \$.75 per word. Minimum order is \$20 per insertion. ORDER ONLINE: www.MidwestFlyer.com or MAIL LISTING TO – Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575 Please include payment with order! NOTE: We can invoice municipalities. ALL LISTINGS ARE ALSO POSTED AT www.midwestflyer.com



EXECUTIVE HANGAR FOR SALE - Manitowoc, Wisconsin. 8,038 sq. ft. with a bathroom, office, and kitchenette. Divided into two sections giving it great rental possibilities as a corporate hangar or multiple aircraft: \$499,000: Call **262-853-5760 or email michael@** dickmanrealestate.com

AIRCRAFT SALES & BROKERING - Sell your airplane quickly and efficiently. 150 + transactions! Spring City Aviation. gavin@springcityaviation. com. Office: 414-461-3222. Cell: 218-280-2615.

HANGAR FOR SALE W23, WILD ROSE, WISCONSIN. 40 x 40. Concrete floor, bifold door, 10 years old. \$36K. dsbarno@yahoo.com 920-344-8890.

HARTFORD, WISCONSIN (KHXF) - Hangar for Sale: 70 x 70 hangar built in 2014. Higher Power hydraulic door that measures 60 x 16. Hangar is located at the North End of the field: \$180,000. Contact Dana 608-235-9696 or danaosmanski@gmail.com.

GET THREE MONTHS FREE RENT ON HANGARS at Southern Wisconsin Regional Airport (JVL), Janesville, WI. Available on T-hangar units #25-#44 only (1-year commitment required). Check out our website **www.jvlairport.com** for airport amenities and call **608-757-5768** for current availability. Better yet, fly in and see for yourself. While you're here, enjoy a meal at Bessie's Diner or 18-holes of golf at the Glen Erin Golf Club.

<u>Wanted</u> Full-Time Aircraft Mechanic

Experience working on Cessna single & twin-engine aircraft and Inspection Authorization Certification is preferable.



Benefits are available after one year of full-time employment, including 401K, health insurance & paid vacation. **Contact Richard Morey 608-836-1711 Morey Airplane Company** *is a family-owned, full-service FBO since 1942* Middleton Municipal Airport-Morey Field (C29) Middleton, Wisconsin AVIATION INSURANCE RESOURCES – Best Rates, Broadest Coverage, All Markets. Access the entire market with just one phone call: **301-682-6200.** Or online at www.AIR-PROS.com.

INSURANCE – 67 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. acinsurance@midcont.com. 1-800-325-0885.



Go to www.MidwestFlyer.com and explore the "Archives" section.

Read Your Favorite Columns, Feature Articles, Headline News, Special Sections and Back Issues of *Midwest Flyer Magazine!*

AOPA Great Lakes Regional Report by Kyle Lewis Ask Pete by Pete Schoeninger Aviation Law – On Your Side by Greg Reigel Destinations by Yasmina Platt Dialogue by Dave Weiman From AOPA Headquarters by Mark Baker Instrument Flight by Michael J. "Mick" Kaufman Pilot Proficiency by Harold Green The Left Side by Bob Worthington

THE REAL PROPERTY AND A

er Magazine! PLUS Midwest Seaplane Pilot Minnesota Aeronautics Bulletin Minnesota Education Section People In The News

Wisconsin Aeronautics Report And much, much more!

www.MidwestFlyer.com





The State's Premier Full-Service FBO Madison Watertown Juneau

Air Charter • Aircraft Management • Aircraft Sales Flight Instruction • Aircraft Rental Maintenance • Avionics • Interiors



AIRCRAFT RENTAL

Diversified fleet of over 25 aircraft!



• Cessna 172 (4)

- Piper Warrior (3)
 Citabria Taildragger
- Piper Arrow (3)

800-594-5359

MAINTENANCE



- Authorized Service Center for Cirrus, Cessna & Socata
- Airframe & composite repairs
- Certified for CAPS replacement
- Dynamic prop balancing
- · Piston & turbine inspections (100-hour, annual & pre-purchase)
- Citation phase & doc inspections

• Cirrus SR22 (2)

• Piper Seneca (2)

- · Owner-assisted annuals
- Owner pick-up & drop-off service

800-657-0761





1985 Cessna Citation 501 - N361DE 3rd to last 501 made. Only 6995 TT, 2946/2077 SMOH, GTN 750/GNS 530W, Primus 300SL, Dual GTX-345R ADS-B, SPZ-500 A/P. Very good in & out. \$395.000 Phase V due 5/21.



1970 Cessna 310Q - N7602Q A pristine, fast, classic beauty! Only 2005 TT, 230 SMOH (10/15)! Aspen Pro! IFD-540, ADS-B Out! JPI-790 color digital, VGs, hot props, GAMI injectors \$165.000



1980 Cessna 414A RAM IV - N53WT Only 4735 TT, 625 SRAM, 10 SPOH, King digital, KLN-94, RDR-160, Strike Finder, KFC-200 A/P! VGs, June annual. Does have DH.

\$225,000/OBO/Motivated Seller!



1975 Piper Chieftain PA-31-350 - N66AT 12,100 TT, 1470/1495 SMOH (2007), 488 SPOH (2014), King digital, 160 Radar, aux heat, last flown MAKE OFFER! July 2013.

CONSIGNMENTS WANTED Buying or selling, we'll work for you!

800-657-0761

Record Number of Attendees & Exhibitors At WAI 2020 Conference

LAKE BUENA VISTA, FLA. – Women in Aviation International held another successful event during the 31st

APOLLO 13 - JIM LOVELL FROM PAGE 41

having flown twice in the Gemini program (Gemini 7 and 12), as well as aboard the famed Apollo 8 flight in December 1968 that was the first manned mission to orbit the moon.

Tickets for the Wright Brothers Memorial Banquet will go on sale in early fall at EAA.org/WrightBrothers. All seats are \$60 for EAA members and \$80 for nonmembers, and include pre-assigned seating for the dinner. Those purchasing tickets will be asked for their dinner entrée preference, with options that include a vegetarian and gluten-free choice.

Doors will open on December 11 at 5:00 p.m. with a social period, followed by the dinner and presentation at 6:30. As this event is expected to sell out, those interested are urged to obtain their tickets early when they go on sale.

ISLAND HOPPING FROM PAGE 57

Annual International Women in Aviation Conference at Disney's Coronado Springs Resort in Lake Buena Vista, Florida, March 5-7, 2020. With its unique blend of top-notch speakers, a busy exhibit hall, an array of educational sessions, and more than 100 scholarships, the WAI Conference was once again a great success (www.wai.org).

About EAA

EAA embodies The Spirit of Aviation through the world's most engaged community of aviation enthusiasts. EAA's 240,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or go to www.eaa.org. For continual news updates, connect with www.twitter.com/EAA.

Bois Blanc Island, Michigan. Photos Courtesy of James Gilligan III

I guess you could refer to Bois Blanc Island as "*Gilligan's Island!*" In fact, Gilligan's grandfather was a pilot and avid boater, and named his boat the "S.S. Minnow" after the ship featured on the CBS television show, "Gilligan's Island," that ran from September 26, 1964 to April 17, 1967. Like Gilligan's Island on television, there are very few full-time residents on Bois Blanc Island. Sixty-five, to be exact.

North Manitou Island looks like it had a gravel strip at one time, but I cannot find any information on it.

The Michigan Department of Aeronautics offers an airport diagram app (for both Android and Apple products) with more information about these and other Michigan airports. You can learn more about the app here: https://www.michigan.gov/aero/.

Much of the information on Michigan's island airports in this article was obtained from our friends at *ForeFlight*. As usual, always call ahead for times, months open and the availability of fuel, which if available, will cost more than fuel on the mainland.

To read more about this and other destination articles, visit **www.airtrails.weebly.com**. Also see articles posted at the *Midwest Flyer Magazine* website: https://midwestflyer.com/?p=8692

There's so much exploring to do, so fly safe and fly often!

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





A Flying Fishing Adventure To Miminiska Lodge Ontario, Canada

196 nm north of Thunder Bay, Ontario on the Albany River Watershed



NOW ACCEPTING INDIVIDUAL RESERVATIONS!

FOR RESERVATIONS Contact Lynette Mish At Wilderness North toll free: 1-888-465-3474

Wilderness North PO Box 22012, Strathcona RPO Thunder Bay, ON P7A8A8 CANADA







Miminiska Lodge

Thunder Bay

CANADA







Charter Services ★ Flight Training Maintenance ★ Aircraft Management Aircraft Sales ★ Pilot Shop Scenic Flights ★ Price Match Guarantee Twin Cities Premier FBO, family-owned since 1962

FLYING CLOUD AIRPORT 14091 Pioneer Trail Eden Prairie, MN 55347 952.941.1212 Shell

CRYSTAL AIRPORT 800 Crystal Airport Bo

5800 Crystal Airport Road Crystal, MN 55429 **763.533.4162**

www.thunderbirdaviation.com 🛧 fly@thunderbirdaviation.com