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#### DECEMBER 2020/JANUARY 2021

**ON THE COVER:** A 1940 Taylorcraft BL-65 owned by David Ammerman of Isanti, Minnesota. The aircraft is powered by a 65 hp Continental engine.

Dave Weiman photo taken at Field of Dreams Airport (04W), Hinckley, Minnesota (www.fieldofdreamsairport.com)

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### Midwest Flyer Magazine Online & In Print

by Dave Weiman

s announced in the October/ November 2020 issue of *Midwest Flyer Magazine*, effective with this issue (December 2020/



January 2021), we are publishing five (5) issues online, and one (1) issue (April/May 2021) **online and** *in print* and expanding our print

distribution for that issue. This seems to be the trend of many publications, as the cost of printing and postage continues to increase.

While we realize this may be an adjustment for some of our readers, overall the online version of the magazine has been well received.

The current issue of the magazine, as well as all back issues, are now just a click away on your computer, iPad or smart phone. You no longer have to retain copies of back issues to look something up. Simply go to **www.MidwestFlyer.com** and type the name or topic in our *"Search Box."* You can also locate articles and issues of the

#### LETTER TO THE EDITOR

#### Dave:

I just read "Miracle Over Minnesota... Survival After Carbon Monoxide Poisoning" by Dan Bass in the October/November 2020 issue of *Midwest Flyer Magazine.* 

Please pass along to Dan, that I truly enjoyed his writing style and content of his article.

I ordered my carbon monoxide detector right after I read the article.

Keep up the good work. I enjoy your magazine!

Mark Wrasse, SPA Lifetime 016780 WI Field Director Seaplane Pilots Association wi.spadirector@gmail.com Phone: 920.203.9099 www.seaplanepilotsassociation.org magazine by using our "Archives" section.

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### **NOTICE TO AIRMEN**

Midwest Flyer Magazine is now publishing five (5) issues ONLINE, and one (1) issue — April/May 2021 — ONLINE and IN PRINT.

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### Wearing Two Hats: Limitations of a Pilot-Mechanic

by Gregory J. Reigel ©December 2020. All rights reserved!

t isn't uncommon for a company with an air carrier certificate for conducting 14 C.F.R. Part 135 operations to also hold a 14 C.F.R. Part 145 repair station certificate. In this situation, the company's repair station business performs maintenance on both the aircraft operated by the air carrier, as well as other aircraft.



Greg Reigel

The company may also employ individuals who hold both an airman

certificate and a mechanic certificate. Many of these individuals wear two hats for the company: They fly for the air carrier and also perform maintenance for the repair station.

On any given day one of these pilot-mechanics may fly a trip for the Part 135 operation. And then upon their return, he or she spends the remainder of his or her shift performing maintenance work for the repair station business. Alternatively, on some days the pilot-mechanic may spend his or her entire shift, or more, performing maintenance without flying at all. But does it matter how much time the pilotmechanic spends performing maintenance versus flying Part 135 flights? It very well may.

#### The Issue

As you may know, the Part 135 regulations do not include any duty or rest requirements or limitations for maintenance personnel. Similarly, Part 145 does not include duty or rest requirements or limitations for maintenance personnel performing maintenance for Part 91 operators or Part 135 air carriers. (Duty time limitations are imposed, however, when Part 145 maintenance personnel are performing maintenance for a Part 121 air carrier pursuant to 14 C.F.R. 121.377, but that is a subject for another article).

On the other hand, pilots flying Part 135 flights are subject to flight and duty limitations, as well as rest requirements, which vary depending upon the type of operation being flown. And it is these limitations and requirements that the pilot-mechanic must consider when he or she is both flying and performing maintenance for his or her employer.

#### A Question Of Time

One specific question that must be answered is "whether time spent by the pilot-mechanic employee doing maintenance for the Part 145 repair station must be logged as duty time for the Part 135 operation." Two typical situations in which this question arises occur when (1) the pilot-mechanic performs mechanic duties under the Part 145 certificate, but then flies, or is expected to fly, if requested by the Part 135 air carrier or (2) the pilot-mechanic is solely performing mechanic duties and is not flying for the Part 135 air carrier, nor is the pilot-mechanic expected to fly if asked.

In order to answer the question, we need to understand what the FAA means by "duty" and "rest." With respect to duty, the FAA considers an individual to be on duty when he or she is actually working for the employer, whether for the air carrier or repair station business of the company, or presently responsible for work (e.g. the employee is expected to work if asked).

Rest, on the other hand, means a continuous period of time during which the individual is free from all restraint by the employer; that is, the employee does not have to work nor does he or she have to work if asked.

Scenario One. Looking at the first situation, the pilotmechanic is required to fly if requested by the Part 135 air carrier. Since a pilot is on duty, if the expectation exists that the pilot will fly if he or she is asked, the pilot-mechanic is considered to be on duty whether performing maintenance for the air carrier or repair station business of the employer or simply waiting to be asked to fly.

Scenario Two. In the second situation, the pilot-mechanic is not expected to fly. However, he or she is spending time performing mechanic duties for either the air carrier or repair station business as assigned by the company. Since the pilotmechanic is performing work assigned and required by the company, the time spent performing maintenance would not be considered rest. As a result, the pilot-mechanic would be on duty in this situation as well.

#### Conclusion

As you can see, in either of these two situations, the individual's performance of maintenance will have a direct impact on whether and how much the pilot-mechanic may be able to fly for the air carrier. The more maintenance performed, the less duty time available for flying without first receiving the required rest. Depending upon when the pilot-mechanic wants to wear his or her pilot and mechanic hats, he or she will need to plan accordingly to remain in compliance with the regulations.

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 (www.shackelford.law).

### **Aeronautical Decision-Making and Human Factors**

by Michael J. "Mick" Kaufman Copyright 2020. All rights reserved!

> Te have all seen our lives change since earlier this

aviation to a great extent. There

has been little happening in my

flight-training arena, and its rules,

regulations and procedures have been

changing on a daily basis because of

the virus. For those of you trying to

find out what has changed, I would

year, which has affected



Michael Kaufman

recommend calling AOPA as I have done, to catch up on the updates. Many of the rules dealing with biennial flight reviews (BFRs), instrument proficiency checks (IPCs) and medicals have changed due to the pandemic. This is an extremely difficult time for us as we are truly dealing with a disease we do not understand, and for which even "the experts" do not have conclusive answers. This is a tough one, even for them.

Nonetheless, I have been trying to keep my flying skills sharp and using my airplane as much as possible. But with reduced income due to my flight training business shut down, and my wife working only part-time, there is not any extra money available for

proficiency and fun flying without a useful travel destination in mind.

We have a summer home in northern Wisconsin on a lake, and we use our Bonanza to commute for weekends and



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FAA Flight Service Station (FSS) Specialist, Henry Luxem, behind the desk on the day the FSS closed at Tri-County Regional Airport, Lone Rock, Wisconsin (KLNR)

holidays when feasible. One hour of flying beats 5 hours on the road, and flying is much safer and more enjoyable! Labor Day weekend was one of those great long weekends and on Labor Day, it was a flight back home to southwest Wisconsin.

All forecasts, including the aviation forecast, showed good VFR weather. I started monitoring the weather forecasts several days in advance. For those who do not use ForeFlight, a feature was added about a year ago giving pilots a longerrange forecast than a Terminal Area Forecast (TAF); it is labeled Model Output Statistics (MOS).

Our plan was to depart for home about 3:00 pm. I did a final check of the weather at about 1:00 pm and everything was looking great for a VFR flight home. Upon reaching the airport after a short 10-minute drive, we loaded the plane, did a preflight inspection, fueled up, climbed in, and taxied

> for departure. After taxiing to the run-up area and completing my checklist, I decided to do one last weather check.

I have both my iPad with ForeFlight and a Garmin Area 660 connected to a Garmin GDL-52, which are capable of displaying both Sirius XM and ADS-B weather. I have always been a big fan of Sirius XM weather over ADS-B weather, and it is great to get it on the ground, even though the iPad can access it from cell signals on the ground wherever service is available.

What I saw on my iPad was a line of storms starting to develop from east to west about one-third of

the way from my departure point at Eagle River, Wisconsin (KEGV). This cannot be happening, I told myself as I went to the weather screen on the Garmin 660, but it confirmed the same indication. Regardless, I decided to launch and watch the weather closely as I headed south.

After departing, I could see that the weather was not looking good as this line was becoming solid and intensifying. I was not the only pilot caught off guard, as many pilots fly to vacation homes on weekends and then return home for the work week. I saw more than six aircraft on ADS-B flying parallel to this line of weather, looking for a path to get through as the line was only about 30 miles wide, and it was now solid. As I passed Rhinelander, Wisconsin, about 30 miles into the flight, I decided to make a 180-degree turn and head back to Eagle River.

This is what "aeronautical decision-making" is all about, and "human factors" also played a part in this as well, as my wife was scheduled to work the next morning. The FAA puts both of these factors into the training syllabus as special emphasis areas. The FAA also claims that we should teach these factors as flight instructors for which I disagree partially. We cannot teach good judgment, but we can surely influence good aeronautical decision-making and make pilots aware of the human factors associated with using good judgment.

As a member of the FAA Safety Team (FAAST), I developed a power point presentation called "Hold My Beer and Watch This" to make pilots aware of the hazardous thought patterns that affect all of us. In this article, I would like to reference a few other incidences that occurred during my many years of flying airplanes in which these two factors work together.

I was an instructor and charter pilot in the late 1970s and early 1980s working for a fixed base operator. I had a flight to Fort Dodge, Iowa early one morning - a flight I had made many times before for the same customer. Arriving early at the airport, I checked weather with the flight service station and decided to cancel the flight due to weather. I called the customer to inform them of my decision and they decided to drive.

A few minutes later my boss arrived and asked why I was not getting the airplane ready to go. I told him that I cancelled the flight due to the weather. His comment was

"Call the customer back" - which I did - that he would take the flight. The customers arrived and my boss departed for Fort Dodge, only to return several hours later after shooting the approach three times and unable to get in.

My boss sent the customer a bill for the flight, which they paid, but never did a charter with his company again. About a year later that customer purchased their own airplane and hired me as their pilot. Sadly, my former employer was killed about a year later in an airplane accident. We can see how both aeronautical decision-making and human factors may have played in this incident.

In 1992, I decided to specialize in training pilots for their instrument rating and worked as a contract employee for PIC (Professional Instrument Courses). One of my assignments was to train a pilot from Wisconsin for his instrument rating. This pilot had a Piper Arrow and was a good student as far as the training went, but he was financially stressed to afford his airplane and the cost of the training.

Some years later it was reported on the news that four Wisconsin residents were killed in a fatal airplane accident in Illinois. I felt compelled to follow the investigation when I learned that the pilot had been this student. The conclusion of the investigation was as follows:

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The pilot, his fiancé and his son and his son's newly engaged fiancé were returning from a vacation in Florida where his son became engaged at Disney World. They were on an IFR flight plan where he successfully shot an instrument approach at an Illinois airport. The pilot asked the fixed base operator the gas price and decided not to purchase fuel, bought a soda and filed IFR to another airport about 50 miles away. On the instrument approach to the next airport, the airplane ran out of gas and crashed. I was so saddened by his decision-making process but can reference many other situations that became statistics because of fuel price shopping and fuel starvation.

This again goes back to human factors, as most of us are guilty of stretching the miles to get cheaper fuel, both in our cars and our airplanes. I paid \$15.00 per gallon U.S. for avgas in Deer Lake, Newfoundland two years ago, but running out of gas over water would not have a good ending. When we check fuel prices on our ForeFlight app, we often see airports in the U.S. a few miles apart with several dollars per gallon difference in price. Fuel starvation due to fuel prices is a high price to pay, compared to paying more at the pump.

Up until the mid-1980s, Wisconsin had numerous flight service stations (FSS) throughout the state, and one of them was at Tri-County Regional Airport in Lone Rock, Wisconsin (KLNR).

On one rather nasty weather day, I was in the FSS getting a weather briefing for a flight the next day when an aircraft landed unannounced on the radio. The pilot was not instrument rated and flying VFR from Minneapolis to Chicago, and it was obvious by the tone of his voice and the current weather conditions in the area that he had been in trouble.

Henry Luxem was the FSS specialist that was on duty at the time. Henry was a military helicopter pilot and an experienced airplane pilot as well. He talked with the distressed pilot and his passengers about the weather and the fact that the pilot had landed with no radio communications, and therefore violated the airport's control zone. The pilot then thanked Henry for the information and asked for a



weather briefing for his continued flight to Chicago. It is the responsibility of the FSS briefer to only give a briefing, but not any advice to pilots.

As I stood there, I observed the lady passenger nagging the pilot to get going as she needed to get home to her kids. The pilot knew things did not look good weatherwise but was starting to cave into the pressure by the nagging passenger.

Henry may not have been following protocol, but he saved four lives that day. His comment to the lady was, "If you takeoff in this weather, you may never see your kids again, and I will file an airspace violation against the pilot if you takeoff."

We can again see from this situation how aeronautical decision-making and human factors played out. Henry turned off the lights at the Lone Rock Flight Service Station for the last time on May 4, 1983 and became an air traffic controller at Dane County Regional Airport (KMSN) in Madison, Wisconsin, and then transferred to the Green Bay Flight Service Station a year later, where he finished his career with the FAA.

A few years ago, I gave Henry his seaplane rating in Eagle River, Wisconsin. The old Lone Rock Flight Service Station had been in operation from 1928 to the time of its closing and is now a popular fly-in restaurant.

We can all make mistakes in judgment but understanding decision-making and human behavior can affect our safety and the lives of our passengers.

All scarry situations and accidents cannot be avoided as in the incident of Taca Flight 110 going into New Orleans (https://www.youtube.com/watch?v=LFTFCfcnqF8). We have mechanical and design flaws that are above what many of us can imagine.

Here are several of my favorite aviation quotes that most of us have heard over the years:

"I would rather be on the ground wishing I was up flying, than up flying, wishing I was on the ground."

"A superior pilot is one who uses his superior knowledge to avoid situations which may require his superior skills."

May your next flight be a safe one!

EDITOR'S NOTE: Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training" organization. Kaufman conducts pilot clinics and specialized instruction throughout the U.S. in a variety of aircraft, which are equipped with a variety of avionics, although he is based in Lone Rock (KLNR) and Eagle River (KEGV), Wisconsin. Kaufman was named "FAA's Safety Team Representative of the Year" for Wisconsin in 2008. Email questions to captmick@me.com 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.

#### **PILOT PROFICIENCY**

### **One Size Instruction May Not Fit All**

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In recent years, flight instruction has become more and more guided by the goal of producing pilots prepared and motivated to move on to airline or corporate flying. This has produced decided safety advantages in general. However, inevitably the FAA guidance has been focused on the general good as decided by bureaucrats whose job security and general professional well-being



Harold Green

is controlled by a Congress which understands aviation to consist mostly of airline operations. Therefore, training has been guided into methods and techniques most suitable for large or jet-powered aircraft. While overall this has resulted in a greater safety record for personal general aviation, the question could be asked what areas could be better if focused on the operation of personal general aviation aircraft.

One of the most obvious differences is the "landing technique." If you are flying a multi-ton behemoth with big blowtorches attached, there are a few constraints on you. First of all, hundreds of thousands of pounds need time to change speed or trajectory and your blowtorches take a relatively long time to go from idle to full power. Therefore, if you have to go around, you need to be prepared.

Since the time from idle to full power can be on the order of 20 seconds or more, and heavy aircraft require time and power to accelerate, the safest way to do this is to land with a reasonable amount of power from the blowtorches, so they don't take so long to spool up to full power and you should maintain a reasonable airspeed. However, since your behemoth was designed to fly fast, a reasonable amount of power will get you to full power quickly but will make you go too fast for landing. Therefore, to keep that power available on landing, you will have flaps, slats, landing gear and other hardware hanging out into the breeze, simply because it takes less time to clean these up, than it would to spool up your blow torches from idle. All of this permits you to make a relatively safe go-around, providing you are aware of the need in time. On go-around, it is necessary to add power and then as speed builds up, clean the plane up and around you go.

This is most assuredly an over simplified sequence, but the physics theory is correct. In order to achieve this, the landing procedure calls for specific power settings and airspeeds for each leg of the approach, the exact values of which vary of course from plane type to plane type. Of course, the power and speed setting are adhered to religiously as they should be with a heavy fast beast that needs time to change trajectory or speed. Heavy, high-performance aircraft require very precise speed, power and altitude control because the time required to correct is high compared to how fast things can happen.

As a result of the foregoing discussion, a specific sequence of events centered on heavy aircraft operations is used to train pilots, even in primary training in light aircraft. This is particularly true of those flight schools, which exist principally to turn out future airline pilots. This is so not only because their students need to be prepared to operate within the FAA procedures, but also because these schools are more closely monitored by the FAA for conformance with FAA standards. In general, there is no great problem with this. However, in the opinion of this instructor, this approach leaves a gap in flight training that leads to a gap in a pilot's ability to control aircraft.

First of all, relatively light piston-powered general aviation aircraft can react much more quickly than heavier planes because the piston engine can attain full power from idle much more quickly than a turbine engine, as the power-toweight ratio is much more favorable.

Even a low-powered trainer like the Cessna 152 can go around much more quickly than the typical airliner. Therefore, there is no need to maintain power all the way around in the pattern.

There is one caveat to this. That is, if the student, as is often the case, has been taught that all landings are to be full flap, not all trainers can go around even with full power. The best they can do is hold altitude while maintaining a very slow airspeed. This can be a very dangerous situation.

A typical case of this is the early Cessna 150 with 40 degrees of flap extension. Two people, full flaps, full or nearly full tanks, and it won't climb. It is then necessary to carefully, at full power, gradually milk up the flaps. Obviously not a good situation if you have waited too long to execute a go-around.

Based on instructing people who have been exclusively, or almost exclusively, taught in this environment, it appears this does not train pilots to handle pitch/power control of airspeed/altitude and the ability to properly use flaps or to land without them.

At the high-performance end of light aircraft, such as the Cessna TTX, Cirrus and all twins, the airline approach is much the preferred way to perform landings. However, these planes can be landed in the same manner we have been discussing. It is simply the fact that because of wing loading or weight, they are better suited to the airline approach. The issue is not that students are taught to land like an airliner, the problem is that they are not taught to take advantage of the characteristics of light aircraft. So, what is different about

this? Light aircraft can land safely with no power at all from downwind to touchdown. That even includes the high-end singles. Twins can also land in this manner, but the issue is more touchy than with single-engine aircraft, and is generally considered to be semi-emergency. None-the less, it can be done safely, particularly if the pilot has been taught the pitch/power technique. Just think of the "Miracle on the Hudson." That airplane was flown like a light plane because there was no choice. Obviously, the pilotin-command knew how to fly by pitch. Twins are generally landed with different approach speeds determined not by glide characteristics, but principally to maintain sufficient airspeed, permitting the pilot to maintain control or go around in the event of the loss of one engine. The reasons for this are the subject of a



Find out how to get your copy of the book and movie at www.BobWorthingtonWriter.com different day's discussion.

Now once the airplane is on the runway, hopefully in a reusable state, the airline doctrine is that one should wait until off the runway before changing the airplane configuration, such as flaps, carb heat and what have you. Now this makes sense in the airliner because it is heavy, massive and the pilots need to be focused on slowing the behemoth safely and managing the plethora of systems with no distractions. Good enough, but when landing a light aircraft in a crosswind, on slippery runways or with a short stop distance available, this may not be the best procedure. When there are a lot of levers and switches and the plane lands fast and usually only on runways of more than sufficient length, this is fine. But, when you have landed a light aircraft in a strong crosswind, with maybe a little less runway left than desired and perhaps even less braking effect than one would like, it makes more sense to raise flaps on roll out. The usual explanation is that waiting until clear of the runway reduces the possibility of raising the landing gear by reaching for the wrong control.

Many light aircraft have the gear down and welded. In the old days when control knobs were pretty much all the same, this was more rational than it is today. These are the extent of the systems requiring management on most light aircraft. Today, the landing gear control handle looks and feels like a wheel, and the flap control feels like an airfoil. Therefore, there is probably more to be gained by raising flaps on roll out than not.

Another area, which in my opinion, leads to practices, which could cause problems in a general aviation aircraft, is the use of "checklists." I am not advocating the elimination of checklists. Quite the contrary. Many pilots don't use them enough. However, those who do use them often do so to direct their actions, rather than to use the checklist as a check on their actions. As a result, items on checklists are often either skipped or not properly checked. That's because the pilot is focused on accomplishing the list, rather than performing the deed.

Too often students are taught the blind use of checklists without regard to the fact that airlines have two pilots: One to read the checklist and one to affect the action. I believe a better approach for single-pilot operations is to use a flow pattern sequence and then use the checklist to confirm that everything has been done properly.

As an example, the pre-takeoff check can be accomplished by sweeping from the left side of the instrument panel to the right, covering each gauge and stating its function, and setting it if required, as each is selected. Following that procedure, refer to the pre-takeoff checklist and confirm that each item has been addressed and if not, do it then.

In short, this is what people are trained to do with the emergency checklist. This provides the advantage of causing each element to be addressed twice: Once to act on the element and once to confirm it. The additional factor here is the pilot actually has to think about what is happening. What a thought!

Now as a final thought, please bear in mind that the purpose of this discussion is not to denigrate either mode of operation. The purpose is to point out advantages in recognizing and utilizing modes of operation as befitting the type of airplane being flown.

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. 

#### HIGH ON HEALTH

### **Kidney Stones & Flying**

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idney stones are particles which are formed in the kidneys. They vary in size from about the size of a grain of sand, up to almost one-half inch. Many are passed spontaneously. Some cause no symptoms. Others get hung up while the body tries to pass them, and may cause waves of extreme

Dr. Bill Blank

pain in the lower back, abdomen or groin, nausea, blood in the urine, and painful urination. In severe cases, the pain can be debilitating, something not compatible with flying. Pain management sometimes requires opioid treatment. Various surgical and non-surgical treatments are available depending upon the situation. When a stone is passed, it needs to be collected, so that it can be analyzed. This can help with choosing a preventive treatment.

Kidney stones are more common in men. The most common ones contain calcium oxalate. Others contain uric acid. Struvite stones form because of chronic urinary infection. Stones containing cysteine are the result of a hereditary disease, cystinuria. Treatment aims to reduce the level of the causative chemical in the urine. Risk factors include positive family history, high protein and high salt diets, obesity, and medical conditions, such as hyperparathyroidism and cystinuria.

### How does the FAA decide to certify someone who has had or has kidney stones?

The FAA's primary concern is decreasing the likelihood of sudden in-cockpit incapacitation. If the most recent event was more than 5 years ago, there has been no recurrence, and your kidney function is normal, your Aviation Medical Examiner (AME) can certify you. You answer yes to question 18j on form 8500-8 and describe the event, along with the date. The AME comments that you have returned to normal and don't need any ongoing treatment. If you passed a single stone less than 5 years ago or it is in the bladder, your AME can again certify you. He will need the results of imaging studies to document that there are no retained stones.

If you have multiple or retained stones which occurred less than 5 years ago, you may be certifiable via CACI, or "Conditions the AME Can Issue."

Isn't this amazing? Think about how it used to be. Prior to the CACI, your exam would have needed to be deferred. You need to look up the Retained Kidney Stone(s) Worksheet. There can't have been an increase in the number or size of the stones. If you have had surgery, recovery must be complete, and you must be off pain medications. Supportive treatments, such as hydration, medications-thiazides, allopurinol, and potassium citrate are permitted as long as there are no side effects. If you are not CACI qualified, your AME must defer you for consideration of a Special Issuance.

I hope you never experience a kidney stone. If you do, it's nice to know there is a reasonable, sensible way to get back into the cockpit.

#### Happy flying!

*EDITOR'S NOTE:* William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flyingwise, 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.

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### The Sun Shines Bright On Runway 27

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**Q:** Why do airport engineers layout a runway to align perfectly with a setting sun? Recently (September 15th) I was landing at our local airport, Runway 27, at sunset. A rain shower had just passed over the airport. As I turned on to final approach, it seemed the setting sun was in alignment with the runway. As I got close to the runway, the glare from the wet runway almost blinded me, so I elected to go around and loiter (and



Pete Schoeninger

thanks for your explanation of that in the Oct/Nov 2020 issue of *Midwest Flyer Magazine*) for 15 minutes until the sun set.

**A:** You did the right thing by aborting the landing. Every day of the year, the sun will set at a slightly different position. In September and March, the sun sets at about due west. In the winter, the sun sets further south, so it could impact Runways 24, 25, or 26. In the summer, the sun sets further north, and could affect Runways 28, 29 or 30. At many locations in the Midwest, the primary wind direction is from the west, so any runway with a heading from 240 through 300 degrees (i.e. Runway 24, 25, 26, 27, 28, 29 and 30)

would not be beneficial to most airport users. Regardless, other factors may dictate the heading of a runway, such as its length, airport layout, and development outside the airport perimeter.

Q: I have learned that the "feds" are going to issue (mid-November, I am told) an Airworthiness Directive (AD) on many single-engine Cessnas, including one I am thinking about purchasing. The AD covers possible cracks and repairs needed on the forward cabin door post. The inspection reportedly should cost about \$200, but if problems are found and repairs are needed, the repairs could cost from \$6,000 to \$10,000. After buying the airplane, I wouldn't mind \$200 for the inspection, but not \$6,000 or more for repairs, especially just after buying the airplane. Should I stop the purchase?

**A:** I suggest you make the purchase subject to satisfactory inspection by your mechanic as



### New Cessna AD Requires Inspection for Cracks at Strut Attach Fitting

he Federal Aviation Administration (FAA) has adopted an Airworthiness Directive (AD) for certain Textron Aviation Inc. Model 172, 182, 206, 207, and 210 airplanes. The AD, prompted by cracks found in the lower area of the forward cabin doorpost bulkhead, requires repetitively inspecting the lower area of the forward cabin doorposts at the strut attach fitting for cracks and repairing any cracks. This AD, which affects 14,653 airplanes of U.S. registry, is effective Nov. 12, 2020. For more details, click here: https://rgl.faa.gov/Regulatory\_and\_ Guidance\_Library/rgad.nsf/AOCADSearch/1991 3E178C43FB51862585FA0053DDF5?OpenDoc ument

part of your offer. If problems necessitating major repairs are found and you still want the airplane, it would be appropriate for your offer to be lowered by the cost of the estimated repair, plus a few bucks for downtime. However, depending on the make and model, if the aircraft is in high demand, the seller might demand – and get – full price!

**Q:** Occasionally I see ads for raffle tickets for an airplane by a worthy organization. Right now, the Alaska Airmen's Association is holding a raffle for a completely rebuilt Super Cub. One ticket is \$60. A completely rebuilt Super Cub might be worth way more than I could afford to pay, say \$175,000 or so. I read the fine print and there will be a maximum of 14,000 tickets sold. Should I invest \$60 in this very long shot?

**A:** The Alaska Airmen's Association is a good organization that has raffled an airplane every year for many years. But you should read all of the fine print and be aware of a few things. First of all, if you win the airplane, you are probably going to have to pay "taxes" on the value of the airplane as if it was ordinary income. So, let's say the airplane you win is worth \$175,000. Add that to whatever your income is and look at your tax obligation. You said you could not afford to buy a \$175,000 airplane. But can you afford to pay almost half that amount in taxes? People have won airplanes in raffles, but they have had to sell them just to pay the tax man. That said,

your \$60 and a lot of luck could possibly get you the \$175,000 Cub you wanted, but your real cost at the end of the day to own that airplane could be more in the range of \$80K or so. Still a good deal if you have the money. Before entering any airplane giveaway contest, or a lottery with a high dollar prize, I would urge you to seek the advice of your tax preparer on your tax liability should you win. Good luck?

**Q:** I am about to take my private pilot check-ride in the local FBO's Cessna 152. After getting my private license, I think I will look for a really nice C152, which I think I could find for \$35 - \$40,000. I expect I would fly it about hour a week or so, thus 50 hours a year. Does that make financial sense?

**A:** No, for two reasons: 1) If you are only flying 50 hours a year, it would be less expensive to continue to rent, rather than to own. Owning requires fixed costs, such as hangar rent, annual inspections, insurance, etc., which alone could almost equal what you would pay to rent an airplane for 50 hours a year. Throw in the cost of fuel, fees, routine maintenance, etc., and you will be in the hole financially, owning rather than renting. 2) If you are going to buy an airplane for \$35,000 - \$40,000, I would urge you not to buy a C152. Get an older Cessna 172 or one of the many older Piper Cherokees. A \$40,000 C172 or Cherokee will carry more, go faster and further, and have more room than a C152. C152s are great training airplanes, but like most trainers, they are not real comfortable, slow, and don't carry much fuel. There is a lot to be said for the enjoyment and convenience of owning your own airplane, and after buying an airplane, you may find yourself flying more than 50 hours a year.

**Q:** I am planning to build a hangar at our local airport next spring. The way the taxiways are laid out, I can build the hangar with a door facing east or west, but not south, which would be my preference. What would you do?

A: I agree...facing south would be preferred, especially here the Midwest where we can substantial amounts of snow. A southern exposure will melt the snow and reduce ice build-up. But if that is not possible, I would opt to build with the door facing towards the east. In winter, the sun shining from the southeast will provide some snow/ice ramp melting for your morning departures, while a ramp and door facing the west, will not see any sun until afternoon when temperatures are on the decline.

**Q:** A Piper classics question for you: My friend (a self-described Cub nut) has a 1947 PA-12 Super Cruiser and 1967 Super Cub. He loves them both and tells me the Super Cruiser is faster in cruise but needs a longer distance to land and takeoff than the Super Cub. Since their appearance, shapes of their wings, weights and power (the original 115 hp in the Cruiser was replaced with a 150 hp engine, same as the Super Cub) are similar, why the difference in landing and takeoff distance? Have you ever flown or owned either?

**A:** I am a lucky guy and have flown both models and once was part owner of a Super Cub. 1) The Super Cub has flaps which reduce stall speed to about 44 mph vs. 49 mph for a Super Cruiser with no flaps. 2) The wing angle of incidence on a Cub is a little higher than on a Super Cruiser, so with both airplanes sitting on the ground in

a 3-point attitude, the Cub will have a slightly higher angle of attack, allowing a slower speed for liftoff.

*EDITOR'S NOTE:* Pete Schoeninger is a 40-year general aviation veteran, starting out as a line technician as a teenager, advancing through the ranks to become the co-owner and manager of a fixed base operation, and manager of an airport in a major metropolitan community. He welcomes questions and comments via email at PeterSchoeningerLLC@gmail.com (peterschoeningerllc. wordpress.com).

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## FROM AOPA HEADQUARTERS Turning the Calendar... Thanks for your support in this difficult year

by Mark Baker AOPA President and CEO

s we enter December, the final chapter of this tumultuous year, I can't say I am sad to see it go. With the pandemic, many small businesses closing, protests, and political tension, it hasn't been an easy year for any of us, personally or professionally.

In the aviation industry, tens of

thousands of airline employees have

been laid off as major carriers have



Mark Baker

lost billions in revenue. And although general aviation is doing fairly well, it will take several years for our airline counterparts to get back to pre-pandemic levels.

When contemplating all these issues, I find solace in flying; it's my time to think and appreciate how blessed I am to have the freedoms that I do—namely the freedom to fly. Since 1939, AOPA has stayed true to that mission, laid out by its founding fathers. We have continued advocating on behalf of our members, educating leaders and policy makers alike, and supporting activities that ensure the long-term health of GA. We've done so in great times and down times. And while some of our initiatives have changed over the years, the core of our mission remains the same.

I was not able to meet with many of you face to face at AOPA and industry events this year, but I am hopeful we will make up for it in 2021. As we bid a not-so-fond adieu to 2020, I am excited to share our major priorities for the year ahead.

As many of you know, ramp and pricing transparency at airports and FBOs has been a long-term goal for AOPA. I believe online transparency of FBO ramp fees, which sometimes include infrastructure fees, tiedown fees, parking fees, overnight fees, security fees, and more should be made available to all pilots, piston and turbine, during their preflight planning so they can make informed decisions and not be surprised when it comes time to pay.

We also want to bring transparency to GA parking ramps on airports and standardize the labeling of these areas on airport diagrams. Airports that have GA transient ramps should label them on their diagrams, so pilots know their options before arriving at their destination.

We want more transparency when it comes to insurance. Many of you are concerned about the spiking premiums, increased restrictions, and hassles just to get coverage. This is an important issue and we are working to find ways to address this by, in part, better understanding how decisions are made about coverage and premiums.

AOPA is working to continue growing the pilot population through our You Can Fly initiative and supporting legislation in Congress that focuses on workforce development.

The National Center for the Advancement of Aviation (NCAA) would bring together all sectors of the aviation industry to collaborate on emerging technologies and training methods, maintenance and technician development, dissemination of STEM aviation curriculum in schools, helping veterans transition to opportunities in the aviation sector, and conducting aviation safety data analysis and research. We need an industry coordinated approach to address workforce needs and the NCAA provides that missing piece. There are many good programs going on in aviation, but no concerted effort to pull everything together. Legislation for the NCAA has bipartisan support in Congress and the aviation community.

I hear from many pilots about the frustration with the delays when it comes to special issuance medicals. AOPA is working with the FAA to address this issue and we have stood up our Board of Medical Advisors to assist in developing these long overdue changes. There is no reason that the FAA cannot use today's technology to communicate with pilots and aviation medical examiners. And while we have made some progress with getting more designated pilot examiners (DPE) in the field, we have a long way to go. This remains a top priority for us. No one should have to wait months for a DPE.

The FAA plans to advance a sweeping initiative to bring reforms to the light aircraft category, amateur-built aircraft, and the legacy fleet. We are excited about the Modernization of Special Airworthiness Certificates (MOSAIC), and believe it has the potential to fundamentally change and modernize the GA fleet.

These initiatives represent a fraction of what our organization does on a daily basis. From our nationally recognized government affairs team advocating on behalf of GA on Capitol Hill, to our regional managers who deal with hundreds of local airport issues each year, and to our staff in Frederick working on behalf of our members, AOPA is an effective leader in promoting and protecting GA, fueled by support from our members who all share the passion of flight. Thank you for your support this year and, from my aviation family to yours, happy holidays and blue skies!

**AOPA** GREAT LAKES REGIONAL REPORT

### **Boundaries of Airport Profit**



by Kyle Lewis Regional Manager Government Affairs & Airport Advocacy / Great Lakes Aircraft Owners & Pilots Association

o you think an airport can make money (be profitable)? Is an airport allowed to make money? If an airport does make money, where does that money go? While the answers are more than a simple yes or no, let us investigate a little further on how an airport operates.

Airports are large tracts of land, usually flat open acreage with a lot of concrete and asphalt. The size of the runways may vary. Some airports are near large cities, some are literally in the middle of a cornfield. Large commercial service airports operate much like a city with ground transportation infrastructure, restaurants, hotels, shopping centers, police and fire departments. Some even have day spas, yoga classes, movie theatres...and the list goes on! Smaller general aviation airports are usually found with aviation-specific businesses, such as fixed base operations with fuel/ground services, charter, aircraft rental, flight schools, aircraft maintenance shops and repair stations, and avionics shops. As most pilots know, a great airport diner can also be found tucked away somewhere on a small field.



How do all these seemingly ancillary businesses contribute to the well-being of an airport?

If they are located on airport-controlled property, a lease is in place for the business to operate. Those leases are a revenue stream for the airport. At this point we can have multiple discussions about FAA guidance on leases, revenue diversion, through the fence operations, commercial minimum standards, airport construction and design, airport compliance policy, rates and charges studies, FAA grant obligations and how they relate to ALL of the above...but that would be a long and probably boring discussion! The important things to know fall into four categories:

- Fair and Reasonable Lease Terms
- Non-Discriminatory Leases
- On-Airport Revenue
- Compatible Land Use

Fair and Reasonable - Open to interpretation, but in essence, leases provided to an on-airport operator must be within reason for the type of operation and investment. If the operator is going to make a significant investment on the airport (hangar or similar infrastructure construction), then a justified long-term lease makes sense. The FAA does not approve leases, but will review a lease to make sure the terms coincide with the FAA grant obligations. Lease terms and rates are also influenced by location, airport configuration, number of operations, etc. It should be mentioned that airport sponsors (the jurisdiction that owns the airport) can require independent contracted services (flight instruction, maintenance, and others) to operate as a commercial through-the-fence agreement. The airport can charge fees and commission rates from the provider to operate on the airport. A quick note - the airport sponsor is under NO federal obligation(s) to allow a through-the-fence agreement. This maintains fair opportunity for on-airport providers that are subject to a specific lease and associated fees.

**Non-Discriminatory Leases -** An airport that has been awarded Airport Improvement Funds (AIP) from the FAA, is subject to the already mentioned grant obligations. There are 39 such obligations and those are derived from Title 49,



United States Code Subtitle VII. Grant obligation #22 speaks to the economic non-discrimination of aeronautical users. In short, an airport sponsor cannot pick and choose what type of aeronautical user/operator makes use of the airport. This obligation has several points including language toward the famed "fair and reasonable" terminology when discussing leases and commercial minimum standards. The obligation also allows any person, firm, or corporation the right to perform services, such as fueling and maintenance on its own aircraft with its own employees.

**On-Airport Revenue** - Again, another grant obligation requirement (#26), any revenue generated by the airport, or any local tax on aviation fuel (enacted after 1987), must be expended on the capital or operation of the airport, airport system, or facilities owned and operated by the airport. In short, the airport sponsor cannot use the airport as a "cash bag" for the municipality, although some have tried. As a side note, many airports across the country lease out acreage for farming operations, which can garner good profit margins for an airport.

**Compatible Land Use** - Grant obligation #21 is only a paragraph long, but it touches on a subject that can truly affect the utility of the airport. The FAA asks the local sponsor to enact zoning that will protect the normal operations of the airport. AOPA consults with airports and users on this subject often. The straightforward answer is having strong planning and/or zoning restrictions near airports. This zoning sometimes overlaps with individual state mandates on tall structure laws, including FAA Part 77 approach surfaces. When residential areas become congested next to an airport, the noise issues begin, and political pressure is sought to restrict airport operations, shorten runways, limit airport use, and can eventually spell the demise of an airport. Incompatible land use is one of the largest threats to airports.

If you get a chance to have a conversation with your airport manager, he will probably tell you that his job is more like that of a properties manager, with a wide variety of tenants requiring special consideration to conduct business. All while maintaining the guidance and policy the FAA has put forth.

Back to the original questions from the beginning – yes, an airport can make money! The FAA requires an airport to assess fees and rental structures that will make the airport as self-sustaining as possible.

I hope this very brief topical discussion sheds light on the boundaries of airport revenues. While there is much more detail in each bullet point, this information can help us understand why airport leases and minimum standards are written the way they are. It is for sure not a one-size-fitsall answer, and there is enough room for airport sponsors to become creative when looking for funding.

It is a privilege to serve you! (kyle.lewis@aopa.org)

#### THE LEFT SEAT

### **Pilot Decision-Making**

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**Bob Worthington** 

Pilot decision-making is the process of deciding what to do when flying an aircraft. Consider this: 75% of aircraft accidents are caused by a pilot either doing something wrong or failing to do something right. Aeronautical decision-making may involve a higher degree of risk, simply because we are in the air. Throughout our daily lives, we

constantly decide how to do something. It may be as simple as deciding what clothes to wear or whether to eat a banana or a banana split. Our decision is based on personal desires, prior experience, and anticipated results.

For example, what clothes to wear is based on what we perceive as most comfortable and stylish, what we want to achieve (going to a job interview or working from home), and the weather (our experience is that winters are cold, while summers are hot).

Other decisions may become riskier, depending on the circumstances. Do we take longer, less traveled routes to work or join the rush-hour traffic on the freeway? Do we assume a large loan to buy a house or car? Do we get married or divorced?

Judgement is the process of creating a viable list of options to a given situation and then selecting that alternative which is most likely to result in the best outcome.

Can good judgement be learned? Certainly, but not in the same manner as maneuvering an aircraft which emphasizes acquiring different skills. Mostly our decisions are based on our preferred results and our prior experience.

The FAA has an excellent publication (AC 60-22) which is almost 30 years old. It is titled Aeronautical Decision-Making, referred to as ADM. ADM is defined by the FAA as a systematic approach to the mental process of evaluating a given set of circumstances and determining the best course of action. The information in this Advisory Circular is as valid today as it was in the late 20th century. Especially important is the section on how to be a safe pilot (pages 24-25, chapter 6) and its list of pilot operating pitfalls (behavioral traits or personal tendencies which interfere with good decisionmaking) found in chapter 1 on page 3.

How does one acquire good judgement? It is a two-step process. The first step is the personal desire or motivation to learn how to make viable decisions. This is the intellectual process of understanding and learning. Second is exposure to situations that require the person to recognize problems or potential problems and successfully resolve them.

If we act on faulty decisions (flying from point A to point B on minimum fuel) and in our past experience, always land

at our destination safely, we possess an experience-based situation which has terminated in the desired result. Our flawed decision-making is reinforced because we have avoided danger. Since we have concluded this flight, in the past, successfully, we tend to minimize any risk involved, such as encountering headwinds, consuming more fuel, or having to make a diversion.

This example of poor judgement is predicated on the desire to get to point B as quickly as possible which overrides consideration of potential hazards. The bankrupt judgement is strengthened by the fact that while risks may be recognized and considered, the desire (motivation) to get to point B outweighs serious contemplation of what could go wrong, especially based on prior experience that nothing bad ever happened.

Poor judgement begets unsafe pilots. Safe pilots share common experiences in their flying backgrounds. Insurance research attempting to differentiate "safe" pilots from those who endanger themselves finds that low-risk pilots do things that high-risk pilots fail to do. Those pilots deemed safer fly more often, practice more, and engage in more learning experiences, such as safety seminars, flying with instructors, reading aviation materials and articles, on-line education courses, and knowing and obeying aviation rules and regulations.



So, how does a pilot develop good judgement and safe decision-making? The FAA advocates learning and adhering to published rules, regulations, procedures, and recommendations. This includes not only the FAA regs, but understanding weather conditions, your aircraft operating manual, the equipment in your plane, cross-country flying navigation, emergency procedures, and a refusal to place personal goals ahead of safe flights. Today's glass cockpits and digital/electronic flight bags require a high degree of expertise in their proper management. This requires constant updating equipment data and continual training in their proper usage.

Safe pilot decision-making can be taught and learned. But pilots must be willing to put personal wants behind safe aeronautical practices. If the goal of every flight is a safe experience regardless of what we want personally, we should adhere to the rules and regulations and published aircraft flight manuals and pilot operating handbooks. These endeavors will go a long way to reduce risks in flying and improve a pilot's decision-making.

*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).

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### **Local Pilots Promote STEM In Springfield**

by Jim Bildilli

bout two years ago, four pilots at Abraham Lincoln Capital Airport in Springfield, Illinois, had the unique opportunity to promote a Science, Technology, Engineering and Math (STEM) program utilizing aviation as the catalyst. There are many ways to promote STEM-type projects, but the construction of an aircraft combines several disciplines that support the concept. Students do not only observe the complexities of aircraft construction, but actually get the opportunity to develop and use their motor skills during the process.

To get the ball rolling, or perhaps the "prop turning," a not-for-profit tax-exempt corporation named the "Aircraft Builder Education Center" (ABEC) was formed to keep the costs low and provide the legal framework for the project. When another pilot and aircraft builder decided to hang up his rivet gun, ABEC purchased his "boxed" Zenith CH-650 kit and all of his tools, jigs and equipment.

After relocating to a T-hangar with extra room for a large table and storage, the stage was set to begin the project. Concurrently, ABEC notified the Springfield Airport Authority of its intentions to use the project for a STEM program. Since there is commercial air service at the airport, security is a major concern, so the notification also informed airport officials that there would be some extra activity in the T-hangar area.

To show their support, the airport authority has helped with the project by issuing a multi-year grant to ABEC to



help defray some of the expenses, since the entire project is being accomplished through individual donations. When completed, the aircraft will be used for EAA Young Eagles flights sponsored by EAA Chapter 770.

Recently, Abraham Lincoln Capital Airport Director Mark Hanna and board member and retired Illinois DOT Director of Aviation, Dr. Susan Shea, visited the hangar to personally see the progress that has been made on the project. Aside from many small details, the remaining large project is to fit the canopy to the fuselage.

Covid-19 has impacted the project, as it has everything else in our lives today. Extra precautions were and are being taken with regard to social distancing,

sanitizing, and the wearing of masks.

When looking at the photographs accompanied with this article, you will see a lot of smiles and determination in the faces of participants in the pictures taken "pre-Covid-19." For the later ones, we had the participants remove their masks long enough to take a picture.

With any luck, ABEC is hoping to get the aircraft airborne yet this year (2020). When the requisite flight hours have been completed, the kids who participated will be invited to go on an EAA Young Eagles flight in the aircraft to witness firsthand the fruits of their labor.

EDITOR'S NOTE: Jim Bildilli is a former official at the Illinois DOT Division of Aeronautics. He is currently an airport consultant and contributing editor to *Midwest Flyer Magazine*. Jim and his wife, Donna, head up the Aviation Explorers Post encampment at EAA AirVenture Oshkosh, where Explorer Scouts from throughout the U.S. help with parking aircraft.

### What to do? What to do? Where should I fly to?

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s I write this article, I am manning my empty office at Albert Lea (MN) Municipal Airport (KAEL) on July 4, 2020, where we are *partially* out of the Covid-19 "lockdown," but General Aviation is far from recovered. Airline load factors are recovering—corporate and charter operations are trending up—but General Aviation-based and transient traffic

is still FAR BELOW normal —something I've verified with a number of airports in similar-size communities.

I can understand that flight schools are muchimpacted—most of us don't get too excited at the prospect of spending time in the closed environment of an aircraft cockpit within close proximity of someone we may not know well. On the other

hand, airlines, charter, and corporate operators do spend time in cockpits—seemingly with little or no problems. As for General Aviation, I can't think of a better way to "social distance" yourself than in your own aircraft. After all, it's not much different than your own car—YOU control who rides with you—YOU control the safety protocol—YOU control where you land or visit. YOU ride with people in cars—why not in YOUR airplane, where YOU ARE IN CONTROL?

I don't understand why pilots are reluctant to even come out to the airport, either. Other than large events like Oshkosh, airports are large enough that everyone can keep their own space. Pilots love airports— WHAT HAPPENED?

Perhaps it is the fact that people have become USED to "Lockdown" prohibitions on where you can and can't go. That would have been unthinkable a year ago, but I believe it is partially true today. That's sad... pilots are normally independent and free-thinkers. They are normally people that LIKE to *control their environment*—*people that are even* 



Jim Hanson

mildly anti-authoritarian—people who are accepting of the calculated risk of flight itself. Yet, in the space of less than 4 1/2 months, they've changed—they no longer go places or do things just for fun.

One would think that after all these months of being told to "stay home," that there would be a pent-up demand. That is true for business and commercial travelers, but not for "fun flyers." Fortunately, there has been no rush to "sell the airplane!" Aircraft sales by dealers have actually been brisk for most of General Aviation—prices are firm—and good inventory hard to find. Just my feeling (but confirmed with speaking with other dealers), if there is a weakness in the aircraft sales market, it is for VFR airplanes under \$35,000.



(If you are in the market for these airplanes, now would be a good time to buy!) Unlike a newer airplane, there is no downside—the airplanes are worth almost as much as parts as they are as an airplane.

Flight schools are feeling the pinch. The schools were red-hot before the Covid Crisis, as people were training for careers as professional pilots. That has slowed considerably,

but the reality is that for years, new commercial pilots were expected to be flight instructors and fly charter for 7 or 8 years while they built experience. In talking to my former employees that fly for the airlines today, yes—there are some layoffs—but many airlines offered incentives to pilots to take retirement—enough so that for at least one national airline, they not only did not lay anyone off, but anticipate hiring again within a year, and there's the possibility of building seniority quickly. Airlines are downsizing their equipment—



parking the wide bodies—and relying more on their regional jet partners. I believe that hiring will pick up in about a year, just in time for those who are just starting flight training now. Flight schools report that they are starting to field more inquiries. Yes, people are concerned about training in the cockpit, but the schools are prepared to deal with that issue.

My take on why people are not flying for fun—WE'VE FORGOTTEN HOW TO HAVE FUN! We've become so used to "following orders" on what we can and cannot do that we are waiting for the "all clear," and government being what it is, that isn't going to happen for a long time. Here are some suggestions of things you can do as a pilot...call them "everyday adventures!"

1) HAVE FUN. Typically, "fun flyers" like the social side of flying. They "hang out at the airport," they give airplane rides, they attend flight breakfasts with fellow airmen. You can still do those things; just organize them in ways that you are comfortable in attending. If you are comfortable with friends or neighbors coming to your home, you probably will be comfortable with them in the airplane with you. Same thing with seeing your friends at the airport. There are few "flight breakfasts" to go to, but most of us know airports with a nearby cafe or takeout (there are six restaurants within walking distance of Albert Lea Municipal Airport). We still have people fly in for lunch or breakfast.

2) CONTINUE TO SOCIALIZE WITH YOUR FELLOW PILOTS. We have resumed evening airport dinners. In its strictest sense, get the grille out, and everyone brings whatever they would like to grille. Some places ask for a dish to pass. If you aren't comfortable with that, bring your own. We have tables and chairs, and there is enough room in the hangar so that everyone can "keep their space"—whatever they are comfortable with.

3) CONTINUE YOUR PILOT EDUCATION. We have resumed AOPA "Rusty Pilot" seminars (the most recent one here was held in October). Again, they are held in the hangar, and there is more than enough room for "social distancing." Have fun with your pilot friends, take advantage of FREE SCHOOLING from AOPA, and EARN FAA WINGS CREDIT. Completion gives you credit toward the oral portion of your biennial flight review (BFR), and participation in the Wings program usually earns you a discount on your aviation insurance.

4) WORK ON AN ADDITIONAL RATING. Getting ratings not only makes you a better pilot, but it offers more utility in flying, and opens options on aviation opportunities. Studying for a Commercial Pilot Certificate or Instrument Rating will not only make you a better pilot, but it will eliminate the "we will only go if the weather is good" limitation on the non-instrument-rated pilot. Being able to fly more complex aircraft gives you access to higher performance aircraft (those are always fun!) A Flight Instructor Pilot Certificate helps solve the persistent instructor shortage. I see many instructor candidates that say they "couldn't find a flight instructor at their local airport, so decided WHY NOT ME?" A chance to help out other pilots, free flying, AND to make a little money as well!

**5) TRY SOMETHING DIFFERENT.** Why take the time and expense going through the motions of a Biennial Flight Review, when you can do something different and LEARN SOMETHING? Get a tailwheel endorsement, complex gear endorsement, or high-performance endorsement. Fly a Light Sport Aircraft – most are a delight to fly. Get a seaplane rating or take glider lessons. Obtaining a new rating or endorsement, updates your Biennial Flight Review—and it's FUN!

6) CHECK OUT IN A NEW AIRCRAFT. Flying different aircraft gives you a new perspective. (Believe it or not, we've had people come through here that say "I can only fly low- wing/high-wing airplanes!). WARNING: Get a flight instructor to give you the dual instruction. Far too many accidents happen when a non-certified flight instructor pilot tries to "check someone out." As an alternative, simply "trade rides" with other aircraft owners. See what it's like to fly or fly in different aircraft. Most aircraft owners are proud to show you their airplane.

7) GO SOMEPLACE WITH A PURPOSE: Airplanes are meant for travel. Here are some examples of things you can do with your airplane.

a) GO TO AN AVIATION EVENT. Though flight breakfasts are not scheduled for this year, opportunities abound. Go with one airplane or organize a group. Go to an aviation museum. The Fagen Fighter Museum in Granite Falls, Minn. is a great one, as is the Fargo Air Museum in Fargo, N.D., Wings of the North at Flying Cloud Airport in Eden Prairie, Minn., and the EAA Museum in Oshkosh, Wis. The Commemorative Air Force at Fleming Field in South St. Paul is often staffed on weekends, as is the CAF Catalina flying boat in Superior, Wis. (call first to make sure it is open). The Richard I. Bong Veterans Historical Center nearby has been vastly upgraded to include many WWII exhibits in the past few years. Go to the Strategic Air Command Museum in Omaha, Neb. (yes, Omaha is only about 240 nautical miles from Minneapolis, or a little over 2 hours at 120 knots. To put it in perspective, that's about the same distance to Warroad, Minnesota!)

**b) CONSIDER AIRPORT CAMPING.** After all, you do it at Oshkosh! The Minnesota Airport Directory lists airports that welcome "underwing camping." If it isn't listed, call the airport and check...tell them that you'd like to stay overnight and will buy some fuel. We've never been turned down yet. Many airports have courtesy cars or can set you up with transportation. Ask what there is to do in town... it's like having a friend that lives there! Yes, it may be hard to limit equipment that fits in an airplane, but my wife and I used to put an 8 X 10 ft. tent, cooler, food and drink, sleeping bags, etc. in the back of a 1967 Cessna 150! *Note: I shouldn't have to mention this, but DON'T start a fire in the tie-downs; we've had it happen here!* Another note: It's much more fun if you go with two or more airplanes. Also don't forget, the Recreational Aviation Foundation has provided

liability relief for owners of private airstrips, provided that no charge is made. It's like allowing someone to use your land for hunting, snowmobiling, etc. Always ASK if you can land and camp there. This will usually give you access to non-publicuse airports like Isle, Minn. (Prior permission is required, however.) Isle has a delightful airstrip close to town and Mille Lacs Lake, and the pilots that run the airport are the best!

c) CONSIDER VISITING ISLAND AIRPORTS. There is something about an island—Washington and Madeline Islands in Wisconsin, and Mackinac Island in Michigan – are three popular airports with islands on them, accommodations, and lots of things to do. While technically not an island, the airport at Sky Harbor in Duluth sits on the end of a spit of land, accessible only by air, or across the lift bridge from Duluth.

d) CONSIDER "THEMED" TRIPS. My parents started a family tradition of taking grandkids on "themed" auto and air trips, something that every grandchild remembers about their grandparents to this day. Many people have never visited the Boundary Waters in northern Minnesota. It's a remote place, and roads are few. A trip there by air will assure your passengers that there ARE wild and remote places yet in the U.S. How about viewing the iron mines from the air? Fly the coastline of the Great Lakes. Fly along the Mississippi River, starting at Lake Itasca and fly south as far as you would like (you can even make several trips further down the river to REALLY make it a journey)-viewing the locks, dams, and barge traffic along the way. Visit the "Driftless Area" - the rugged and scenic terrain of southern Minnesota and Wisconsin where the glaciers didn't go. See the big lakes of northern Minnesota, including Lake of the Woods, the land of the fur traders, forts, massacres, and the Canadian border. Go to Mackinac Island, where you can experience seeing three Great Lakes at once-a fur trading post, a fort captured by the British in the War of 1812, and a place without electricity or powered vehicles (except for airplanes). Like all themed trips, it helps if you and your passengers have prior knowledge about the area you are about to survey. Check out the history and geology. You and your passengers will get more out of the trip.

The "themed trips" mentioned above look at the geography of the states, but you can put together other themed trips as well. Find something else that you or your friends and family like to do. Fishing trips are always fun, as are trips to sporting events, golfing, races, hobbies, history, etc. Go to the Black Hills. From the air, you can still see the wagon ruts of the trail taken by the Deadwood Stage—Fort Meade, Mount Rushmore, the Buffalo Ranch, the Stratobowl, and Devil's Tower.

Make your trips "special." From Albert Lea, it is not much more distance to Bull Shoals, Arkansas, as it is to Lake of the Woods. Fantastic for a fisherman! You can fish there every month of the year without venturing on the ice *(much as I love ice fishing!)* and without burning up vacation time. It is a fun and inexpensive way to shorten up the winter!

As a guideline, any place within the range of your aircraft

fuel tanks makes for an easy weekend trip. If you can't find anything to do with your airplane within a range of one tankful of fuel (about 500 miles for most four-place planes), perhaps you need a different hobby or interest (have you considered ant farming?)

And again, go with others. It's always more fun when there is another airplane and people involved.

That's it—no more excuses! There is no reason NOT to enjoy your ability to fly!

*EDITOR'S NOTE:* Jim Hanson is the long-time fixed base operator in Albert Lea, Minnesota. In his 58th year of flying, he has landed in every state, province, and territory in North America, plus 83 countries around the world, but is willing to learn more. If you have a special place to visit by air, write it up for your fellow pilots and submit it to *Midwest Flyer Magazine*. Jim will likely want to join you there! You can contact Jim directly at his airport office at 507-373-0608 or jimhanson@deskmedia.com, but don't be surprised if he is flying someplace!

DISCLAIMER: The information contained in this column is the expressed opinion of the author only and offered as suggestions only. Readers are urged to seek the advice and counsel of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials as appropriate before proceeding with anything discussed herein.



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**D**ESTINATIONS

## **Going-to-the-Sun Road Skyway**



Jackson Glacier, truly the only glacier most people can see from the road while visiting Glacier National Park.

by Yasmina Platt Copyright 2020. All rights reserved!

Galacier, Waterton Lakes, Banff, and Jasper National Parks have been on our "to visit" list for a long time. We took advantage of my work travel being cancelled, the fact that I always work remote, and that we felt RV traveling would be safe (even with COVID-19), since we would be bringing our wheels and home with us, to go on a road trip to Glacier National Park, even though the Canadian parks were off limit



Yasmina Platt

(the border was closed due to the pandemic). It was a great decision!

Kalispell, Montana, was our "basecamp" for a month (late July to late August)! It was a very central location and the weather could not have been better. We got to enjoy all of our outdoor hobbies and travel the area well by foot, floats, wheels, and wings. The latter one is what I'm here to talk about.

We have not pulled the trigger on towing a helicopter, an ultralight, a powered paraglider, or a Cub (with the wings folded) behind our motorhome, so for now, I rent an aircraft

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in the areas we visit. (And, yes, in case you're wondering, there are people pulling those aircraft behind RVs. That's a discussion for another time! I'm extremely jealous!)

It was frustrating to learn that only one of the area flight schools allows landings on unpaved surfaces and that's "Backcountry Flying Experience." However, unfortunately for me and fortunately for them, they were already fully booked for our timeframe when I called them. So, I flew twice with "Glacier Jet Center" and CFI Logan Hutchin out of Glacier Park International Airport (KGPI). One of the flights was exclusively focused around Glacier National Park and that's what I'm covering here. It was a fantastic flight, especially since the east side of the park (where the majority of the glaciers are) was closed due to the virus and flying offered the only chance to see it in 2020.

Some time ago, I wrote a blog about "flying to and over the national parks" (https://airtrails.weebly.com/other/flyingto-national-parks). The advice in that piece is very much still applicable and what I lived by.

While Glacier National Park does not have its own airport, the area has multiple options and I checked out some of them:

- Whitefish (58S), open only during the summer, has a turf runway and is owned by the Montana Aeronautics Division. One of the great things about this little airport is



Grinnell Glacier and Grinnell Lake.

that they offer free bicycles to pilots flying in and downtown is only a short ride away.

- The commercial service airport, Glacier Park International Airport (KGPI), which I mentioned earlier. A rental car would be required to do any sort of sightseeing from it.

- Kalispell City Airport (S27), its General Aviation (GA) sibling, is a short walk/bike ride from downtown.

- The Recreational Aviation Foundation's (RAF) Ryan Field (2MT1), which is actually in West Glacier, so the west entrance to Glacier NP is only a short hike away. But you'll have to receive permission from them prior to landing. Permission is also needed if accessing it via ground (there is a locked gate at the end of Ryan Road). I struggle with this. "The RAF is dedicated to preserving existing airstrips and actually creating new public-use recreational airstrips throughout the United States" (https://theraf.org/about/). Yet, 2MT1's private-use status seems to contradict their mission. I understand it's important (even paramount) for pilots to receive and read the safety briefing; however, the airfield does not need to be listed as private-use for that to happen. As their RAF Airfield Owners Guide (https://theraf.org/education-

safety/#raf-guide-for-the-privateairfield-owner) says, they could list it as "Conditional Use" and add that pilots must first read the safety briefing prior to visiting or they could even list it as public-use since Montana amended their Recreational Use Statute (RUS) to specifically include "noncommercial flying of aircraft in relation to private land."

We started out overflying 2MT1. As mentioned, the flight school I rented from does not allow landings at non-paved runways, but I wanted to see what it looked like. It is important to note that, as the sun rose from the



Glacier Park International Airport (KGPI).

east in the early morning, the big mountains created a shadow on said airfield, making it a bit hard to find coming from the west, especially with a little bit of smoke in the air.

From there, we flew all over Glacier National Park. While I had planned a route, we mostly applied dead reckoning once flying. I used a combination of the aviation sectional and the aerial to design this course as it was obviously easier to pinpoint the sights I wanted to see on the aerial map. I made sure though that I wasn't violating anything and complying with all airspace rules and the U.S./Canada border by looking at the aviation sectional.

As far as altitude... Montana isn't Colorado. The tops of the peaks are much friendlier. One can fly over most of them without a problem.

Oh, the scenery! It was beautiful and the pictures speak for themselves. You can see some more on www.airtrails.weebly. com.

Time to visit some more of our national landmarks -America's Treasures! Fly safe and fly often!

EDITOR'S NOTE: Yasmina 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.



## Texan Makes Solo Flight In A Floatplane To Alaska.... Pure Joy & A Lesson In Pilot Preparedness!



Ken Wittekiend at Baranof Island.

by Ken Wittekiend Copyright 2020. All rights reserved!

Kylane N9681 Foxtrot is returning to Medford with an engine problem," I radioed the tower at Rogue Valley International - Medford Airport (KMFR) in Medford, Oregon, on July 7, 2020. I had just departed the central Oregon airport on the next leg of my journey to southeast Alaska in my 1998 Cessna 182S amphibian, when suddenly, the whole adventure seemed to be in jeopardy, due to a stuck exhaust valve.

The planning for the trip had begun months earlier after reading about the "public-use cabins" in the Tongass National Forest, many of which were accessible only by floatplane. The photos and descriptions of the beauty and majesty of these remote areas seemed to offer a perfect escape from the furnace-like heat of another central Texas summer, despite the added challenge and complexity of the Covid-19 pandemic.

As I began researching the feasibility of making an extended trip, I found a wonderful source of inspiration, information and advice from Bill Rusk, a Southwest Airlines 26 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE

captain and Super Cub owner from Sandpoint, Idaho, who has spent the last several summers exploring the area and writing about his experiences. Bill has been unfailingly helpful and gracious, answering a multitude of questions with patience and kindness. He was instrumental in convincing me to undertake the journey. Here is a link to one of Bill's presentations: www.youtu.be/XUmYom9KPJ4

I was also aided by an amazing resource put together by Tom Bass of Kalispell, Montana. His exhaustive website **www. publiclakecabinsak.com** on Alaska public-use cabins gave me detailed information about how to select and reserve the various cabins throughout the area, along with many suggestions about resources and gear that I would need.

I had been to Alaska twice before. First in my Super Cub on wheels in 2013 when a group of friends helped me explore the Alaskan backcountry for several weeks. I returned to the Kenai area in 2017 after my buddy Mike offered access to his floatplane. During that adventure, we spent three weeks visiting the lakes around Talkeetna, the Kenai Peninsula and Southwest Alaska. While the floatplane offered a way to see the remote regions in a different way from a bush plane on wheels, it came with limitations. Since we did not wish to land in saltwater, finding fuel and facilities became a great deal more difficult. I quickly realized that having an amphibian floatplane would offer the best option. This would allow me to utilize a far greater choice of airports where we could resupply, refuel and recharge when we needed a night in a hotel, rather than in a remote cabin.

"Cessna N9681 Foxtrot, are you declaring an emergency?" asked the Cascade Approach controller as I completed the 180-degree course reversal."

*"Affirmative*," I responded while noticing the loss of power on my #5 cylinder. I was not quite able to maintain altitude, but the Medford airport was several thousand feet lower and only a few miles away. The controller diverted some traffic from the pattern and cleared me for a straight-in approach. After an uneventful landing, I taxied to the FBO and shut down.

Thanks to the folks at Medford Jet Center, they found the time in their busy schedule to replace the bent pushrod and ream the remaining valve guides to reduce the possibility of further problems. After spending the weekend waiting on parts and repairs to be completed, I started north once again.

With 88 gallons of usable fuel, it looked like it might be possible to make the leg non-stop from Bellingham, Washington to Ketchikan, Alaska. This would require favorable weather and winds, but it would avoid the problems of going through Canada at a time when concerns over Covid-19 meant fewer airports of entry available and the possibility that I would be denied entry altogether. After waiting an extra day in Bellingham, favorable weather meant I could launch for Alaska, but the winds meant I would need to transit Canada for fuel after all. I filed the requisite U.S. Customs & Border Protection electronic Advance Passenger Information System (eAPIS) flight manifest, and the International Civil Aviation Organization (ICAO) flight plan and notified the Canada Border Services Agency (CBSA) of my ETA to Prince Rupert (CYPR) to clear Customs.

I took off from the British Columbia coast, and as predicted, the winds were on the nose most of the way. The views of the coast were absolutely stunning with old growth forests surrounding quiet inlets with the thrill of an occasional whale sighting. Sometimes the flight path took me out over the Pacific where swells crashed against the rocky shoreline, and it was obvious that this was no place for an engine problem, even in a floatplane.

I was happy to see the runway at CYPR come into view after almost 5 hours of flying. Once I landed and called Canada Customs, they agreed to meet me, but then delivered a bit of unexpected news. Turns out that only jet fuel is available at Prince Rupert. For avgas, I would need to go to the nearby seaplane base of Seal Cove. So, after a short break, I took off and immediately landed in the saltwater bay below Prince Rupert and proceeded to search for the seaplane base. I finally asked a friendly fellow in a fishing boat, and he pointed me in the right direction.



The British Columbia coastline.

Tying up to the dock, I was met by a couple of Customs officers who quickly took care of the required paperwork and welcomed me to Canada with an admonition that I was not allowed to stay. After refueling, filing my flight plan and eAPIS notification, I departed from the bay and headed north through the waters of the Inland Passage, passing Ketchikan on my way to Juneau. After another 2.5 hours of flying, I entered the Gastineau Channel for the final approach to Juneau International Airport (PAJN).





Gastineau Channel for the final approach to Juneau International Airport (PAJN).

Despite the lowering ceiling, light rain and fatigue from a really long day, the Juneau tower controller welcomed me and quickly cleared me to land. He also provided a "Follow Me" truck to guide me to the U.S. Customs facility, which was hidden due to airport construction. Stephanie, a friendly Customs officer, helped me with the paperwork and the required Covid-19

test, after which I loaded my backpack and walked to the nearby motel for the night.

Over the next seven weeks, I was joined by several friends and family members who flew to Alaska on the airlines via either Juneau or Ketchikan.



Chris McCrank of Austin, Texas at Juneau International Airport (PAJN).

Each time, we would load up the floatplane with gas and groceries and fly out to one of the remote cabins for a few days. Upon our arrival, we would unload our camping gear and supplies, secure the floatplane and begin exploring the area.

Although the cabins vary in size and design, they are all very basic with a source of heat, either an oil or wood stove. 28 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE



Salmon Bay Thorne Lake Cabin



The interior of one of the public-use cabins we stayed in.



N9681F at Jim's Lake Cabin.

The U.S. Forest Service tries to provide firewood for the wood stoves, but many of the cabins were either out of wood or extremely low, probably due to the problems with Covid-19, impacting their ability to resupply. The oil stoves require fuel oil which visiting pilots are required to furnish. While the oil stoves work well, we really enjoyed the ambiance of the wood stove on a cold morning.

Each cabin had a couple of sleeping platforms where we could roll out our sleeping bags and air mattresses. No lights, no cell phone service, and of course, no Internet, meant forced relaxation and led to a renewed appreciation of the joys of being in the wilderness where we watched the clouds, rain and sun play over the pristine waters of the remote lakes. Occasionally, we saw otters, beavers, ducks and one large black bear which appeared to be about 100 yards from us, down the beach at the Salmon Lake cabin. I managed to take a couple of photos before he turned and disappeared into the alders.

Each of my guests commented on the astounding silence. We forget how noisy our usual environment is until we are suddenly in a place so quiet that we find ourselves whispering because it somehow seems appropriate. The only sounds are often the call of the birds, the waves lapping against the hull of the floatplane or the wind gently moving through the forest.

Each cabin has an aluminum skiff furnished by the U.S. Forest Service. Although there are oars for propulsion, my friend Bill Rusk had suggested bringing a small outboard motor along to expand our ability to explore the various waterways. The 2.5 hp Suzuki outboard only weighed 30 lbs. and made a huge difference. With it, we could easily get on the water and go fishing. We often caught fish for supper, which we fried up back at the cabin. Once, I managed to hook and land an 8 lb. Salmon which my wife turned into three delicious meals.

Each day's schedule depended on the weather. When it wasn't raining, we usually arose early and fixed a leisurely breakfast. Then, we would either go fishing or hiking. If the weather didn't cooperate, we would build a fire and spend hours reading. In early July, the daylight lingers late during the Alaskan summer, so we sometimes would turn in while it was still light outside. But by the end of the trip, darkness was coming much earlier in the day. Southeast Alaska experienced an extremely wet summer, setting all-time records for rainfall this year. This often meant we had significant challenges getting around to the cabins and back to town. Even in a normal year, the weather changes rapidly and requires a great deal of effort to operate safely. If we were in town, we could access weather information via the internet and by calling the briefers at Flight Service. In Alaska, these are staffed by FAA specialists who are very familiar with the local weather. There are also numerous weather observation cameras located throughout the region, which provide a real-time look at the conditions. However, once out in the cabins, acquiring weather information is more challenging. I used a satellite phone and a Garmin In-Reach device, which let me get a sense of what was going on with the weather.

As a general rule, the ceiling and visibility was better out over the ocean than it would be inland where the freshwater lakes were located. Occasionally, we would be trapped at a cabin by low ceilings and had to wait for improving conditions before heading into town.

Mixing high terrain, remote locations and poor weather provided lots of challenges in moving around the area. Rarely, the weather would clear, and the incredible scenery would reveal itself. Deep blue water with dark mountains rising steeply to snow-covered peaks made an awe-inspiring backdrop as we flew through the straits and fjords, carved by glaciers eons ago.





Jeff Wittekiend of Chicago, Illinois, sits in a skiff admiring his daily catch.

The approach to Wilson Lake.



During August and into early September, I had the opportunity to share the experience with my wife, Judy, and my son, Jeff, along with several close friends who relished the chance to see a part of Alaska that so few people ever get to visit. We explored Misty Fjords, Baranof Island, Prince of Wales Island and much more, visiting 11 different public-use cabins over the summer. The images of the various lakes, bays and forests, as well as the quaint towns and villages, continue to resonate in my mind.



Sunset at Salmon Bay.



N9681F parked next to the skiff, which was provided courtesy of the U.S. Forest Service.

But it was now time to head south once again and return to normal life. I left Ketchikan on September 2nd after waiting three days for a "weather window." After my arrival in Bellingham, Washington, and an overnight stay, it was on to California and then south through Arizona, New Mexico and 30 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE into central Texas. The weather gods were not kind on the trip home either, with smoke from the wildfires, and their ensuing temporary flight restrictions (TFRs), followed by low ceilings, requiring instrument approaches to minimums. I finally landed at my home airport late in the day on September 9th, after flying for 85 hours.

After such an adventure, I think any pilot would reflect on the experience to consider what he or she learned. I also asked some of my partners to provide their perspectives as well.

All of us felt the trip was absolutely magical! Being able to access and enjoy the public-use cabins of the Tongass National Forest is an opportunity not to be missed if you have the chance. I would also note, that if pilots don't utilize these cabins more often, they will likely disappear. They are not getting a lot of use now, and the cost to maintain them has to be high. Some have already been removed.

Each of my guests treasured the opportunity to experience the Alaska wilderness in a completely authentic way. Everyone gained a renewed appreciation for the simple joys of being completely disconnected from modern life, while enjoying the peace and tranquility of simply sitting and watching the play of sunlight and mist on the steep ridges of the surrounding mountains.

Another key lesson involves being comfortable with uncertainty. Operating in the wilderness means things can quickly go seriously wrong and help will be slow in coming. Often the plan changes rapidly and pilots need to be ready with a viable alternative plan. For instance, we spent several extra days in Juneau and Ketchikan waiting for the weather to improve.

The trip planning is complex at times because the airplane is heavily loaded with all the necessary gear, so fuel loads are a big issue. We had to allow for contingencies where weather might require a diversion, but not carry any more than needed to improve airplane performance. Thankfully, the elevations and temperatures were favorable.

Much of the flying required operating close to the terrain, often in marginal weather. Mountain flying experience is essential, along with an accurate GPS. My airplane has a Garmin 796 GPS, which accepts a 100K topo map card for added detail.

Having the right equipment can reduce the risks, but not eliminate them. Communication devices, survival gear and a suitable airplane are all important, but having the relevant wilderness flight experience, and the patience to wait out the weather when necessary, are absolutely essential. But the rewards are also immense. Sharing the wilderness in a floatplane with others, who understand and embrace the challenges, creates memories that last a lifetime.

EDITOR'S NOTE: Ken Wittekiend is a 12,000-hour instrument-rated, single-engine land and sea pilot. He lives in Burnet, Texas, where he is a flight instructor and Designated Pilot Examiner.

#### FLY-INS & AIRSHOWS

### Indiana Seaplane Pilots Association Safely Holds 2020 Splash-In, Despite Pandemic



Cessna 208 Caravan

by Randy Strebig President, Indiana Seaplane Pilots Association Indiana Field Director, Seaplane Pilots Association Copyright 2020. All rights reserved!

hat an AMAZING weekend. The 18th Annual Indiana Seaplane Pilots Association Splash-In at the Pokagon State Park was held September 19th and 20th, 2020. There are few words to describe how special this weekend's Splash-In was in the shadows of a pandemic. We pivoted our activities to be considerate of this and worked with the state park personnel to develop an accepted plan to safely hold the event.

Once again, the splash-in continues to have a 100% safety record and a lot of happy pilots and guests, even if the smiles were behind our very fun seaplane masks. We had 23 aircraft participate between both days from all over the Midwest, including the surprise arrival of Mark Wrasse from Green Bay, Wisconsin in his M7 Maule. Mark is no stranger to seaplane events, as he is chairman of the EAA Vette/ Blust Seaplane Base (96WI) on Lake Winnebago, Oshkosh, Wisconsin.

There were 19 different aircraft types represented this weekend, which is pretty amazing, everything from an Aero Adventure Aventura, J-3 Piper Cub and Progressive Aerodyne SeaRey, to a Republic RC-3 Seabee, de Havilland Canada DHC-2 Beaver, Cessna 208 Caravan, and everything in between. This was no particular challenge, however, for our professional aviation announcer, Jakob Mckenney. Jakob joined us for his first visit to Indiana from the great state







Nineteen (19) aircraft flew in for the fly-in from as far away as Green Bay, Wisconsin.



of Maine. I met him a couple years ago at the Greenville, Maine International Seaplane Splash-In doing his amazing announcing. I can promise you that Jakob has committed to memory more about the 19 aircraft types at our splash-in than any of us will ever know. I would suspect he could probably tell aircraft owners more about their particular aircraft than they even know. He is truly impressive!

We invited Jakob to come and announce, since we wouldn't be doing rides this year.

Part of our 2020 plan was to get bios on pilots and have demo flights flown by all who wanted to participate. The



A 1946 Republic RC-3 Seabee on display and on takeoff!

Coldwater, Michigan EAA Chapter set up their PA system with the help of Joe Best, and Jakob did his thing announcing to the crowd. We received such good feedback over this that we have booked him for next year's event. Nearly every pilot who flew in provided a bio and flew a demo. This kept the water ops and sky filled with the beautiful sights and sounds of floatplanes.

A big thank you and standing ovation to all of the pilots who flew their aircraft to our event. They all did a top-notch, professional job! I would like to extend my appreciation to the community for coming out to Pokagon State Park and the Potawatomi Inn to enjoy our annual event, and some of the most perfect weather we have ever experienced this year, and for cooperating with the Covid safety requirements.

Additionally, I would like to thank the Indiana Department of Natural Resources, State Parks Administration, the staff of Pokagon State Park with leadership from managers Ted Bohman and Tami Sawvel, who were on duty throughout the event, and to Potawatomi Inn Manager Emily Burris and her staff who attended to our food needs. Thanks to Terry Hallet, who manages the Angola Airport (KANQ) and his staff, for attending to our wheel plane and amphibian aircraft needs, and I cannot say enough about all of the volunteers who assisted with set up, teardown and safety of the event. Of course, we cannot forget the 23 pilots who chose to make the trip. Fortunately, each pilot made it home safely Sunday afternoon following the event.

Our Saturday evening "Barbecue and Bonfire" at my runway on the other side of the lake was no less spectacular with the beautiful night, and the local Land of Lakes Lions Club preparing our evening meal. We dropped two loads of skydivers into our grass airstrip (myself-included) from our seaplane flown by Allison Wheaton, and the Gravity Powered Sports Cessna 182 jump plane.

I must not forget to mention and thank the Lake James Association which has been a supporter and sponsor of this event for all 18 years running, along with the Steuben County Visitors and Tourism Bureau for their annual support, which stepped up their effort by underwriting the design and making of 500 "Seaplanes Are Fun" facemasks that were well received and worn by all. We are grateful for the exposure and stories provided by the *Herald Republican* newspaper, Swick Broadcasting's *WLKI* and *Channel 15 TV*, and *Midwest Flyer Magazine*.

Thanks to the many volunteers who assisted with the setup, tear down and aircraft safety.

Thanks also to our unsung hero, Steve Whitney, who hasn't been able to attend for a few years, but thanklessly updates our website and is rumored to be improving the website for next year.

We will be looking forward to next year's event, September 18 and 19, 2021. Mark your calendars now!



### Midwest LSA Expo Mt. Vernon-Outland Airport (KMVN) Mt. Vernon, Illinois

#### by Jim Bildilli Photos by Chris Bildilli

f you attended the Midwest Light Sport Aircraft (LSA) Expo at Mt. Vernon-Outland Airport (MVN) in Mt. Vernon, Illinois, September 10-12, 2020, you were probably updated on the latest and greatest happenings in the LSA world and picked up some WINGS credits in the process. As usual, in the Midwest, the weather can either make or break an outdoor event. However, it appeared that only those pilots 50 miles or more north and northwest of the airport were "weathered out." Those who drove to the expo with campers enjoyed a large camping area with electrical service provided. Those who are experienced with fly-in camping had adequate room to pitch their tents. Portable restrooms were provided.

It's always hard to estimate the attendance, but best guesses put it at around 700 for the entire three-day event. The



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registration roster indicated that there were attendees from 30 states and 35 exhibitors.

Airport director, Chris Collins, said the Mt. Vernon Airport Authority has sponsored the event for 12 consecutive years. The authority is so totally committed that four of its board members could be seen assisting staffers, volunteers and attendees to ensure that things went off without a hitch...and that's what you call support!

Early on, it was unknown whether or not all of the Covid-19 rules and restrictions would affect the show, but with nearly every other aviation event and seminar cancelled for 2020, the board gambled and forged ahead. Attendees found that all of the safeguards that the state and federal government had either required or recommended were followed. Signs with regard to "social distancing" were observed not only on the ramp, but in the seminars and at the various vendor booths. Bottles of hand sanitizer were plentiful in all areas and the only food being served was in the restaurant and at individual camping sites. The vast expanse of the aircraft parking area made social distancing easily attainable. Had Covid-19 not occurred, there would have been a pig roast and band on Thursday evening, but again, that had to be cancelled, so the pig received a Covid-19 pardon!

As far as seminars were concerned, there was something for everyone. On Thursday, a presentation on Special Use Airspace and LSA operations was given by Steve Willis of local



Hank Konzelmann (right) and his son, Sam (left), of "Aerial Adventures," Festus, Missouri, with their Magni tandem gyroplane. The Konzelmanns did a presentation on extended cross-country flights in a gyroplane.

EAA Chapter 1155. Hank Konzelmann and his son, Sam, of "Aerial Adventures," followed with a presentation on flight planning for gyroplanes for extended cross-country flights. The Konzelmanns fly a tandem Magni gyroplane based in Festus, Missouri.

Friday's seminars included presentations by Bob McDaniel on keeping aircraft maintenance records, Brett Lawton from Leading Edge Airfoils on flying with Rotax engines, and Dan Johnson, President of the Light Aircraft & Manufacturers Association (LAMA), spoke about the changes to the LSA rules. Johnson's presentation is a must-see and can be viewed on the following link: https://youtu.be/nbBv7ifoWOg

Saturday's presentations started with Scott Rose of Charitable Medical Flights on how pilots can become involved with the organization. Following Rose's presentation was Steve Goetz, who made two one-hour presentations on preparing for the Sport and Private Pilot check-rides.

The vendors were pleased at the turnout, even though the weather and Covid-19 concerns affected overall attendance. Some have exhibited at the LSA Expo for all 12 years. Hopefully, next year Covid-19 will be ancient history, and everyone will be able to ditch their masks, and all of the current restrictions on public events will be lifted.

If you are planning to attend the Midwest LSA Expo in 2021, go to midwestlsaexpo.com or email Chris Collins at managermvaa@mvn.net.





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### FLY-INS & AIRSHOWS

### **EAA Chapter Holds Hamburger Fly-In**



EAA Chapter 320 sponsored a "Hamburger Fly-In," September 16, 2020 at Wisconsin Aviation, Inc., Watertown Municipal Airport, Watertown, Wis. (KRYV). (L/R) Jeff Baum, President, Wisconsin Aviation, Inc. and host of the fly-in. Eric Wegner, President of EAA Chapter 320. Dave Weiman Photo



One of the featured aircraft at the Watertown EAA Fly-In was this 1947 Cessna 120 owned by Dennis F. Disch of Pewaukee, Wis. The non-electric, original aircraft is equipped with an 85 hp Continental C-85-12F engine and cruises at 117 mph. Dave Weiman Photo

#### At OUR AIRPORTS

### MAC Extends Runway & Creates New Taxiway At Minneapolis Crystal Airport To Raise Airport's Profile & Enhance Accessibility



One parallel runway at Crystal Airport (KMIC), Crystal, Minnesota, was extended to 3,750 feet, to become the new Runway 14/32. The other parallel runway (formerly 14R/32L), now serves as a full-length, lighted taxiway. MAC Photo

MINNEAPOLIS, MINN. – A major runway extension and other airfield improvements have been completed at Crystal Airport (KMIC), in the northwest metro area of Minneapolis-St. Paul, Minnesota, which will benefit pilots and aviation stakeholders for years to come. The Metropolitan Airports Commission (MAC) which owns and operates Crystal and five other reliever airports, and Minneapolis-St. Paul International Airport (KMSP), invested nearly \$7 million in 2020, primarily to transform the airfield for safer and more efficient operations.

The key project involved converting the airport's existing two parallel runways into a single primary runway and a new taxiway. One parallel runway was extended to 3,750 feet, to become the new Runway 14/32. The other parallel runway (formerly 14R/32L) now serves as a full-length, lighted taxiway.

Other airfield safety improvements included reducing the length of the airport's turf runway (06R/24L) to 1,669 feet. Additional taxiways and runway connectors around the airport were also added, altered, and realigned to enhance accessibility. New engine run-up pads were also installed. The airfield now has lighted signs, and a new perimeter road was built to allow vehicles to circulate the airport without having to cross runways.

"The improvements at Crystal Airport are transformational and will certainly raise the airport's profile," said Joe Harris, MAC Director of Reliever Airports. "The improved geometry of the airfield, the additional runway length and improved navaids are investments in easier and safer operations," said Harris.

In July, MAC opened a new self-service fuel system at Crystal, with sales already exceeding expectations.

In 2019, there were 41,541 takeoffs and landings at Crystal, making it the third busiest airport among MAC's six reliever airports. Crystal has more than 160 based aircraft and serves businesses, such as flight training, aircraft rental, air charter, aircraft and propeller maintenance, aircraft parts, and medical flight operations. Among the businesses located at Crystal Airport are Maxwell Aircraft Propeller Service, Thunderbird Aviation and Wentworth Aircraft (MetroAirports.org).



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AT OUR AIRPORTS
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Lake Elmo Airport (21D), Lake Elmo, Minnesota. MAC Photo

### Phase 2 of Lake Elmo Airport Improvements Underway

LAKE ELMO, MINN. – Upon the completion of the <u>Lake Elmo Long-Term Comprehensive Plan (LTCP)</u> in 2016 and a joint <u>Environmental Assessment/Environmental Assessment Worksheet (EA/EAW)</u> in 2018, construction of Lake Elmo Airport (21D) improvements began in late 2019.

The improvements at Lake Elmo Airport include the following elements:

• Relocate and extend Runway 14/32 to 3,500 feet.

• Realign 30th Street North around the relocated runway protection zone and reconnect to the existing intersection with Neal Avenue.

- Construct a new cross-field taxiway to serve the new Runway 14 end.
- Convert the existing runway to a parallel taxiway and construct other taxiways as needed to support the relocated runway.
- Reconstruct and extend crosswind Runway 4/22 to 2,750 feet.
- Upgrade instrument approach to use newer technology.
- The construction activity is divided into three phases:
- Phase 1: Realign 30th Street North between Manning Avenue and Neal Avenue (November 2019 through July 2020).
- Phase 2: Construction of new Runway 14/32 and grading for taxiways, electrical work (Fall 2020 through Summer 2021).

• Phase 3: Completion of new Runway 14/32 and taxiways and convert existing runway to parallel taxiway, completion of electrical work, construction of a new service road (Fall 2021 through Summer 2022). Note: This phase may be split into two separate phases.

Lake Elmo Airport is one of six reliever airports to Minneapolis-St. Paul International Airport and is owned and operated by the Metropolitan Airports Commission (MAC). The other reliever airports include St. Paul Downtown, Flying Cloud, Anoka County-Blaine, Crystal, and Airlake (MetroAirports.org).

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Diagram showing areas of construction at Lake Elmo Airport (21D), Lake Elmo, Minnesota.

MAC Diagram

### 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



Stellar Aviation has 32,000 square feet of hangar space.

### Abraham Lincoln Capital Airport Dedicates New Stellar Aviation Facility

#### by Jim Bildilli

SPRINGFIELD, ILL. – On October 15, 2020, airport officials and community leaders dedicated Stellar Aviation Group's newly completed General Aviation complex at Abraham Lincoln Capital Airport in Springfield, Illinois.

The new 11,680 square foot terminal includes a modern lobby, restrooms, pilot and VIP lounges, a flight planning area, modern meeting/conference rooms with provisions for internet connectivity, customer service counter, an operations and manager's office, a catering area, and an employee breakroom. The terminal is set between two large hangars with nearly 32,000 combined square feet for storage and maintenance. Additional space was created for local aviation organizations to host meetings and events.

Brad Kost, Chief Operating Officer for Stellar Aviation Group, said, "We are very pleased with the results achieved by the Springfield Airport Authority, its dedicated staff, and forward-thinking board of directors on this General Aviation facility project. Springfield now has a facility to greet and service its guests that is worthy of the great capital city of Illinois. We are pleased to call this amazing facility our new home."

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Kost commended Knight Engineers and Architects for incorporating some of the existing 1950s and 1960s-era building materials into the new design. Nearly \$2.2 million was saved by reutilizing the existing concrete floors and structural steel, and the reduction of demolition debris that would have otherwise been hauled off-site to a landfill. Halverson Construction Company was the general contractor for the nearly \$8.25 million rehabilitation and expansion project.

Airport Executive Director Mark Hanna stated that the project took a considerable amount of shared cooperation and coordination by the many stakeholders and thanked them for their involvement with the project. The end product resulted in a first-class facility to serve General Aviation.

The project was accomplished in approximately 18 months from demolition to dedication. In addition to the new GA complex, Capital Airport has other projects underway that will enhance the operation and safety of the airport, including a \$2 million parking lot and \$7 million terminal building rehabilitation and expansion. On the airport side of the facility, there are over \$20 million in planned rehabilitation, mitigation and safety projects that are projected to begin in 2021.



Dr. Susan Shea, a commissioner on the Springfield Airport Authority Board, and Brad Kost, Chief Operating Officer for Stellar Aviation Group, cut the ribbon. Shea and Kost are flanked on both sides by the entire Springfield Airport Authority Board, the Mayor of Springfield, James Langfelder; and the Chairman of the Sangamon County Board, Andy Van Meter.



Brad Kost, Chief Operating Officer for Stellar Aviation.



(L/R) Mark Hanna, Executive Director of Abraham Lincoln Capital Airport in Springfield, Illinois, and Brad Kost, Chief Operating Officer of Stellar Aviation.



#### At OUR AIRPORTS

### AIRPORT WINTER OPERATIONS... Managing Slippery Runways, Taxiways & Ramps At GA Airports

by Pete Vercouteren Copyright 2020. All rights reserved!

www.inter operations at general aviation (GA) airports can cause many challenges compared to the larger commercial airports. The challenges include availability of operations personnel, training, equipment, and

budget. While many GA airports can simply shut down due to slippery runway conditions, those that accommodate corporate aircraft do not have that option.

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

Equipment is the first consideration in controlling slippery conditions. Effective plows and especially mechanical brooms are essential to keeping surfaces clean and safe. Mechanical means also reduce the amount of chemical needed



Costs can be contained by using equipment that is already available or which can be easily and inexpensively converted, such as a grain drill, or converted agricultural sprayer.

for control. Mechanical removal is typically preferred at low temperatures, below 15 degrees Fahrenheit, when snow is dry and does not bond to the surface.

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

The use of chemical deicers is regulated by SAE AMS 1431 for solid materials and SAE AMS 1435 for liquids. To meet these certification standards, the deicers must pass airframe material compatibility, corrosion, storage stability, concrete, paint, and other standards. Further, suppliers must be able to supply proof of certification for their runway deicing products. When the product is received, it must include the SDS info, as well as the Certificate of Analysis (to verify that it meets the standards).

When deciding what chemical deicer(s) to use, one of the first considerations should be whether to be "proactive" (antiicing) or "reactive" (de-icing). Liquid deicers are typically used as a "proactive" measure. They are applied before frost, ice, or snow accumulates. This technique requires less product to be 42 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE used as it prevents frozen deposits from adhering to the surface and allows the remaining snow and ice to be removed easily with plows and brooms.

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

GA airports that *The Green Earth Deicer Company* works

of storage, ability to accurately apply the material, and cost. This clear liquid doesn't settle, is very cost effective, and works at low temperatures. Its freezing point is -76 degrees Fahrenheit and throughout its temperature range, it flows like water. **Cryotech E36** 

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

with prefer to use Cryotech E36®

Liquid Runway Deicer (LRD)

as an anti-icer, because of its ease

Personnel or conditions may dictate that **airports** use a "reactive" approach. Solid material is generally used in this approach. If there is a strong bond between the snow/ice pack and the surface, solid material will be more effective. Other important

considerations in determining whether to use liquid or solid materials include pavement temperatures and current and forecast weather conditions. These conditions would include air temperature, winds, potential snow, sleet, or freezing rain.

*Cryotech NAAC*<sup>®</sup> *Solid Runway Deicer (SRD)* is preferred at the GA airports **The Green Earth Deicer Company** works with due to the application equipment or personal preference. NAAC is especially effective after a freezing rain or sleet event when there is ice bonded to the surface.

**Sand** and **urea** are two other commonly used solids. Sand may cause friction levels to improve in the short term; however, it has little long-term value in an on-going storm. There is also the concern of damage to propellers, brakes, and ingestion into airplane engines, as well as associated clean-up costs.

Urea has an effective working temperature of 28 degrees Fahrenheit, so it is not effective at cold temperatures. The Environmental Protection Agency (EPA) currently regulates urea due to its damaging environmental effect. When using urea, be sure to obtain the required certification papers, since agricultural urea (Nitrogen Fertilizer) does not meet the standards for runway use. Its corrosive properties have caused



landing gear to become brittle and fail.

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

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

Costs can also be contained by the use of equipment that is already available or can be easily and inexpensively converted. Most airports have dry spreading equipment. A grain drill is an innovative way that the Fond du Lac, Wisconsin airport is accurately applying NAAC. It is pulled by a pickup truck. Some GA airports are applying E36 LRD using a converted agricultural sprayer. A sprayer installed in the back of a pickup truck works too, and this is the equipment used at the DeKalb, Illinois airport. All of these delivery methods have proven to be very effective.

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

#### Managing Non-Airside Areas

Ice control can be made easy, safe, inexpensive, and environmentally friendly using our Green Earth Ice melter. This long-lasting granular product comes in a variety of package sizes, that include shaker bottles, cardboard boxes, 50# bags, 1-ton super sacks, and bulk.

*EDITOR'S NOTE:* Pete Vercouteren is past president and serves as technical advisor to The Green Earth Deicer Company in Fond du Lac, Wisconsin. The company specializes in training, supplying product, and advising GA airports on the best equipment solutions for them. Vercouteren has a Master of Science Degree in Chemistry. His thesis dealt with deicers. A private pilot since 1984, Vercouteren has Instrument and Single and Multi-Engine Land Ratings. The Green Earth Deicer Company has been representing Cryotech for more than 30 years. For additional information call **Pete @ 414-379-0601 or Tom Otte @ 920-948-4635.** 



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## Aeronautics Report >>

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



### Wisconsin's Girls in Aviation Day Kicks Off New Aviation App for Girls and Families

by Meredith Alt WisDOT Bureau of Aeronautics

n Saturday, September 26th, the Zoom attendee count kept climbing as girls, families, and aviators across the state joined Wisconsin's first-ever statewide "Girls in Aviation Day."

The questions at this year's event were different from the ones pilots sometimes hear. There was: "What is your favorite thing about flying?" And: "Is it scary?"



Meredith Alt

But there were also more questions about eyesight and height, the physical aspects of the job.

Perhaps in a year with so little normalcy, when what we can see and touch has taken on greater significance, we are all thinking a little differently. Or maybe those were just the questions on 11-year-old Kelly's mind after she heard pilots and female aviators talk about their experiences at the Girls in Aviation Day virtual event.

"People used to ask me how I could fly large planes, since I'm pretty small," Susan Schwaab, a retired United Captain who flew 777's recalled. Milena McFeeters, a pilot and fellow member of Wisconsin's Four Lakes chapter, likewise told girls: "I'm short and I fly. If I can do it, you can do it."

Another participant pointed out that this year, height considerations for women caused the Air Force to make changes to the design of future aircraft to make them more accessible to women. The Air Force likewise eliminated the height requirement to fly.

Times have changed. With only 9 percent of women in the Air Force meeting the body-size standards for flying legacy aircraft (aircraft designed to meet the specifications of a male pilot in 1967), and only 7 percent of United States pilots being women, leaders across the aviation industry are trying to find new ways to encourage women to enter the industry.

Women in Aviation International (WAI) regularly notes that exposure is a key part of it; girls in aviation need role models and mentors. "If you can see it, you can be it." That is where Girls in Aviation Day comes in.

WAI chapters around the world hold an annual outreach event in late September or early October, designed to 44 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE



introduce girls to women aviators and give them hands-on experience with aviation and aircraft. Last year, more than 20,000 participants participated in worldwide events, with over 150 Wisconsin girls and chaperones participating in two events at Milwaukee Mitchell International Airport and Dane County Airport.

This year, due to the pandemic, WAI asked chapters not to hold in-person events and to instead focus on helping get the word out about the new Girls in Aviation app, which was released September 26th.

The three Wisconsin chapters of WAI (the Four Lakes chapter in the Madison area, the Oshkosh chapter, and the Southeastern chapter in the Milwaukee area) decided to hold a statewide virtual event to coincide with the launching of the app. A host of the event and President of the Oshkosh chapter pointed out that holding the event online would allow chapters to reach girls in additional areas in the state.

Throughout this year's event, the overall message was consistent with past events, with some creativity required in how to do online activities. The message more than 20 female pilots and aviators shared, joining live and displaying aviation backgrounds on Zoom, along with dozens of additional women who submitted pictures and videos, was: "You can do this! We are here to support and encourage you."

Over 85 attendees participated in the free, online event, which included a large group welcome and then activities in three breakout rooms: one for elementary school girls and families, one for middle school, and one for high school.

Virtual activities included a pilot-led aerial photography game in which girls identified Wisconsin landmarks from above, question and answer sessions with aviators, a live



discussion with a pilot who was at a hangar and able to show participants aircraft during the event, and an online drawing with prizes (for gift cards and a discovery flight) at the end.

The Wisconsin WAI chapters thank event sponsors Wisconsin Space Grant Consortium and A&A Aviation for generously supporting this event. The chapters also encourage girls and families to check out the inspiring videos and fun activities on the new *Girls in Aviation* app! (The app is free and available in the various app stores, with new content to be added year-round.) With the success of this event and additional support from the Wisconsin Space Grant Consortium, the chapters will be doing additional upcoming aviation education outreach activities. If you are interested in future aviation events for girls and families, please contact

Meredith Alt WisDOT Aviation Education Program Manager (and Vice President of the Wisconsin Four Lakes chapter) at meredithl.alt@dot.wi.gov.

### "A Friendlier World with Air Sports" Theme of International Aviation Art Contest

by Meredith Alt WisDOT Bureau of Aeronautics

alling all artists between the ages of 6 and 17: The International Aviation Art Contest is now underway! The Bureau of Aeronautics at the Wisconsin Department of Transportation, in partnership with the National Association of State Aviation Officials (NASAO), invites students to create a work of art that celebrates the adventures and excitement of the world of flight.

This year's theme is "A Friendlier World with Air Sports." Air sports bring people together and create friendships that connect people of all ages from all over the world. Air sports include a broad range of activities, including drone racing, participating in air shows, paragliding and beyond. Art that celebrates air sports could involve exciting ground preparations for an aerial event, activities in the air, or inspirational images encouraging others to reach their highest potential. Students are encouraged to create their own artistic vision of air sports!

Entries will be judged on the creative use of the theme.

The top three entries for each age group will advance to the national competition. These artists, plus an honorable mention for each group, will receive an award certificate

and have their artwork displayed in a special exhibit at the Wisconsin State Capitol in Madison.

#### Prizes: The top three entries in each age group will receive a \$25 Gift Card (sponsored by Wisconsin Space Grant Consortium and the Wisconsin chapters of Women in Aviation International).

Wisconsin participants should send artwork and the authenticity form included in the 2021 Aviation Art Contest brochure to:

#### Meredith Alt

Wisconsin Department of Transportation, Bureau of Aeronautics 4822 Madison Yards Way, 5th Floor, South Madison, WI 53705

All artwork for the state competition must be postmarked by **Tuesday**, **January 19, 2021**.

For more information and to download the official brochure, see the WisDOT website at wisconsindot.gov/artcontest. For questions, contact Meredith Alt, WisDOT Aviation Education Program Manager, at meredithl.alt@dot. wi.gov or (608) 266-8166.

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#### www.dot.state.mn.us/aero



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

### **Go-Around. Ready or Not?**

by Joe Anderson Pilot, Minnesota Department of Transportation

o you recall the last time you performed a go-around? Are goarounds something you practice on a regular basis? Are you prepared to go-around with every lap in the traffic pattern and every instrument approach, or is your mind set on landing no matter what happens?



As pilots we know that landing can be the most fun, challenging, and rewarding part of the flight. Have you noticed how

passengers tend to judge the whole flight by the landing? Maybe you have had the experience, as I have, of flying on a gorgeous, smooth-air day when everything en route went perfectly, but regrettably the landing was a bit rougher than you wanted it to be. What do your passengers think? They may not say it, but your skills as a pilot are brought into question. Suddenly we find ourselves explaining to our passengers what happened, and we try to justify our less-thanideal landing. We may say something we hope will sound like a good excuse, such as "That ground effect just wasn't working very well today," or "I think we hit wake turbulence from that light sport aircraft that landed 10 minutes ago."

Perhaps, on the other hand, you've had a flight that is not pretty. The turbulence made for a choppy ride. You were a bit rough with the control inputs. You were close to busting an altitude, but with that zero G push over, you saved it. You are concerned the passengers may never want to fly with you again. However, when it comes time to land, you grease it in. Your passengers are more than impressed and think you are a super pilot. "Wow! That was the smoothest landing I've ever felt. I didn't even know we were on the ground. Good job captain!"

Have you had the experience of deplaning an airline flight as a passenger? Frequently one of the pilots is standing by the exit saying farewell to the passengers. Have you noticed what accolades the passengers give to the pilot? It's often, "Nice landing" or "Thanks for the smooth landing." Most likely a passenger has never said to an airline pilot, "You know, that takeoff back in Minneapolis was superb. It really felt like



the thrust was added symmetrically and your rudder control was exquisite. Rotation was nice and smooth, too. In fact, I didn't even know we were in the air." Of course, that doesn't happen. The landing is what gets the passengers' attention. Maybe this is a reason why we as pilots can be so committed to landing that we really don't want to entertain the option of a go-around. After all, we are task-oriented, goal-achieving, problem-solving, I-can-salvage-this-approach type of people.

I regularly read accident reports as part of my job. Recently I did a search of aircraft accidents that occurred in my home state over the past three years. On par with statistics, there were numerous reports involving landing accidents. Specifically, the results showed 25 landing accident reports. Of these 25 reports, 10 were the result of the pilot trying to salvage a bounced landing or performing an improper go-around technique. Let that sink in. About 40 percent of those landing accidents could have been avoided with a well-executed go-around.

As pilots, we know we are supposed to perform a goaround any time our approach becomes unstable. According to the FAA's Stabilized Approach and Landing Fact Sheet, "A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway" (https://www.faa.gov/news/ safety\_briefing/2018/media/SE\_Topic\_18-09.pdf). The minimum altitude at which to be stabilized is 1,000 feet above ground level (AGL) in instrument conditions and 500 feet AGL in visual conditions. If an approach becomes unstable below 1,000 feet AGL in instrument conditions or 500 feet AGL in visual conditions, a go-around is necessary.

The idea of performing a go-around when an approach becomes unstable is basic Pilot 101 knowledge. However, following through with that knowledge is an entirely different matter. If we are honest, we can probably all admit we have made a landing after a situation which warranted a go-around. Have you ever been on short final and needed to maneuver aggressively to miss a flock of birds? Have you ever been significantly high on final and determined that chopping the power and adding more flaps was the proper solution? What about overshooting the base to short final turn? We have all made these mistakes. It seems we can become so focused on landing and accomplishing that particular task that we may neglect the approach.

#### So, what's a pilot to do?

Challenge yourself to fly stabilized approaches. Correct speed, proper alignment with the runway, and good glidepath control are some benchmarks for a stabilized approach. For example, know the proper approach speeds for your airplane based on configuration, and set parameters for when you will execute a go-around. The parameter for approach speed in the Private Pilot Airman Certification Standards (ACS) is +10/-5 knots. Discipline yourself to go-around if you see an airspeed 10 knots greater or 5 knots lower than your desired approach speed.

Make go-arounds part of your regular proficiency flights.

Go-arounds become more challenging as speed slows and altitude gets lower. Find a Certified Flight Instructor who will help you practice go-arounds from a high-drag, low-speed scenario.

Be mindful that unstable approaches are not the only reason to go-around. There can be obstructions on the runway at any time. Deer, coyotes, geese and seagulls are all common visitors at airports. Oftentimes these animals are difficult to detect until the aircraft is very close to the runway.

Other pilots can create a go-around situation too. Perhaps the aircraft you are following in the pattern takes more time on the runway than you were anticipating, and as you are on short final, that aircraft is still on the runway. Or maybe the pilot holding at the end of the runway doesn't see you on short final and decides to enter the runway.

If you happen to have a bounced landing, execute a goaround. Trying to salvage a bounced landing will often turn into a very bad situation. There are numerous reports in the National Transportation Safety Board (NTSB) database concerning situations when a bounced landing precipitated an accident.

Mentally review your go-around procedure (power, attitude and configuration) before entering the traffic pattern. Keep in mind that a go-around may be necessary at any time. If you find yourself wondering, "Should I go around," you should probably go-around. In a powered airplane with an operating motor, there are very few landings you must be committed to.

Take some time to read Chapter Eight of the Airplane Flying Handbook as a refresher on stabilized approaches and go-arounds. It can be accessed free on the FAA's website (faa. gov).

By making go-arounds a part of your regular proficiency flights, you will be ready when the need to go-around arises.

Go-arounds are not a sign of a deficient pilot. Rather, they are a sign of a well-prepared and proficient pilot.

### New Law Begins To Make Meteorological Evaluation Towers More Visible In Minnesota

by Julie Carr

eteorological towers (Met towers) are being built in Minnesota. The towers are used to collect wind data and other weather information, such as temperature, humidity and rain.

Met towers are getting built in large part because they are crucial in the development of modern wind farms. The data collected by Met towers helps developers determine if a



Julie Carr

site is economically viable for a wind farm. With increased interest in the development of wind energy, comes increased prominence of Met towers.

Met towers are stand-alone towers that range between 50 to 200 feet in height. Many towers are built lower than 200 feet above ground level (AGL) to avoid the Federal Aviation Administration rule requiring coordination for any structure 200 feet or taller. In many areas within the U.S., towers beneath 200 feet AGL require no notification to any unit of government, nor any aeronautics organization, which may result in a pilot first learning of a new tower while flying.

There is growing concern around the country that these towers are hazardous to low flying aircraft. Met towers

can readily be moved from one site and erected in another virtually overnight, without warning to aviators. Several fatal crashes have occurred as a result of pilots colliding with unmarked, undisclosed and unlighted Met structures.

General Aviation News put it this way in their July 8, 2019 issue:

"A National Agricultural Aviation Association analysis of accidents from 2008 to 2018 across all sectors of general aviation found there were 40 tower-related accidents and incidents resulting in 36 fatalities. The data also shows many of those general aviation aviators did not collide with the main body of the obstruction itself, but the extremely difficult to see guy wires supporting the structure, illustrating the importance of installing high-visibility guy wire sleeves or spherical ball markers."

During the 2020 legislative session, the Minnesota Legislature enacted a new law to address these safety

concerns. This new law directs the Minnesota Department of Transportation, Office of Aeronautics to track stand-alone meteorological tower installations and locations in the state to ensure this information is available to the public. Met tower marking and lighting requirements are also described in the new law.

Met tower companies must now submit a notification, which includes all contact information, the tower location, tower height, marking and lighting, and the county in which the tower will be erected. There is a \$50 fee for each tower notification. Existing tower installations must also submit notification to MnDOT Aeronautics by May 28, 2021.

To learn more, go to **www.mndot.gov/aero/ meteorological-towers/index.html** for information on the new legislation, the notification process, marking and lighting requirements and the location of towers listed by county.

### 2020 Minnesota Aviation Hall of Fame Induction Banquet Moved To 2021

BLOOMINGTON, MINN. – The Minnesota Aviation Hall of Fame (MAHF) has postponed its 2020 Induction Banquet for the second time, due to the uncertainty of the coronavirus (Covid-19) pandemic. The MAHF board of directors will again assess the situation in January 2021 to see if it is a go or no-go!

The new date is Saturday, April 17, 2021 and the venue has been changed to the DoubleTree by Hilton Bloomington – Minneapolis South, 7800 Normandale Boulevard, Minneapolis, MN 55439. All current banquet reservations will be honored for the new date. Anyone who is unable to attend may request a refund by emailing MAHOFBanquetReservations@gmail. com or calling 952-906-2833. Be sure to include a mailing address.

Anyone who cannot attend and wishes to "donate" their registration fee of \$60.00, should likewise email or call MAHF.

Cheri Rohlfing is the banquet chairperson. Carol Cansdale is the reservation chairperson.

#### **SCHOLARSHIPS**

### "Giving Wings To Dreams," The Minnesota Aviation Hall of Fame Scholarship Program Opens For 2021 Submissions

he Minnesota Aviation Hall of Fame (MAHOF) has announced that the application process for its 2021 aviation scholarship program "Giving Wings to Dreams" opened October 1, 2020. Applications will be accepted through December 31, 2020.

In partnership with The American Aviation Heritage Foundation, the Minnesota Aviation Hall of Fame is committed to doing its respective part to encourage individuals to follow their dreams of flight by offering five scholarships in the amount of \$1,500 each to those pursuing a career in aviation-related fields. Detailed instructions on how to apply can be found on the official MAHOF website: **mnaviationhalloffame.org**.

In addition to these four scholarships, The American Aviation Heritage Foundation awards a scholarship in honor 48 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE of Faribault, Minnesota native and World War II Women Airforce Service Pilot (WASP), Elizabeth Strohfus, titled "Gift of Wings."

The purpose of the Minnesota Aviation Hall of Fame is to establish and maintain an ongoing means of honoring native individuals who have contributed in significant manner to the development, advancement and promotion of aviation in Minnesota, or elsewhere. Or to honor individuals who were not native to Minnesota, but who enhanced the aviation climate in Minnesota in their careers.

The American Aviation Heritage Foundation is a nonprofit 501(c)(3) organization incorporated in Minnesota to educate the public on the history and heritage of aviation that is uniquely American in nature.

### **EAA Mourns Death of Audrey Poberezny**



Paul and Audrey Poberezny as seen in 1943.

EAA AVIATION CENTER, OSHKOSH, WISCONSIN (November 1, 2020) – Statement from Jack J. Pelton, Experimental Aircraft Association CEO and Chairman of the Board, on the death of Audrey Poberezny, wife of EAA's late founder, Paul Poberezny. Audrey died in Oshkosh on Sunday, November 1, at age 95:





Audrey Poberezny

Audrey Poberezny in the home office in 1958.

"The quiet power behind the leader in EAA's formation and development was certainly Audrey Poberezny. She supported Paul from the very earliest days of EAA, from being the sounding board for ideas and balancing the books, to answering the phone and typing out membership cards. Audrey did whatever needed to be done, but never sought the spotlight for herself. Her understanding of people was also a gift that helped EAA grow and thrive into its unique place in aviation, and her warmth will be remembered by all who knew her. She was indeed EAA's First Lady.

"Our deepest condolences to her children, Tom and Bonnie, and to the entire Poberezny family. Our best remembrance is to live up to the high standards and inviting culture that Paul and Audrey began with EAA nearly 70 years ago."

Any further information and details will be announced as they are finalized. The Experimental Aircraft Association (EAA) is based in Oshkosh, Wisconsin, and 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.

### **Aviation Indiana Names Zellers Person of the Year**

INDIANAPOLIS, IND. – Susan Zellers, P.E., AAE, ENV SP, a senior project manager at Hanson Professional Services Inc.'s Indianapolis office, has been named Aviation Indiana's Person of the Year. Zellers, who is the president of Aviation Indiana, was announced as the recipient October 15 during the organization's virtual annual conference. The award recognizes individuals who have exhibited professional excellence and



Susan Zellers

outstanding support of Aviation Indiana's efforts to advance aviation in the state. It is Aviation Indiana's top honor. Zellers, who joined Hanson in 2015, provides leadership and technical support to the aviation planning staff for projects, including airport-related research and studies for the Airport Cooperative Research Program, site selection, master planning and noise exposure mapping. Zellers received her bachelor's and master's degrees in civil engineering from Purdue University. She is a licensed, professional engineer in Indiana, Illinois and Kentucky; an accredited airport executive; an Envision Sustainability Professional; and an instrument-rated private pilot. She is a member of the American Association of Airport Executives, American Society of Civil Engineers and the Illinois Public Airports Association.

Hanson Professional Services Inc. is a national, employeeowned consulting firm providing engineering, planning and allied services, located in Indianapolis.

#### PEOPLE IN THE NEWS

### Wisconsin Airport Management Association Names Lisa Hilbert Maroney Executive Director

MADISON, WIS. – The Wisconsin Airport Management Association (WAMA) has named Lisa Hilbert Maroney of Madison, Wis., Executive Director, replacing Bob O'Brien who retired after serving the organization since 2012. Maroney is a 1980 graduate of the University of Wisconsin-La Crosse with a Bachelor of Science Degree in Public Administration.



Lisa Hilbert Maroney

Maroney began her career as a legislative aide at the Wisconsin State Capitol (1985-86), where she researched and developed legislation, formulated political strategies, and wrote testimony, press releases and newsletters. She was also a field consultant with the Wisconsin State Medical Society (1985-86), meeting and educating physicians on state legislative issues and encouraging their participation in the process. Maroney has served as a legislative consultant with Hilbert & Associates (1986 – 2001), governmental relations specialist with the Wisconsin Council on Children and Families (2002), and director of state relations with UW Health (2002- 2014.)

The 65th Annual Wisconsin Aviation Conference will be held May 2-4, 2021 in Elkhart Lake, Wisconsin. Brian Grefe, Director at Central Wisconsin Airport in Mosinee, Wisconsin, is President of WAMA (wiama.org). The Wisconsin Aviation Conference is cosponsored by the Wisconsin Airport Management Association, Wisconsin Airport Engineers & Consultants, Wisconsin Aviation Trades Association, and Wisconsin Business Aviation Association.

### **Mélanie Astles Named France Unlimited Aerobatic Female Champion**



Michelin-sponsored, Mélanie Astles, has won the 2020 title of France Unlimited Female Aerobatic Champion, at an aerobatic contest that took place in Châteauroux, France. She flys an Extra 330 F-HMEL monoplane.

ichelin-sponsored aerobatic pilot, Mélanie Astles, has won the 2020 title of "France Unlimited Aerobatic Female Champion" at competition in Châteauroux, September 16-23, 2020. She flew her Extra 330 F-HMEL monoplane and received a score of 78.7% after three programs. The five-time French aerobatic champion placed 6th in the general ranking. Louis Vanel won the title of "France Unlimited Aerobatic Male Champion."

"Since the post-lockdown in May, and in preparation 50 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE



for competitions, I attended several training camps with other pilots in various locations in France with our coach Pierre Varloteaux. A lot of work, a lot of progress, a good atmosphere, willpower and mental preparation," said Astles. "My next goal – the French Open and the 2021 World International Aerobatic Championships."

As the only woman competing against men in the German Open/Extra Unlimited Aerobatic Competition that took place in Welzow, August 26-30, Astles took first place overall.

Mélanie Astles was a pilot in the Red Bull Air Race (RBAR) World Championship series before it was canceled following the 2019 season due to a lack of support from venues and patrons.

When she was 6 years old, Astles realized she belong in the

sky when her parents took her to an airshow in England. She remembers climbing into the cockpit of a Harrier jet. From that moment, she knew she belonged in the sky, but growing up in a middle-class family (her father a house painter, and her mother, a secretary), the pathway was not clear.

"My parents never encouraged me to do this," said Astles. "I was told that it was impossible, because we didn't have the money, and I did not have a scientific background. And when you're young, you're told stuff, and you believe it." Gender, she says, was also a factor. "With no role models, you think these things are impossible. The adults, as well, were thinking that maybe it was not for a girl."

It wasn't until Astles was 21 when she started taking flying lessons. She became the aerobatic champion of France 14 years later and finished several times among the world's top 10 aerobatic pilots, ascending to a European Aerobatic Championship ranking.

But like most aerobatic competition pilots and airshow performers, Mélanie Astles first flew for the airlines to support her hobby: "I used to be an airline pilot for Air France but decided to quit to live my full-time passion and fly aerobatics. So, to answer your question, my full-time job is flying as an aerobatic pilot." Fortunately, corporate sponsorships like the one from Michelin, helped pay the bills. Flying for the Red Bull Air Race (RBAR) World Championship also helped, but that series was canceled at the end of the 2019 season due to a lack of support from venues and patrons.

Now, Astles gets emails and letters from young girls and boys thanking her for motivating them to pursue their passions. "I don't think about it directly, but I'm now realizing that I'm inspiring girls," she says. "When they see me, they realize it is possible to live their dream. It's not just about being a girl in a man's sport, but also about becoming a pilot when you don't have money and you start from zero."

Dedicated to the improvement of sustainable mobility, Michelin designs, manufactures and sells tires for every type of vehicle, including airplanes, automobiles, bicycles, earthmovers, farm equipment, heavy-duty trucks and motorcycles. Michelin also offers a full range of innovative services and solutions that help make mobility safer, more efficient and more environmentally friendly. To create unique mobility experiences, Michelin publishes travel guides, hotel and restaurant guides, maps and road atlases. Headquartered in Greenville, S.C., Michelin North America, Inc. employs more than 20,000 people and operates 19 major manufacturing plants in the U.S. and Canada.

Follow Mélanie Astles' race progress on Instagram at *melanieastles* or *michelinaircraft*.





Phil Peterson of Oregon, Wisconsin (center), is surrounded by family and friends having just received the "Wright Brothers Master Pilot Award" at ceremonies held in Monroe, Wisconsin.

### Wright Brothers Master Pilot Award Presented To Wisconsin Pilot

MONROE, WIS. – The FAA Flight Standards District Office in Milwaukee, Wisconsin, has presented the "Wright Brothers Master Pilot Award" to Phil Peterson of Oregon, Wisconsin for having flown more than 50 years. Presenting the award at ceremonies at Monroe Municipal Airport on October 7, 2020, was FAA Safety Team (FAAST) Representative Jurg Grossenbacher.

Named after the Wright Brothers, the Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to certified pilots, who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master

Carol & Phil Peterson Dave Weiman Photo

Pilots." Once the award has been issued, the recipient's name, city and state is added to a published "Roll of Honor" located at https://www.faasafety.gov/content/MasterPilot/ RecipientList.aspx.

Phil Peterson and his son, Mark, own a 1998 Cessna 182S Skylane, which they base at Peterson Field in Oregon, Wisconsin, and Monroe Municipal Airport. Phil Peterson has flown throughout the United States, Canada, Bahamas, Central America, and Australia. He holds a Commercial Pilot Certificate and Instrument Rating and has flown over 5,000 hours.

To be eligible for the Wright Brothers Master Pilot Award, a pilot must be a U.S. citizen, hold a U.S. Civil Aviation

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Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate, and have 50 or more years of civil and military flying experience, of which 20 years may be U.S. military experience. The effective start date for the 50 years is the date the nominee first soloed or its military equivalent. Revocation of any airman certificate disqualifies a nominee for this award.

Pilots or their families must apply for the award themselves by following the application procedures located in the current Wright Brothers Master Pilot Award Information Guide (PDF): https://fsims.faa.gov/PICDetail.aspx?docId=FAA%20 FS%20I-8700-2%20Rev%204. Contact your local FSDO for additional information.

### **Charles Taylor Master Mechanic Award Presented To Wisconsin Mechanic**

Rain C. Juarez of Portage, Wisconsin, has been awarded the "Charles Taylor Master Mechanic Award" by the Federal Aviation Administration (FAA). The award was presented to Juarez this fall by FAA Safety Team (FAAST) Representative Jurg Grossenbacher of the Milwaukee Flight Standards District Office at ceremonies held at Portage Municipal Airport, where Juarez is an airframe and powerplant mechanic.

This prestigious award recognizes the lifetime accomplishments of senior aircraft mechanics who have served for 50 or more years. The award is named after Charles E Taylor, the Wright Brothers' mechanic, who is credited with designing and building the aircraft engine used for their first successful flight on December 17, 1903 at Kitty Hawk, North Carolina. In attendance for the award presentation was Juarez's wife, Kelly, his daughter, son and six grandchildren, and many friends.

To be eligible for the Charles Taylor Master Mechanic Award nominees must be a U.S. citizen and hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) mechanic or repairman certificate, have 50 or more years of civil and military maintenance experience of which up to 20 years may be U.S. military experience, or worked as an uncertified person in a U.S. aviation maintenance facility that maintains U.S. registered aircraft, either domestic or overseas, or as an uncertified person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft. The 50 years may be computed consecutively or non-consecutively. Revocation of any airman certificate disqualifies a nominee for the award.

To apply, applicants or their families must follow the



(L/R) Kelly Juarez, FAAST Representative Jurg Grossenbacher, and award recipient, Richard Juarez.

procedures located in the current Charles Taylor Master Mechanic Award Information Guide: https://www.faasafety. gov/content/MasterMechanic/Default.aspx. Contact the FAASTeam Program Manager at your local FAA Flight Standards District Office for more information.

All award recipients are admitted to the Charles Taylor Master Mechanic Award Roll of Honor: https://www. faasafety.gov/content/MasterMechanic/RecipientList.aspx

### **Benjamin Seaton Receives Arrowhead Eagles Scholarship**

GRAND MARAIS, MINN. – Benjamin Seaton has been chosen to receive the new Arrowhead Eagles Scholarship, the first scholarship offered by the Arrowhead Eagles Aviation Organization.

Seaton is a long-time resident of Cook County and has been active in the Cook County Search and Rescue program. He was an inaugural member of the advanced Search and Rescue Strike Team. Seaton was formerly a member of the Grand Marais Fire Department and is currently a member of the Gunflint Trail Fire Department.



Members of the Arrowhead Eagles Aviation Organization present Benjamin Seaton with their first aviation scholarship at Cook County-Grand Marais Airport, Grand Marais, Minnesota.

Seaton's interest in aviation began in the eighth grade and continued through high school with much of his time spent outdoors flying model airplanes he built. He plans to use the scholarship to support his flight training as a steppingstone towards becoming a pilot in the U.S. Air Force.

"We're very pleased to assist Ben in this manner and know he will be successful in reaching his goals in aviation," said Mike Raymond, Arrowhead Eagles President.

Promoting general aviation and the Cook County-Grand

Marais Airport is the major focus of the Arrowhead Eagles Aviation Organization, an all-volunteer organization which generates aviation events, educates the public of the benefits of the airport, supports airport enhancements, provides youth-oriented activities, encourages the community to use the airport, and promotes a friendly atmosphere at the airport. The Arrowhead Eagles Aviation Organization is an IRC 501 (c) (3) not-for-profit organization.

### **Talented Innovators, Fantastic Aircraft: Creating the Future of Aerospace**

webinar held October 22, 2020, hosted by the National Aviation Hall of Fame (NAHF) and National Aeronautic Association (NAA), featured some of the top personalities in futuristic flight who shared their vision and their plans in the decades ahead, including test pilot, Dick Rutan, who was the first person to fly nonstop around-the-world with copilot Jeana Yeager in 1986; NAHF Enshrinee and NAA Collier Award Winner, Amanda Simpson, Vice-President for Research and Technology at Airbus Americas, and formerly the Deputy Assistant Secretary of Defense for Operational Energy; and Blake Scholl, Founder and CEO of Boom Aerospace, a startup company in Centennial, Colorado, destined to make supersonic commercial flight affordable for the general public.

Webinar participants were asked the following questions and gave the following responses:

1) Has aviation evolved enough since 1958 and the widespread implementation of jet engines?

Answer 1: Yes	43%
Answer 2: No	57%

2) When will we be able to buy a ticket on a supersonic aircraft?

Answer 1: 2025	9%
Answer 2: 2028	30%
Answer 3: 2032	37%
Answer 4: 2035	24%

3) When will hydrogen, electric, and other such propulsion systems be in wide use?

Answer 1: 2025	11%
Answer 2: 2028	17%
Answer 3: 2032	21%
Answer 4: 2035	51%

4) If there could be one major aviation-based technological breakthrough in your lifetime, what would it be?

culture agin in your mounte, while would le ber	
Answer 1: Commercial supersonic flight.	19%
Answer 2: Non-fossil fuel engine propulsion.	44%
Answer 3: Vertical takeoff airplanes.	15%
Answer 4: Passenger travel around the globe through	
low space.	22%

The National Aeronautic Association (NAA) is the oldest national aviation organization in the United States with headquarters at Reagan Washington National Airport in Washington, DC. A non-profit association, NAA is "dedicated to the advancement of the art, sport and science of aviation in the United States." The core of the organization is its members; thousands of individuals, organizations, and corporations representing all segments of American aviation. NAA encompasses all areas of flight from skydiving and models to commercial airlines, military aircraft, and spaceflight (naa.aero). Greg Principato is President and CEO of NAA and cohosted the webinar with Amy Spowart, President and CEO of the National Aviation Hall of Fame (NAHF) in Dayton, Ohio. NAHF honors those who have "truly created a world where the sky is no longer the limit." The stories of NAHF enshrinees are told at the NAHF Learning and Research Center (nationalaviation.org). 

SHARE with your fellow pilots, EAA chapters, Flying Clubs & aviation organizations that *Midwest Flyer Magazine* is now online & FREE by Subscribing at midwestflyer.com

### Wisconsin Aviation Expands Aircraft Interior Service With the Acquisition of Jaeger Aviation

WATERTOWN, WIS. – Wisconsin Aviation, Inc. has announce the expansion of its aircraft interiors department with the acquisition of Jaeger Aviation, based in Willmar, Minnesota. Jaeger Aviation, under the ownership of Bruce Jaeger, a pilot with over 18,000 hours, was the secondgeneration owner of Willmar Air Service, founded in 1945. Sixty-four years of specializing in Mooney Aircraft sales and service made a new interior design for Mooney aircraft a natural.

Mooney Aircraft Corporation was founded in 1929, producing a fast, low-wing, single-engine aircraft. As most Mooney aircraft have reached 50 years of age, it only makes sense that many original interiors no longer complement the aircraft's beautiful lines. The reputation of being a small airplane, is also not deserved. Someone just needed to come up with a way to use all that cabin space.

Realizing the need, Jaeger designed "Spatial Interior" for the used Mooney market, a simpler and better way to increase cabin space and expedite service, while giving the aircraft the new and modern look it deserves.

Give Wisconsin Aviation a week to transform your Mooney and notice the difference!



Mooney



Aircraft interior technician, Carlos Hernandez of Wisconsin Aviation, Inc., installs a new "Spatial Interior" in a Mooney aircraft.



Spatial Interior replaces all arm panels with deep molded new parts that use every available inch of cabin space. In addition, screws are exchanged for re-closeable fasteners.



Elegant fabrics and colors now accent the new panels, and upper plastics are reconditioned with a unique repair process.

Spatial Interior replaces all arm panels with deep molded new parts that use every inch of cabin space. In addition, screws are exchanged for re-closeable fasteners. Elegant fabrics and colors now accent the new panels, and upper plastics are reconditioned with a unique repair process. Spatial Interior, now 15 years in the making, is recognized worldwide.

Wisconsin Aviation's aircraft interiors department accommodates all types of general aviation aircraft. Its services include minor repairs to complete customized interior replacements. The Jaeger Aviation products and experience will help continue to grow this department. Wisconsin Aviation offers a complete line of general aviation services in additional to aircraft interiors, including air charter, aircraft maintenance, avionics repair and installation, flight training and aircraft rental, aircraft management, aircraft brokerage, and fueling services. The corporation has locations at Madison, Watertown, and Juneau, Wisconsin.

For more information about Wisconsin Aviation and "Spatial Interior" for your Mooney, visit **WisconsinAviation.com** or call 920-261-4567. The President and CEO of Wisconsin Aviation, Inc. is Jeff Baum.

### Spartan College of Aeronautics & Technology Expands Fleet With Purchase of 32 New Piper Trainers & Receives Historic Delivery of 5,000th Piper Archer



Piper Archer 56 DECEMBER 2020/JANUARY 2021 MIDWEST FLYER MAGAZINE VERO BEACH, FLA. (Oct. 29, 2020) – Piper Aircraft and Spartan College of Aeronautics and Technology have announced the expansion of Spartan's aircraft fleet with the purchase of 32 new Piper trainers to meet the future demand for certified pilots in the United States. State and local officials joined Spartan College and Piper Aircraft leaders for the historic delivery of the 5000th Piper Archer at Spartan College's flight facility at Jones Riverside Airport in Tulsa, Oklahoma.

Founded 92 years ago, Spartan College is one the nation's first technical training schools for pilots and aircraft technicians. Along with three facilities in Tulsa, Spartan College is also located in Los Angeles and Inland Empire, Calif., and Denver, Colo. Since 1928, Spartan has trained more than 100,000 pilots and mechanics.

With the purchase of these aircraft, Spartan is recommitting itself to Tulsa and Oklahoma, said Spartan College CEO Rob Polston.

"Piper has achieved a significant aviation milestone today with the delivery of the 5,000th Piper Archer to Spartan College," said Simon Caldecott, president and chief executive officer for Piper. "As Spartan College of Aeronautics and Technology continues to expand their aviation programs, Piper Aircraft is proud to be part of their comprehensive aviation program. As a longstanding pilot training provider, they continue to demonstrate their commitment to excellence and their students by providing multiple aviation programs and opportunities for their students. We look forward to their continued success and to providing more Piper trainers in support of their commitment to aviation education."

Piper Aircraft Inc., headquartered in Vero Beach, Fla.,

offers aviators throughout the world efficient and reliable single- and twin-engine aircraft and is the first general aviation aircraft manufacturer in the world to certify Garmin Autoland. The single-engine M-Class series – the M600SLS, M500, and M350 – offers businesses and individuals elegant performance, value and a superior ownership experience. The Personal Class Seneca V, Archer LX and Archer DLX balance proven performance, efficiency, and simplicity in a piston-powered aircraft. The Trainer Class Pilot 100/100i, Archer TX, Archer DX, Arrow, Seminole and Seneca V form the most complete technically-advanced line of pilot training aircraft in the world. Piper is a member of the General Aviation Manufacturers Association. To learn more about Piper Aircraft, visit the company's website at www.piper.com.

For additional information on Piper Sales and Service in the Midwest, contact Des Moines Flying Service at 515-256-5300 (dmfs.com).

### **New Online Learning Event For Homebuilders**

OSHKOSH, WIS. – The Experimental Aircraft Association (EAA) is launching a new online learning event for aircraft builders: **Homebuilders Week**. Beginning on Tuesday, January 26, 2021, and running through Saturday, January 30, 2021, the event will be five straight days of educational forums covering a broad spectrum of aircraft building topics. The live online presentations will be open to anyone interested in building their own aircraft. Sessions will start at 1:00 p.m. CST and run until 8:30 p.m.

"This is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding," said Charlie Becker, EAA Homebuilt Community Manager. "We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether they are just starting out, knee deep in a project, or just received their airworthiness certificate. It is going to be a great learning opportunity."

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association on January 26, 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.





#### 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.

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

#### **DECEMBER 2020**

10 OSHKOSH, Wis. - Wright Brothers Memorial Banquet is now live stream on THURSDAY, Dec 10th. Because of the limitations on large gatherings due to the COVID-19 pandemic, this year's event will be a virtual one, open to all *EAA MEMBERS AT NO CHARGE*. EAA members must log in to their EAA.org web account and visit the live stream at EAA.org/WrightBrothers to access the event. Nonmembers may attend the event by first purchasing a one-year EAA membership for \$40 at EAA.org/Join, and then creating a member web account at EAA.org.

The live stream will begin at 7 p.m. CDT. A recording of the event will also be available on demand for members to view at their convenience.

This year, we're honored to host Capt. Jim Lovell as we look back on the 50th anniversary of the Apollo 13 mission, and the heroic efforts by all involved that brought him and his crewmates safely home. Join us here on December 10, 2020, to hear his firsthand account of that harrowing mission. Mark your calendars and watch for more announcements on our Facebook event page!

#### FEBRUARY 2021

1-5\* WI & MN Aircraft Maintenance Technician & IA Renewal Conference will be holding a series of free, live, online webinars through www.FAASafety.gov to provide at least 8 hours of credit towards IA renewal. Partnership between the Minneapolis and Milwaukee FSDO's, MnDOT Aeronautics and WisDOT Bureau of Aeronautics. Check out website www.mndot.gov/aero

#### APRIL 2021

- 17 MINNEAPOLIS/ST. PAUL, MINN. Minnesota Aviation Hall of Fame. MAHOFBanquetReservations@gmail.com or call 952-906-2833.
- 13--14\* Iowa CITY, Iowa Iowa Public Airports Association (IPAA) Conference. iowaairports.org 515-272-0687 or sheath@iowaiports.org
- 13--18 LAKELAND, FLA. Sun n Fun Aerospace Expo. flysnf.org
- **28-30** MINNESOTA AIRPORT CONFERENCE Reserve the dates. For more information contact Katherine Stanley at sell0146@umn.edu or 612-626-1023.
- MAY 2021
- **19-20** St. CHARLES, ILL. Illinois Aviation Conference at the Hilton Garden Inn. 217-789-6252.
- 21-23\* BRAINERD, MINN. Minnesota Seaplane Pilots Association (MSPA) will hold its 2021 Annual Safety Seminar at Madden's Resort on Gull Lake (mnseaplanes.com)
- JUNE 2021
- 12-13 La CRosse, Wis. Deke Slayton Airfest. airfest.com
- 19\* GRAND RAPIDS (MI93), MICH. Burger Fry Fly-In 11am-3pm at the new Galloway Landings. Additional Information: Pattern 1,800 MSL, tower on south side 1,600 MSL, Approach/Departure runway heading 1 mile with no turns. No flying over horse ranch buildings or wooden fence areas on West end, fly straight out. Frequency

123.45 Mhz for air and ground communications. For more information contact Clark Galloway at cgalloway9@gmail.com or 616-309-8182.

- 26-27 DULUTH, MINN. Duluth Air and Aviation Expo. duluthairshow.com
- **29-6/5** Ваттье Спеек, Місн. Battle Creek Field of Flight Air Show and Balloon Festival. bcballoons.com
- JULY 2021
- **1-5 BATTLE CREEK, MICH. -** Battle Creek Field of Flight Air Show and Balloon Festival. bcballoons.com
- 3-4 KANSAS CITY, Mo. KC Air Show. kcairshow.org
- 10-11 DAYTON, OHIO Vectren Dayton Air Show. daytonairshow.com
- 11\* EAST TAWAS (6D9), MICH. Pancakes, sausage, eggs, coffee, juice breakfast 7am-Noon at losco County Airport. For more information contact Fred Hupert at fhupert@aol.com or 989-820-0296.
- **16 St. PAUL. MINN. -** 133d Airlift Wing Commemorative Hangar Dance. falconheights.org
- 17-18 St. PAUL, MINN. 133d Airlift Wing Centennial Airshow. falconheights.org
- **23-25** JANESVILLE, WIS. Janesville Warbird Weekend 2021 at Southern Wisconsin Regional Airport. jvl20.splashthat.com
- 26-8/1 Ознкозн, Wis. EAA AirVenture Oshkosh 2021 (68th Experimental Aircraft Association Fly-In Convention) coincides with EAA's Spirit of Aviation Week. eaa.org
- AUGUST 2021
- 1 Osнкоsн, Wis. EAA AirVenture Oshkosh 2021 (68th Experimental Aircraft Association Fly-In Convention) coincides with EAA's Spirit of Aviation Week. eaa.org
- 7-8 YPSILANTI, MICH. Thunder Over Michigan Air Show at the Willow Run Airport. yankeeairmuseum.org
- 23-25\* KANSAS CITY, Mo. 4 States Airport Conference at Kansas City Marriott Downtown. www.4statesairportconference.com

#### SEPTEMBER 2021

11 WAUKEGAN, ILL. - Northern Illinois Air Show at the Waukegan National Airport. northernillinoisairshow.com

#### OCTOBER 2021

12-14 Las Vegas, Nev. - National Business Aviation Association (NBAA) announced its 2021 Business Aviation Convention Exhibition (NBAA-BACE). nbaa.org

#### If you are having a Fly-In or Aviation Event email dave@midwestflyer.com

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- EAA AirVenture Oshkosh Update
- The Commemorative Air Force Rescue
  & Preservation of the B-29 Superfortress "FiFi"
- Debate Over Flying Warbird Aircraft
- Canada Fishing Fly-Out Plans For 2021

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- Antique Airplane Association
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### MidAmerica St. Louis Airport To Expand Terminal With \$6.5 Million Federal Grant

MASCOUTAH, ILL. – MidAmerica St. Louis Airport has announce that a key phase of its planned terminal expansion is moving forward, thanks to nearly \$6.5 million in grant funding recently awarded by the U.S. Department of Transportation through the Federal Aviation Administration (FAA) Airport Improvement Program. The funds will be used for a variety of critical infrastructure and safety improvement projects to enhance overall operations at the airport, which was seeing significant passenger growth each year prior to the COVID-19 pandemic. The airport continues to operate as a joint-use airport with Scott Air Force Base.

With the allotted funds, MidAmerica Airport will expand its existing 53,500 sq ft terminal by an additional 41,000 square feet under Phase Two of their four phase Passenger Terminal Modification project. This phase of the project will create a



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standard TSA screening area, two additional second-level boarding bridges, a service animal relief area, new family restrooms and a nursing room. The grant will also provide ADA enhancements for individuals with disabilities to Gate 2 and the security checkpoint, as well as expand the current departure lounge and build added space for concessions.

Phase Two is the largest phase of the project and will include the building shell (foundations, walls, roof) and the initial rough-in of interior systems (electrical, fire protection, plumbing, etc.). Funding for the final two phases is being programmed by the FAA and Illinois Development Authority and each should take about 12 months, with final completion of the entire project expected in late 2023.

"MidAmerica is an important hub of transportation for residents and military personnel in and around the Metro East," said U.S. Representative Mike Bost (IL-12) when announcing the grant funding in September 2020. "This grant will allow MidAmerica to make essential updates to the airport terminal building, so that they can continue to serve the needs of southern Illinoisans for years to come."

To learn more about MidAmerica St. Louis Airport (BLV), visit www.flymidamerica.com or follow the airport on www.twitter.com/@BLVairport and www.facebook.com/midamericably.



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### **Despite Experience, Senior Pilots Are Charged Higher Insurance Premiums**

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he saying goes that there are old pilots and bold pilots, but there are no old, bold pilots. After decades of safe flying, many senior pilots are experiencing premium hikes on their aircraft insurance policies. It is all a part of the current insurance industry trend of rising rates and increased requirements, causing many pilots age 70 and over to consider stepping back from



Victoria Neuville

flying. As a commercial pilot myself, breaking this news to my clients as an agent at *Aviation Insurance Resources* (AIR) is never easy. I realize an incredible role aviation has played in my life and have experienced firsthand the possibility of not being able to fly again. It is a painful decision and not easy to make.

For over 10 years carrier competition kept aviation insurance rates at a record low. Due to the combination of low premiums and increased claim costs, carriers realized their business plans were no longer viable and raised rates a minimum of 20-30% on their entire book of business. To further protect their interests, stricter training and pilot experience requirements were also implemented. Many of my senior pilots have received increases **double** of what they paid the previous year or received restrictions, such as only flying with another pilot (usually age 80-plus) or must complete annual medicals by an aviation medical examiner and/or annual flight reviews. Some have been unable to obtain terms at all.

Many of my senior clients have been flying since their teens and have never been in an aircraft accident nor filed a claim. Some are Airline Transport Pilot-certified with over 30,000 hours, but still receive increases based solely on one number – their age. In my discussions with the many underwriters we work with, each cite that their decision for the steeper rate hikes on senior pilots is that many result in larger claims, especially when dealing with retractable gear and multi-engine aircraft.

A report by the Aircraft Owners and Pilots Association, "Aging and the General Aviation Pilot," states that pilots over 60 have been involved in more accidents than that of their younger counterparts. Delayed reaction times and physical health were discussed as possible factors.

I am honest with each of my senior pilots when they call about a new aircraft purchase or inquiring on what they should expect for their renewal. I tell them that they will likely being paying more than they are used to, but there are actions they can take to ensure they are receiving the best available rate and policy:

1) Be prepared. Get all your information ready for your aviation insurance agent. Your birthdate, medical date, flight

review date, ratings, and all applicable hours and training certificates for all pilots on your policy.

2) Start early. For more complicated or larger insurance policies, it is important to provide yourself and your agent plenty of time for renewal. Underwriters may have questions on your policy and could go back and forth with your agent before they offer them – and ultimately you – firm terms.

3) Be flexible. Some insurance carriers will not accept BasicMed for their senior pilots. Maintain a Third-Class Medical Certificate by an Aviation Medical Examiner, if you can. Also consider whether or not you would be willing to only fly dual with a Certified Flight Instructor (CFI) or another pilot.

4) Consider your aircraft needs. Some carriers will not write new business for pilots over the age of 69. Others are not renewing pilots over the age of 75 that fly retractable gear or multi-engine aircraft. Does a single-engine, fixed gear aircraft fit your flying needs? This will result in a better rate and make your insurance risk more attractive to the underwriter.

5) All markets. Work with an aviation insurance specialist who is appointed by all the major aviation insurance markets. While the claims ratio fuels the industry premiums, there is still competition amongst the carriers.

6) Be loyal. If you are currently working with an aircraft insurance agent who you trust and has consistently provided quality service, think twice before shopping around for a policy with another agent, as it could disrupt the market for you.

7) Stay put. If you are a senior pilot with a current insurance policy, do not let it lapse! Your current carrier may no longer offer terms if you come back to renew a policy later. In addition, if you downgrade coverage (hull value or liability limits), you may not be able to increase it again. If your agent has done their work properly, you should currently be receiving the best option for your aircraft.

I agree that age can be just a number, and some of my clients are probably quicker than me behind the yoke, but the industry has changed. My job is to guide my clients through the application and renewal process by being open and honest, which is what I have strived to do. I believe I speak on behalf of all the pilots and agents at *Aviation Insurance Resources*, when I say that older pilots are some of our favorite clients. The stories and wisdom they have shared with us are priceless! Without them, we would not be the pilots we are today. As with any industry, insurance is cyclical, and we will work hard to keep our clients (old and young alike) abreast of the latest changes.

*Aviation Insurance Resources* is an aviation insurance broker of pilots for pilots. Each agent at *Aviation Insurance Resources* brings a unique aviation background to the table and is dedicated to guiding you through this new insurance market. Visit **www.air-pros.com** or call **301-682-6200**.

Editor's Note: Victoria Neuville is an agent with **Aviation** Insurance Resources.



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