

# MIDWEST FLYER

**MAGAZINE**

OCTOBER/NOVEMBER 2022



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**ON THE COVER:** The D-Day Squadron plans to return to Europe in 2024 for the 80th anniversary of D-Day in France, and the 75th anniversary of the Berlin Airlift in Germany. Pictured here is one of 15 WWII-era DC-3s over the Atlantic Ocean in 2019 en route to Europe to commemorate the 75th anniversary of D-Day. Complete story beginning on page 35.  
*Photo by Rich Cooper, Centre for Aviation Photography*



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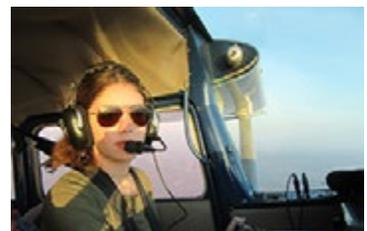
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# Contributions By An Aviation Great Deserve Recognition

by Dave Weiman

**F**ormer EAA President and Chairman, Tom Poberezny, 75, passed away the morning of July 25, 2022, the opening day of EAA AirVenture Oshkosh 2022, an event he chaired for 36 years (1976-2011). Unfortunately, most members and patrons who walked through the gates that day were not even aware of Tom's passing, or of his many contributions and accomplishments in aviation that helped make their special day possible, and knowing Tom, he would not want his passing to ruin their day. That's not what Tom worked so hard for all those many years. Just the opposite. As Chairman of EAA and EAA AirVenture Oshkosh, Tom wanted people to enjoy the event, whether that was in attending the hundreds of forums, viewing the thousands of aircraft on display, visiting exhibitors, seeing old friends and meeting new ones, or being entertained at the daily airshows and evening events.

Let us not ever forget that it was Tom Poberezny who spearheaded the construction of the EAA Aviation Museum in Oshkosh, Wisconsin in 1983, and whose leadership skills helped to bring EAA AirVenture Oshkosh to world prominence. It was also Tom Poberezny who founded EAA's Young Eagles Program, introducing millions of young people to aviation.



(L/R) Tom Poberezny welcomed Dave Weiman to the EAA Aviation Museum in 1983, which was under construction at the time, and which would eventually become the Poberezny family's legacy.

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OCTOBER/NOVEMBER 2022  
MAGAZINE  
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February 15	April - May
April 15	June - July
June 15	August - September
August 15	October - November

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Each issue is published online at [MidwestFlyer.com](http://MidwestFlyer.com) and available to readers free of charge to maximize circulation to aircraft owners (single-engine piston thru corporate jets), pilots (Private thru ATP), aircraft technicians, fixed base operators, flight schools, technical colleges and universities, airports and airport officials, and government agencies.

MIDWEST FLYER MAGAZINE  
6031 Lawry Court  
Oregon, WI 53575-2617 USA  
[www.midwestflyer.com](http://www.midwestflyer.com)

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Tom and his father, EAA Founder Paul Poberezny, were supportive of *Midwest Flyer Magazine* (then *Wisconsin Flyer*) from the get-go in 1978. Thanks to Tom, we were later welcomed to the airshow entertainment industry as publishers, and EAA AirVenture Oshkosh became the forum we used each year to recognize airshow professionals and others for their contributions and accomplishments.

Tom's aviation career included national and world

aerobatic competition, and he was a member of the famed Eagles Aerobatic Team for their entire 25 years (1979 to 1995), along with Gene Soucy and the late Charlie Hillard.

It is hoped that steps will be taken soon to ensure that Tom's contributions to EAA and general aviation are recognized in the EAA Museum, more than they are today.

RIP Tom and thank you for all you did for general aviation, and for us personally. □

## Experimental Aircraft Association Mourns Loss of Tom Poberezny

EAA AVIATION CENTER, OSHKOSH, Wisconsin (July 25, 2022) – Tom Poberezny, 75, the retired president and chairman of the Experimental Aircraft Association (EAA), is being mourned by EAA and aviation communities after his death early Monday, July 25, 2022, following a brief illness. Poberezny was EAA president from 1989 until 2010 and served as chairman for two years until his retirement in 2011.

“It is not lost on us that Tom's



Tom Poberezny  
EAA Photo

passing occurred on the opening day of EAA AirVenture Oshkosh, the event he led into world prominence as its chairman beginning in the 1970s,” said Jack J. Pelton, EAA CEO and Chairman of the Board. “Tom's legacy is tremendous in the world of aviation with his personal achievements as well as the growth of EAA, especially the development of the current EAA Aviation Center in Oshkosh, the Young Eagles program, and the creation of Sport Pilot nearly 20 years ago.

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In special remembrance of Tom Poberezny, EAA displayed Red #3, Tom's convertible Volkswagen, adjacent to EAA's Memorial Wall, Chapel, and Pioneer Airport behind the EAA Museum, during EAA AirVenture Oshkosh 2022. *Dave Weiman Photo*



Tom Poberezny with his wife, Sharon, in Red #3. *EAA Photo*

He will be greatly missed but more importantly, he will be remembered for all that he did for EAA and aviation. Our deep condolences and prayers go to Tom's wife, Sharon, and his daughter, Lesley, and the rest of the Poberezny family."

An accomplished aviator in his own right, Tom was a member of the U.S. National Unlimited Aerobatic Team that captured the World Championship in 1972. The following year, he won the U.S. National Unlimited Aerobatic Championship. He subsequently flew for 25 years as one wing of the legendary Eagles Aerobatic Team (originally the Red Devils), the most successful civilian precision flying team in history.

During his career with EAA, Tom oversaw several of the organization's milestone events. In the late 1970s he spearheaded EAA's first major capital campaign, which supported construction of the current EAA Aviation Center headquarters and museum complex at Wittman Regional Airport in Oshkosh, Wisconsin.

In 1992, he led the creation of EAA's Young Eagles program, which has become the most successful aviation youth program in history. Realizing the importance of mentoring to the future of aviation, EAA aimed to give one million kids between the ages of 8 and 17 an airplane flight by the centennial of powered flight on December 17, 2003. The one millionth Young Eagle was flown in October 2003, celebrating the efforts of 85,000 EAA volunteers to reach the goal. Thanks to Tom's efforts and thousands of EAA members, the Young Eagles program has now flown nearly 2.3 million young people.

From 2002-2003, Tom led EAA's Countdown to Kitty Hawk program, which commissioned the construction of the first completely authentic reproduction of the 1903 Wright Flyer – the airplane that gave birth to powered flight. The airplane successfully flew at Kitty Hawk, North Carolina, in late 2003 and was present on those hallowed grounds on December 17, 2003 – 100 years to the minute from the Wrights' first flight. □

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# Should You Use An LLC To Own Your Aircraft?

by Gregory J. Reigel

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I'm often asked by aircraft purchasers whether they should use a limited liability company ("LLC") to hold title to the aircraft. Many have read the ads in several of the aviation magazines suggesting aircraft purchasers should use a Delaware LLC to own their aircraft, etc. Sometimes their accountant or regular business attorney will recommend that an LLC be used. But does this make sense? The lawyerly answer is "it depends."



Greg Reigel

## Why Would You Want To Use An LLC?

**Limited Personal Liability.** One of the primary benefits of an LLC is the limited personal liability protection the entity affords. An owner of an LLC, simply by virtue of that ownership interest, is not personally responsible for the debts and obligations of the LLC, other than to the extent of his or her ownership interest in the LLC. This is in contrast to a sole proprietorship or partnership in which the individual's mere ownership interest does result in the owner being legally responsible for the debts and obligations of the business.

Similarly, an officer or manager of an LLC is not personally responsible for the debts or obligations of the LLC as long as the individual was acting within the scope of his or her duties on behalf of the LLC. For example, if an individual leases a hangar on behalf of an LLC and then the LLC defaults under the lease, the landlord cannot hold the individual who signed the lease responsible for the default, unless the individual was not authorized to enter into the lease on behalf of the LLC or the individual otherwise personally guaranteed or obligated him or herself under the lease.

However, in the context of aircraft ownership, this limited liability protection is not absolute. If an individual, who may be a member/governor/manager of the LLC is operating an aircraft owned by the LLC and that individual is involved in an accident or incident that results in damage to property or personal injury, that

## What Is An LLC?

An LLC is organized similarly to a corporation. However, members, rather than shareholders, own an LLC. LLC members do not own stock in the LLC, but simply hold a membership interest in the company that is represented by the members' capital accounts. Similar to the corporation, the LLC's members elect a Board of Governors that elects managers to handle the day-to-day business of the LLC.

An LLC is treated as a separate "person" in the eyes of the law with an independent existence from its respective owners. Thus, if the owner of an LLC dies, the entity continues to exist (although an LLC needs to specifically elect to have this continuity of existence). Additionally, the laws governing LLCs require that certain formalities be observed (e.g., annual meetings, separate checking accounts, maintaining corporate/company books and records, etc.).

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individual could still be held personally responsible for his or her negligence, etc., in addition to the LLC. Also, if an individual acts outside of the scope of his or her authority to act on behalf of the LLC, he or she may be held responsible for any consequences of those actions.

But, if the LLC is owned by multiple members/owners, when one member is flying the aircraft, the LLC will usually provide liability protection to the other members. And if a third-party who is not a member of the LLC is flying the aircraft, the LLC should provide liability protection to all of the LLC's members.

**Confidentiality.** In many states, an LLC can be formed and filed with the governing state without disclosing the names of any of the parties involved, other than the organizer for the entity. However, this confidentiality does not apply equally to the registration of an aircraft with the FAA. Although an LLC may also register the aircraft in the name of the LLC, an LLC statement disclosing the name and citizenship of the individual members will need to be executed and filed with the FAA to confirm that U.S. citizenship requirements are met.

**Tax Reasons.** An LLC's ownership of an aircraft may provide tax benefits that may not otherwise be available to an individual or partnership (depreciation, deductions, etc.). But in some states owning an aircraft with an LLC could also subject the aircraft to personal property tax. Each situation is different and must be analyzed by a tax professional to determine the availability of such tax benefits.

### Regulatory Concerns

Although an aircraft buyer may be able to benefit by using an LLC for his or her ownership of an aircraft, the aircraft buyer also needs to be aware of the regulatory issues that may result from this ownership structure. One of the primary regulatory concerns may arise when an aircraft is purchased by, and operated from, what is commonly referred to as a "flight-department company." In this scenario, the buyer, which may be an individual or a business, purchases an aircraft. Intending to limit personal liability, the buyer forms a separate LLC to own the aircraft. The LLC then operates the aircraft for the buyer under FAR Part 91.

Unfortunately, if this arrangement isn't structured properly, the FAA could view the LLC's operation of the aircraft on behalf of the buyer as a commercial operation requiring an air carrier certificate. Accordingly, any operation of the aircraft by the LLC on behalf of the buyer or others without an air carrier certificate could subject the pilot(s) actually flying the aircraft to an FAA enforcement action and subject the LLC that owns and operates the aircraft to a civil penalty action.

Similarly, depending upon how this arrangement is structured, the Internal Revenue Service could view the LLC's operation of the aircraft as a commercial operation requiring the collection and payment of Federal Excise Tax on any flights performed on behalf of the buyer.

### Conclusion

Using an LLC to own an aircraft can provide benefits to the aircraft buyer. However, each situation is unique and must be analyzed to confirm that the aircraft buyer will actually receive the benefits expected and that the ownership arrangement will comply with the regulatory requirements anticipated by the aircraft buyer for operations under FAR Part 91. As they say, "the devil is in the details." Aircraft buyers desiring to use an LLC for purchase of an aircraft should work with a knowledgeable aviation attorney to ensure that the transaction is structured appropriately to meet the regulatory requirements applicable to their particular situation.

*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. He has more than two decades of experience working with airlines, charter companies, fixed base operators, airports, repair stations, pilots, mechanics, and other aviation businesses in aircraft purchase and sales transactions, regulatory compliance including hazmat and drug and alcohol testing, contract negotiations, airport grant assurances, airport leasing, aircraft-related agreements, wet leasing, dry leasing, and FAA certificate and civil penalty actions. For assistance, call [214-780-1482](tel:214-780-1482), email: [greigel@shackelford.law](mailto:greigel@shackelford.law), or Twitter [@ReigelLaw](https://twitter.com/ReigelLaw) ([www.shackelford.law](http://www.shackelford.law)). □



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## The Pilot's New Panel - Part II

by Michael J. "Mick" Kaufman

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Michael Kaufman

**S**o, what is the perfect panel for your needs should you decide to do an upgrade? It depends on many factors. I first need to make a statement before we begin; panel upgrades will not make your airplane fly higher, faster, or safer, nor will it reduce the operating cost by finding cheaper fuel. On the contrary, a study by the National Transportation Safety Board

(NTSB) showed flat screen glass panels were not as safe as the standard six pack. When we manually fly (without autopilot), I have personally found pilots can read and interpret the six pack much easier than reading numeric tapes and synthetic vision displays. A study done by McDonnell Douglas several decades ago confirmed this... we can read and interpret the pointer on a conventional altimeter or airspeed indicator much easier than a number on a tape.

Part I and the first paragraph of Part II of this series was dedicated to embarrassing pilots who spent more for their new instrument panel than they originally paid for their aircraft, only to find out later it was no safer than that old six pack was. It is, however, time to recognize some great advancements made in the avionics world. In my nearly 60 years of flying, I have seen many changes from the Narco Super Homer of my student pilot days, to some great Garmin avionics of today and maybe Dynon avionics in the next generation. There were some avionics that can always be considered the Gold Standard – the King KX 170/175 of the 1960s and the Garmin 430/530 of the last decade.

As a flight instructor who specializes in instrument ratings and recurrent training and equipment checkouts, I see how equipment and human factors react together. It's interesting to note that about 75% of pilots flying with flight directors don't know how to properly use them, so how are they going to master the Garmin GFC 700 autopilot, for instance?

While working on this series on avionics and instrument flying, I asked my mechanic, Roger Shadick of Eagle River, Wisconsin (KEGV), about system redundancy after I finished his flight review and IPC in his beautifully restored Globe Swift. Roger's comment was to turn off the master switch and see what equipment still functions. This is a thought for pilots who often comment on the problem with vacuum pump failures and why they want an all-electric equipped airplane with no vacuum pump. In 21K hours, I have seen three (3) vacuum pump failures with one in IMC (instrument meteorological conditions). We expect vacuum

pump failures on a dry pump between 500 and 700 hours as a rule or replace them before they fail. I have a wet vacuum pump on my Bonanza, which will outlast several engines (my engine has nearly 4K hours and has never been overhauled or failed).

Think about this... With an all-electric airplane in IMC conditions, one switch, one relay or one wire could be the weak point of your airplane.

When Cirrus introduced its SR series, it threw all other aircraft manufacturers into a tailspin with their glass cockpit – two separate avionics busses, two alternators, two batteries and a ballistic parachute recovery system. I have delivered many new Cirrus airplanes from the factory and instructed their new owners. I adapted instantly to the glass display using airspeed and altitude tapes after flying the six-pack forever, and I concur. In my opinion, the scan and response time on a glass panel is not as good as on the six pack.

So, what are my likes and dislikes of avionics equipment and why? As an instrument flight instructor (CFII), I have seen and used most of the popular avionics currently in airplanes while flying with customers. The Garmin Aera

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660 is probably the best piece of avionics for the dollar I have ever spent, and I installed it in my Bonanza for about \$800.00. This piece of equipment was recommended to me by a knowledgeable friend. It is a portable unit but fits in the panel with the help of an Air Gizmo adapter. It provides most of the navigation and display functions of a Garmin 650 or 750 less VOR and com functions, and also provides most of the GPS functions. It has an attitude heading reference system (AHRS), a base map, a sectional chart and IFR enroute charts, as well as all approach charts. It talks to my Garmin GDL-52 which provides AHRS and displays ADS-B traffic, Sirius XM or ADS-B weather via a hardwire link. The unit has Garmin CONNEXT like Flight Stream and provides an interface to transfer flight plans and data between my Garmin 480 navigator, the Garmin Aera 660 and ForeFlight on my iPad via Bluetooth. The Garmin Aera 660, together with the Garmin GDL-52, can also provide Sirius XM radio entertainment to the cockpit, and have internal batteries that will provide approximately 3 hours of safe navigation and AHRS should you turn off the master switch. Another positive goes to Garmin for the G-5 and GI-275, again for their battery backup.

Giving up the redundancy of vacuum pump instruments to all electric instruments needs careful consideration as electrical failures are quite common (I have had several).

Here is a YouTube link I found covering the functions of the GI-275 and its redundancies. I have flown with several pilots having the GI-275, including my mechanic, who has one in his Globe Swift. Should I have a financial windfall, the GI-275 would find its way into my Bonanza. With so much information available to the pilot, it is important to declutter our instrument panels of unneeded functions to keep from over cluttering our brains!

As we age, we are not as sharp as we were in our younger years. In doing a survey of pilots and instructors alike, my conclusion is if you are over the age of 60 and fly less than 100 hours a year, I think it is better to stick with legacy avionics as you will never be able to learn and stay current with many of these complex systems. I also recommend pilots staying away from any avionics packages that is a complete touch screen, due to an experience I recently had trying to insert a waypoint in heavy turbulence in IMC conditions. I

descended 1000 feet below my assigned altitude and came close to being added to the CFIT (controlled flight into terrain) fatality list. Any pilot who disagrees with this has never been in severe turbulence. The Avidyne box allows the ease of both touch screen programming and knobs and buttons while in turbulence – great idea!

In conclusion on my series, “The Pilots New Panel,” if you should do that dream panel upgrade, I recommend getting some professional instruction on its use. There is no better place to get that training than from an instructor who is familiar with the avionics in your airplane. With so many new avionics products on the market, it is hard to be proficient on all of them, so shop around for an instructor who knows your equipment, both aircraft and instruments.

Tomorrow I will get an introduction to a Dynon panel. This flight will be done in VFR conditions, not on an IFR flight plan and in non-demanding airspace. I don’t plan on being an expert on this equipment with one day of training and will keep notes on similarities and differences with other equipment I have used, so look for an evaluation in a future issue of *Midwest Flyer Magazine*.

Some words to remember from the experts at one of the most respected pilot training organizations in the world, Flight Safety International: “The best piece of safety equipment in your aircraft is a well-trained pilot.”

*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. He conducts pilot clinics and specialized instruction throughout the U.S. in many makes and models of aircraft, which are equipped with a variety of avionics. Mick is based in Richland Center (93C) and Eagle River, Wisconsin (KEGV). He was named “FAA’s Safety Team Representative of the Year” for Wisconsin in 2008. Readers are encouraged to email questions to [captmick@me.com](mailto:captmick@me.com), or call [817-988-0174](tel: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. □

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# Aeromedical News from AirVenture



Dr. Bill Blank

by Dr. William Blank, MD  
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I am writing this article having just returned from EAA AirVenture Oshkosh, July 25-31, 2022. There, I attended several sessions where the Federal Air Surgeon, Dr. Susan Northrup, was a participant. In each case, she began her comments by asking “What can we do better?” She talked about her concerns and goals. The FAA is definitely aware that the certification delays are unacceptable. One of Dr. Northrup’s goals is to have certification completed within 60 days, with few exceptions. All medical records are scanned before they are reviewed. The scanning delay is now about 5 days. At its worst, the delays were as long as 30 days. Deferred exams are not looked at until three (3) weeks have passed since the Aviation Medical Examiner (AME) has transmitted them. This is because experience has shown that it takes that long for all the needed records to be available for review.

Dr. Northrup is working to increase transparency. She wants AMEs to have available to them the same certification requirements the FAA physicians use in certification decisions. These are gradually being published in the Guide for Aviation Examiners and in other forms. This guide is open to the public. She recommends applicants read it, if they have medical issues which will need to be addressed and recommends printing the pertinent sections and giving them to the treating physician. In addition, she has been producing “Pilot Minutes.” These are 60 to 90-second YouTube videos on various medical issues she feels may be of interest.

“AME Minute” is a series of YouTube videos produced for AMEs. They could be helpful in some situations and again are available to the public. Increased transparency will be of benefit to all stakeholders: pilots, AMEs, treating physicians and the FAA medical staff. It should decrease the need for requests from the FAA for additional information and speed up the certification process.

Neurocognitive testing is sometimes needed for certification of airmen after conditions, such as traumatic brain injuries, strokes, and substance abuse. The FAA wants to be sure that an airman’s cognition has returned to baseline. The test currently used is called “CogScreen.” It is proprietary, expensive, and hard to obtain. In addition, the baseline data is imperfect. This results in some airmen being denied when, they should not be. The FAA is aware of this deficiency and is planning to develop its own, non-proprietary test. A psychologist has been added to the FAA staff to develop a new test. You will probably hear more about this, because the FAA will be looking for pilot volunteers for the test, to develop a better baseline. The volunteers would remain anonymous.

The FAA is planning to change how “color vision testing” is done. Currently, AMEs test for color vision on each exam. The changes would apply to first-time applicants. Color vision would only be tested on the first flight physical. If you

passed, you would never be tested again unless you developed certain diseases or were taking medications known to affect color vision. All persons who currently have no color vision restriction on their medical would be grandfathered in (i.e., considered to have passed the one-time test). This includes airmen who have SODAs (Statements of Demonstrated Ability) or LOEs (Letters of Evidence) for color vision. The testing would be done by computer rather than by the books currently used. These changes are supposed to take place “soon.” Dr. Northrup has assured me several times that no one currently certified for color vision will lose their certification. The devil is in the details. If and when this actually happens, I plan to write an article on color vision.

These are some of the aeromedical topics discussed at AirVenture. They are steps in the right direction. Progress is slow with the FAA. *Happy flying!*

**EDITOR’S NOTE:** Columnist William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Dr. Blank holds an Airline Transport Pilot Certificate and has 6000 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 has held a Statement of Aerobatic Competency (SAC) since 1987. He was inducted into the Wisconsin Aviation Hall of Fame in 2021. □

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# What does an aviation psychologist do? Most general aviation pilots will never see one!

by Bob Worthington

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## Psychologists



Bob Worthington

What is an aviation psychologist? First allow me to define a psychologist. The psychologist is a professional trained in the study of human behavior.

Human behavior encompasses how people think, how they perceive, and how they respond to family, social, or vocational influences and demands. A bachelor's college degree is the minimum education

required to work in the field. Most jobs require at least a master's degree. To practice independently as a psychologist, most positions call for a doctoral degree, certification, and state licensing.

Psychologists typically serve in one of three capacities: clinical/counseling, consulting/teaching, or research. All deal with how humans behave within certain vocational, family, educational, or social frameworks. Clinicians or counselors collaborate directly with people in a variety of settings in hospitals, mental health clinics, businesses or organizations or specific settings such as education, professional or collegiate sports, law enforcement or legal endeavors (as in the television show "Bull"), even aviation. Consulting psychologists serve as advisors to organizations or industries regarding the utilization of people. Research psychologists use their expertise studying human behavior under distinct settings, such as examining medical conditions and human responses, how to best match people with concepts of new equipment or machines or studying human responses under certain conditions.

## Aviation Psychologists

Psychologists serve in a variety of functions involving aviation. I am an aviation psychologist. As a PhD psychologist I was educated to understand how to observe human behavior and to predict how humans will respond to specific stimuli. As a veteran pilot, I have experienced most stressors, demands, and challenges experienced while flying or being in an aircraft (from combat to crash landing).

My specialty is to examine how and why pilots behave in specific situations in flight, such as losing an engine, having equipment failure, facing emergency situations, severe weather, or experiencing personal issues. I then strive to understand what behaviors lead to successful performance and which result in failure. Using this knowledge, I can create educational seminars or lessons explaining what is happening and why, then teach pilots how they can either avoid bad situations or how to effectively manage what is happening. Or write articles depicting lessons learned.

My work as an aviation psychologist began in the military (see my next book, **the Making of an Army Psychologist**, to be released in September). I would teach Army aviators classes such as managing stress in the cockpit or the psychology of survival after a crash.

The airlines use psychologists to select pilot candidates to hire. Applicants complete psychological instruments measuring personality characteristics to determine which best match those of successful pilots. The military also use aviation psychologists to assist in their selection of pilot candidates.

For example, pilots should tend to follow rules and regulations. If the tests reveal high scores in these areas, that is good. But a candidate with low scores could be a poor selection. On the other hand, airlines do not want "high-risk" pilots, those who will cut corners or compromise safety to complete a mission. Psychological tests can identify candidates with these undesirable personality traits. Airline and military aviation psychologists also support the mental health of flight crews which constantly deal with the demands of time, weather, passengers, schedules, and potential flight hazards, every day on duty.

Family and personal pressures likewise effect behaviors while flying. Airlines and the military have aviation psychologists available to help flight crew effectively deal with personal issues or difficulties ranging from family and marital problems to

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depression to substance abuse or addictions, such as gambling.

The airlines recognize the pressures and demands on pilots and flight crew members which affect their behavior and flight performance. Additionally, the FAA has strict regulations regarding pilot mental health issues and treatment. And family members are not immune to husbands and wives, mothers and fathers, and brothers and sisters, dealing with mental health difficulties. The airlines and professional pilot organizations have made available to employees, and family members professional help from behavioral scientists (psychologists, psychiatrists, social workers, and mental health counselors), as well as volunteer peer-to-peer counselors.

Aviation research psychologists are trained to understand inflight stressors and can assist in the design of aircraft cockpits or equipment to make utilization or manipulation easiest for humans to accommodate.

Flying can be a challenging endeavor. Learning to be a pilot can be both financially and emotionally demanding and challenging. Military flight school attrition rates can be as high as 25%. Aviation clinical psychologists understand the stressors found in flight training and piloting performance to help aviators more effectively overcome behaviors which interfere with safe flying. Several colleges and universities and major flight schools have psychologists on staff or contract to assist students with a personal crisis that inhibits learning.

The military has a three-week course at the Fort Rucker, Alabama Army Aviation Center of Excellence for military aviation psychologists. This Aeromedical Psychology (the military term for aviation psychology) Training Course teaches Department of Defense clinical, counseling, and research psychologists with doctoral degrees, about the demands and stressors facing military aircrew and how to best help overcome them to remain on flight status.

Aviation psychologists are like aviation accident investigators; most pilots will never meet one. But National Transportation Safety Board data show that up to 80% of aviation accidents are attributed to human error (the data also reveal that 78% of aviation accidents involve general aviation aircraft). This means that someone has failed to do something (or did something wrong) which leads to an incident or accident. This is termed “human factors.”

Human factors involve the study of interactions of people with technology, equipment, devices, or systems, usually in the workplace. The goal of human factors is to make the work environment more efficient and safer. Human factors investigators examine links between what went wrong and human responses. Within the National Transportation Safety Board (NTSB) aviation investigations, human factors issues are examined by the Human Performance Group which contains aviation psychologists, as well as other human factors scientists, to include industrial designers, engineers, and medical experts. The military also use human factors experts.

The aviation industry has aviation psychologists (both clinicians and researchers) involved in every aspect of aviation. Beginning with selection procedures throughout a pilot's

career, aviation psychologists are there to help, however possible.

And because most aviation accidents are due to human error, aviation psychologists often become a part of the investigation. Along with other human factors scientists, all attempt to determine why a person made a mistake. Learning “why” leads to training to avoid this from happening in the future.

An excellent example of human factors and an aircraft accident is found in Ernest Gann's 1961 best selling memoir, “Fate is the Hunter.” The captain of the airliner that crashed was blamed for causing the accident, but a recreation of the accident revealed the culprit was a spilled cup of coffee, not human error.

Many aviation training programs are designed and conducted by aviation psychologists. Safety seminars are created and taught by aviation psychologists. Engineers and research psychologists design instrument panel gauges, screens, and switches to obtain the optimum placement for easy use by pilots and to avoid misuse of controls by mistake.

### **The future for aviation psychology**

As aircraft operating systems become more complex, the potential for mistakes increases. For this reason, despite more automation, piloting skills still depend on human responses.

Yes, the military fly aircraft without human pilots inside the aircraft (unmanned aerial systems or drones). However, humans still do the flying, in another cockpit, but on the ground, not in the air. And they face the similar demands and challenges as do pilots in the sky. As flying and the aviation industry continue to grow, more aviation psychologists will be utilized. This is a profession that is expanding and becoming more valuable to aviation.

This column is based on a chapter in my next book: **40 Years in the Sky: A Pilot's Guide to General Aviation** (McFarland 2023).

*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](http://www.borderlandsmedia.com)). Facebook: Bob Worthington Writer. Website: [www.BobWorthingtonWriter.com](http://www.BobWorthingtonWriter.com). Bob Worthington has placed excerpts about combat flying in Vietnam (from his books) on his website. Here is a direct link to those excerpts: [www.BobWorthingtonWriter.com/combat-flying-in-vietnam/](http://www.BobWorthingtonWriter.com/combat-flying-in-vietnam/). Every couple of months, he adds another excerpt.

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# Safety In The Skies - The Airlines vs. GA

by Pete Schoeninger

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**Q** What do you hear about the current aircraft market?

**A** As of mid-August, I asked two active local aircraft salesmen, Jeff Baum of Wisconsin Aviation in Watertown, and Gavin Leake of Spring City Aviation in Milwaukee. Jeff reported: "...still very little inventory and great interest." Gavin reported: "Everything remains brisk for the moment." Jeff's telephone number is 920-261-4567; Gavin's telephone number is 218-280-2615.



Pete Schoeninger

**Q** I am a student pilot. Yesterday, I rode with a new instructor for the first time. He suggested I lean the engine (C-152 0-235 LYC) while taxiing. He also suggested leaning in routine cruising flight. Would you agree?

**A** Yes! When running 100LL on the ground, I leaned the mixture. Whether you should or not is your call, after referring to your pilot's operating handbook (POH), or engine operator's manual (EOM), or asking your favorite flight instructor or A&P mechanic for their approval. A Cessna 152 operating at full rich, will run out of fuel in about 3.3 hours. (I had to retrieve one from a farm field because a renter forgot about leaning. It had exactly 3.3 hours on the Hobbs meter since takeoff with full fuel onboard.) With proper leaning, you can get much better economy. And be sure to look at your performance graphs in your POH.

**Q** Rarely, if ever, do I hear of any kind of an accident with U.S. airlines, even though there are about 1500 flights a day. That's a terrific safety record, much better than general aviation. What are some reasons for this excellent safety record?

**A** I asked two folks who used to work for me at a small airport who are now both pilots on major airlines, and still fly small airplanes as well. Their answers varied somewhat, but both mentioned standardized training and a lot of it, numerous check-rides, and flying 60 – 80 hours a month. Additionally, they mentioned there are TWO experienced pilots onboard, and usually a licensed dispatcher has input as well and approves the flight before they launch. They will NEVER intentionally bust a regulation, fly over gross weight, or bust minimums on an IFR approach. Does that help answer your question?

**Q** Are there differences in handling characteristics of long fuselage taildraggers vs shorter ones? What are the most stable (ground handling characteristics) of airplanes you have flown?

**A** Yes, generally speaking, airplanes with short fuselages, such as the Piper Pacer, can switch ends on you a little quicker than airplanes with longer fuselages. In my experience, the Cessna 170, American Champion Citabria, and the Piper Super Cub all are especially well-behaved taildraggers.

**Q** You said a pilot of a fixed pitch prop airplane should know what his takeoff power should be and check at the beginning on takeoff that the engine is turning up normal RPMs and abort the takeoff if normal takeoff power is not realized. Anything else a pilot should know that is not mentioned in the airplane's flight manual or pilot's operating handbook?

**A** If at a glance you don't see usual takeoff RPMs being developed, something is amiss. Stop the takeoff immediately! It's easy to stop on the runway as you are accelerating through say 20 mph vs trying to fly an airplane with an engine not producing normal power. The most common cause of lack of full power on takeoff is often carb ice accumulation. Another thing I have always recommended is to know a basic approach configuration which you can rely on if you lose any or all your instruments. For instance, in your airplane, a stable approach might be one notch of flaps, and the bottom of the wing level with horizon, and about 1/3 throttle, which will produce a desired airspeed and gentle descent.

**Q** My airplane POH says demonstrated crosswind: 12 kts. Is that a legal limitation?

**A** My interpretation is no, the POH says that the airplane has been landed in that much crosswind. Maybe it could handle more with a competent pilot at the helm, but maybe not. Something to plan for on cross-country flights to airports with only one runway. If winds of significance are forecast, do some investigating of runway alignment of nearby airports in case the crosswinds at your destination airport are

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**Q** My airplane flight manual cautions that climbing at  $V_x$  (best angle of climb speed) might not allow a safe recovery in the event of power failure at very low altitude. Why?

**A** When climbing at  $V_x$ , especially in an airplane with steep climb capabilities, like a lightly loaded Cessna 182, or a Piper Super Cub, complete power loss will result in airspeed decaying very fast because of the high nose attitude. Take a flight instructor with you, go up to a safe altitude, and practice this. After the simulated engine failure in a climb at  $V_x$ , wait 3 or 4 seconds before doing anything, which seems to be the common time before we react to a completely unexpected emergency, and you will see what happens. I guarantee it will be an eye opener for you.

**Q** My Beech Sierra recently developed a little bit of a miss on engine runup. I took the airplane to my shop, and the mechanic there found one bad ignition wire. He suggested that since the other 7 wires were in fair to poor condition that I replace all of them. That would cost \$200 plus labor. Do you think the idea to replace all of them is a rip-off or wise decision?

**A** Your mechanic is correct. Your airplane is already in his shop, the cowl is off, he has the right tools out to make the repair, so the labor to change seven more wires won't be too awful. I always felt that anything mechanical related to my airplanes should always be in tip-top shape. A couple of hundred bucks spent on nearly wore out parts before you absolutely need them replaced, is cheap insurance.

**Q** I have about \$100,000 budgeted to buy a used airplane. I was leaning toward a Skyhawk, but I just got my first ride in a V Tail Bonanza and Wow! Compared to a Skyhawk that Bonanza is like a Corvette vs a Nova. I want one! What would be the drawbacks of Bonanza ownership vs owning a Skyhawk?

**A** According to the summer edition of Aircraft Bluebook (<https://aircraftbluebook.com/>), \$100K will get you a C172M Skyhawk (early – mid 1970s,) or a P-35 Bonanza (early 1960s). Almost all aircraft mechanics and shops are familiar with Skyhawks, but not always with Bonanzas. The same for CFIs who will give you a checkout if you get a used Bonanza...not all CFIs are familiar with them. Before committing to buy a Bonanza, be sure there is a nearby shop that is familiar with them. Most shops are familiar with Skyhawks, but less so with Bonanzas, and Bonanzas are lots more complex. Second, you SHOULD have a prepurchase inspection done whether it's a 50-year-old Skyhawk or a 60-year-old Bonanza, to protect your wallet to some degree from surprises. Having said that, and having owned 50 percent of a Bonanza, and many Skyhawks personally, let me warn you that maintaining an older Bonanza will be more expensive than a Skyhawk. Insurance will be more expensive, especially if you are a relatively low time pilot, or have little or no time in Bonanzas. Center of gravity (CG) range on Bonanzas is small, and it's easy to get in an aft CG situation. OK, now for the fun stuff... Every Bonanza I have flown is a delight to fly. They are fast, nimble, light on the controls, and easy to land. They do well out of relatively short runways, have excellent visibility, and have comfortable seating. Their fit and finish surpasses many other makes and models. For most people's wallet, the Skyhawk probably makes more sense, but older Bonanzas are more fun and much faster for the same purchase price. Good luck with either!

**Q** My engine operator's manual suggests 40 wt. oil in the summer and 30 wt. oil in the winter. I have not been able to find either at my local FBO. Aircraft mechanics recommend multi-weight oil, especially in winter, of grade 15W-50 or 20W-50. Your thoughts?

**A** I agree.

**Q** You recently chided a wealthy man in a \$500,000 airplane about not tipping a lineman. Is it routine to tip a lineman, or anyone else in general aviation?

**A** It is not required, but just think, that lineman is not making a big salary. Twenty bucks to him for being especially helpful would be most appreciated, and frankly would not hurt the airplane owner. I call it charity with dignity.

*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 about aircraft ownership via email at [PeterSchoeningerLLC@gmail.com](mailto:PeterSchoeningerLLC@gmail.com).

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## Unleaded fuel You've got questions

by AOPA President and CEO Mark Baker

**R**electing on a great time at EAA AirVenture 2022, my interactions reinforced how focused the general aviation community is, especially on the issue of finding an unleaded fuel replacement for the piston engine fleet.

As I have often stated, I have faced no bigger issue in my time at AOPA than the need for a safe transition to an unleaded future. I will never defend lead, but I will vigorously advocate for a smart transition that does not negatively impact the current fleet.

This is not a matter of politics; it's a matter of safety. I don't have to tell you the potential catastrophic impact of using the wrong fuel. But there is a blatant disregard for safety by a local government body in California that is prohibiting the sale of 100LL before we have a replacement fuel that can be used by all aircraft (looking at you, Santa Clara County).

With so many questions on this issue, I wanted to keep you updated on this unleaded fuel transition.



Mark Baker

### What is AOPA doing to help get an unleaded fuel to market?

First, AOPA is not a fuel provider or developer. AOPA's role includes leading an industry effort to keep the transition on track and ensure that everyone is aligned and preparing for a seamless conversion to unleaded fuel. We don't support a specific process or fuel candidate; we support the fuel(s) that will achieve our goal as quickly and safely as possible.

### What is the status with GAMI and Swift Fuels?

Both GAMI and Swift Fuels are pursuing the STC route, which is one of two FAA pathways for certification. I know, through my discussions with George Braly of GAMI and Chris D'Acosta of Swift Fuels, that both companies are making good progress. GAMI received FAA approval for hundreds of piston aircraft engine models to burn 100-octane unleaded avgas, and is working with the agency to receive approval of STCs for higher compression engines. This is taking longer than either GAMI or the FAA anticipated, but meetings at Oshkosh hopefully put the process back on track. Swift Fuels expects fleetwide approval for a 100-octane unleaded formulation to be ready to deploy in 2023 and be

available fleetwide within three years. The FAA also continues its testing and evaluation program known as the Piston Aviation Fuel Initiative (PAFI), and two fuel candidates are going through that process.

### When can pilots realistically expect a full transition to an unleaded fuel for the GA fleet?

While the industry-government partnership is calling for a full transition by 2030, I believe that is a worst-case scenario and I expect this to be achieved before then. All connected—scientists, engineers, GA associations, aircraft and engine manufacturers, policy makers, and airport executives—are committed to getting this done and working every day toward that goal.

### Will unleaded fuel be more expensive?

The goal is to ensure that an unleaded higher-octane fuel will not be significantly more expensive than 100LL. While some reports say that 100UL will carry a small cost increase, AOPA has made it clear that the solution cannot be cost-prohibitive. Studies also show that engines using newer fuels being tested may be able to fly longer between maintenance, lowering some operating costs.

### Why is the FAA putting politics above safety by allowing airports to prohibit the sale of 100LL during a transition period?

We are taking steps to reverse the irresponsible prohibition of 100LL sales at Reid-Hillview and San Martin in California. We have filed a formal Part 16 complaint that will require the FAA to address this issue, and Congress is reviewing options. All airports across the country must follow the rules that apply when they take federal grants, and the FAA needs to enforce them.

### What can pilots do to help ensure that we have a safe and smart transition to an unleaded fuel?

Stay informed and engaged. Review your aircraft's type certificate data sheet and updated service information from engine and airframe manufacturers to be certain which fuels are allowable in your aircraft. Talk to your airport manager, your airport board, and your representatives in Congress to express the need for 100LL while we work toward a transition. Also stay up to date on the issue and follow the latest news on AOPA's 100UL information site ([aopa.org/100UL](http://aopa.org/100UL)).

*Together, we will address and meet this challenge.* □

## GAMA Statement on FAA Approval of GAMI Unleaded Avgas STCs

WASHINGTON, D.C. – General Aviation Manufacturers Association (GAMA) President and CEO, Pete Bunce, issued the following statement regarding the FAA's approval of Supplemental Type Certificates (STC) to allow General Aviation Modifications Inc.'s (GAMI) 100-octane unleaded fuel (G100UL) to be used in every general spark-ignition engine and every airframe powered by those engines:

“As we continue to work towards a safe and reliable transition to an unleaded future state for piston-engine aircraft, FAA issuance of a broader STC for GAMI's G100UL is a significant milestone. Manufacturers look forward to having an opportunity to understand the composition and performance of this new fuel to support commercialization and use as a viable replacement for 100LL.”

The type certification process and issuance of the STCs means the FAA has found that engines and aircraft operating on the new G100UL fuel continue to be compliant with the applicable airworthiness safety standard requirements such as Part 33 for engines and Part 23 for airplanes. Manufacturers' understanding of a new fuel is essential to continued operational safety regulatory responsibilities and business activities such as customer technical support, warranty services and consideration of incorporating the new fuel in manufacturer issued service and approval documents and new production engines and aircraft.

As a stakeholder in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, GAMA supports the general aviation industry's ultimate goal of a practical unleaded avgas that can replace 100LL and will continue to support Afton/Phillips66 and Lyondell/VP-Racing advancing through the EAGLE fleet authorization testing and evaluation process and supporting deployment of Swift Fuels and GAMI working through the FAA STC certification process. □

## Avfuel & Neste Supply SAF To Viva Aerobus

LOS ANGELES, CALIF. – Fulfilling its commitment made on World Environment Day, Viva Aerobus—Mexico's ultra-low-cost airline—took its first flight powered by sustainable aviation fuel from Los Angeles to Guadalajara on June 15. The uplift was made possible by the partnership between Avfuel and Neste.

The fueling milestone positions Viva Aerobus as a Mexican leader in reducing the aviation industry's carbon footprint. With a delivery of 7,500 gallons of Neste MY Sustainable Aviation Fuel™, Viva Aerobus was able to reduce lifecycle carbon emissions by 21 metric tons, the equivalent

of the amount of CO<sub>2</sub> sequestered by 24.9 acres of U.S. forests per year.



Avfuel and Neste Supply SAF to Viva Aerobus.

Viva has set an ambitious goal to purchase 1 million liters (or nearly 265,000 gallons) of SAF. To reach this goal, Avfuel and Neste are collaborating with Viva on a potential long-term SAF supply agreement. Neste, with its global, fast-growing SAF production, and Avfuel, with its global distribution logistics expertise, are uniquely positioned to help Viva achieve its SAF commitment. □



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## A Path in the Air

by Dean Zakos, S.J.A.

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**1**945 was a good year. It was autumn, but the leaves were still weeks away from curling brown and crisp. The war had ended. High school graduation was last June. I planned to enlist in the Navy after two years of college. I wanted to be a Naval Aviator. The Navy had a program so I could enlist, go to college for two years, fly for the Navy, and then complete the second two years of my education and get my degree. I wanted to be an engineer.

I glued kites and model airplanes out of balsa wood and tissue paper as soon as I could safely handle a scissors and pocketknife at about 5 or 6 years of age. I learned to fly a Piper J3 Cub in the summer of 1944. Cappy, my flight instructor, said I had the makings of a good pilot. I hoped so.

I had not flown for a few weeks – money and time were always tight. I finished early at my part-time job at the hardware store. Some daylight still remained. The shadows were growing longer and the light softer as I cuffed my faded corduroy trousers and pointed my bike toward the airport.

Late September's sights, smells, and sounds greeted me everywhere. A freshly mown lawn. Victory gardens. The Fitzgeralds, with all nine kids, talking and laughing, on their



Dean Zakos

front porch. Doris Day singing “Sentimental Journey” on a radio somewhere. Railroad men, lunch buckets swinging from their grease-stained hands, walking home from the railyard. Bells chiming in the steeple of St. Mary’s. The aromas of suppers being prepared on kitchen stoves. The ding-ding as a ’37 Ford coupe pulled into the Clark gas station on the corner. As I followed the road away from the edge of town, I peered out over rolling acres of soon-to-be-harvested corn, standing high in straight rows with tassels swaying in unison in the mild breeze. I took in the pungent odor of dairy cows and manure. A Redwing Blackbird sat alone on a fence post.

I travelled that country road many times over the years. I started washing airplanes and doing odd jobs around the airport when I was 12 in hopes of getting rides and, eventually, when I was old enough, some lessons. Even then, airplanes had a lot of surface area to pay attention to. I was always sure to be careful with the cotton/linen and dope fabric coverings, particularly the taped seams. A few Pipers and Taylorcrafts, a Stinson, a Luscombe. There was even a Pheasant H-10 on the field. I washed them all.

Arriving at the old shed serving as a hangar, I leaned my bike against the wall. I muscled apart the two halves of the door, suspended by wheels in a dented and weather-beaten overhead track, until both sides reached their stops. Within, it smelled of old wood, gasoline, and musty earth. The Cub, painted in Lockhaven yellow with a black lightning bolt stripe, sat still and ready on the hard-packed dirt floor. The 35-foot wing barely fit the space. At 18, I could lift the tail off the ground and pull it out of the hangar by myself. Once

I was satisfied that the machine would fly, I was ready to start up. Reaching in, I cracked the throttle and pushed the fuel lever to "On."

Today, there are not many pilots who will hand prop an airplane. When I started out, every pilot did. I reached back in and gave the engine two shots from the primer. I walked around to the nose and pulled the wooden propeller through three or four times. Set the blades to the ten o'clock and four o'clock positions. Back at the door, I reached over and above the rear seat, turning the magneto switch to "Both." Standing next to the cowl, in front of the chocked tire, I placed my right hand on the prop and left hand on the tubular frame at the edge of the door. Steadied my feet. Gave it a spin. If done right, it is that simple. Started right up. Kicked the chock out. Settled into the rear seat and belted in.

That day in late September, my life was in front of me. My personal horizon was as wide as the view out of the Cub's windshield at a couple thousand feet. I did not know where fate would take me, but I knew I would be going by air.

Back then, I was full of hope and aspirations. I did not have a special girl, but I thought I would eventually meet someone. And I did. At Pensacola. Barbara was a Southerner – her family was from Kentucky. I fell first for her expressive eyes, kind ways, and wonderful drawl. Then, I fell in love with her. We were married in her parents' backyard under a painted gazebo covered in colorful spring flowers. Barbara in her wedding dress and me in my khaki Ensign uniform.

The panel in the Piper was spartan. Airspeed, altimeter, oil pressure, oil temperature. A whiskey compass. In a Cub, everything happens at 60 miles an hour. I taxied out, lined up in the center of the turf runway, held the stick back in the fingers of my right hand, and wrapped my left palm around the black ball at the end of the throttle lever. Confirming there was nothing in front of me, I gently pushed the throttle forward to the stop. I did not need to look at the tachometer. I knew how much power was being made by the sound and vibration of the little four-cylinder engine. Looking over the empty front seat, I confirmed that oil temp and pressure were normal. The wheels rolled forward, slowly at first. I pressed on the right rudder pedal. As speed increased and the tail came up, I moved the stick to neutral. I kept pressure on the right rudder pedal as needed to maintain directional control. Flying speed. Stick slightly back, the Cub flew itself into the air.

If you fly, you know the feeling. I experienced it on my first solo in the Cub and I know it still today so many, many years, and logged hours, later. The anticipation. The exhilaration. The concentration. The satisfaction. We are the lucky few. Climbing gracefully through clouds and sky, watching the earth fall away, we can make the horizon tilt and rise and fall and bend to our will. For me, I first saw flying as practical and, perhaps, a way out of a small town. In time, and with Barbara's influence, I came to see flying as having more of a connection with poetry, a subject she knew well. Unlike poets, pilots do not write with words on a page.

Instead, we write with airplanes on the vast and open expanse of the sky. The sky is a blank sheet, and what we can scribe there depends solely on our skills and experience and dreams.

I banked the Cub south toward the river. When I was at about 500 feet above the ground, I nudged the throttle back and leveled off. The lower half of the Cub's door was down, and the upper window half was up. If you cannot fly in an open cockpit airplane, the next best thing is to fly in an airplane with a window open or the canopy slid back, inviting the rattling slipstream in to swirl and buffet around you. At that altitude, the sights and smells of the world below are still clear and sharp.

The sound and vibration of the engine were rhythmic and steady. Scattered clouds above me reflected the sun's rays as it journeyed to meet the horizon. Pewter-white, edged in violets, silvers, and golds, the clouds reflected the angles of the end-of-day light in the melting blue of the sky. At that moment, it seemed as if mine was the only airplane in the world.

There is a road coming up. Its direction perpendicular to my flight path. As I crossed, I turned the Cub to the left, holding a steady bank and noting the wind drift. As I crossed the road again, I banked to the right. After a few more S-turns, perfecting my track with each pass, I proceeded on my original course to the river. Few things teach you more about coordinated flight, wind, and wind drift than S-turns.

I flew Corsairs and Avengers for the Navy. Too late for World War II and too early for Korea. Carrier qualified on both. I liked the Corsair for the speed, the Avenger for the room. I was stationed in Virginia with an anti-submarine squadron. I could fly the Avenger home on some weekends. Often, I would take a couple of enlisted men with Wisconsin connections along with me. So long as we were back at the naval air station by 0800 Monday, there was no problem. The Navy wanted us to fly.

Reaching the river, I inched the throttle back and started a gentle descent until the bald eagles, sitting patiently on tree limbs along the sandy banks, came clearly into view. I maneuvered the Cub as the river meandered, parallel with its line. First right, then left, then straight, then right again. There is a freedom and meaning in flight that most people could never hope to find on the ground. I am one with the Cub. I think "go right" and my little ship responds

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immediately. Hands and feet and ailerons and rudder move together – deliberately and responsively – exactly in accordance with my desires.

Following the river's contours, I lose myself in the moment. I am where I want to be. Eventually, the wire and cork fuel gauge bobbing on the cowl helps me to regain my focus. The mark showed about one-quarter full. It was getting late. Time to steer the Cub back toward the airport. Only about four miles away to the northwest. Still enough daylight to see the fields and county roads below and the few hangars and turf runway beyond. I will be there soon.

I owned two Cessna Skyhawks (one a straight tail) over the years. Good, practical airplanes. I built an RV-7 with a tail wheel and flew it for many years. I have always liked the challenge of designing and building things. There is something special about using your ingenuity and your two hands to create some object that is useful and of value. Barbara and I flew the Skyhawks and the RV-7 as often as we could. Trips to North Carolina, Kentucky, Florida, and Texas. Even to Alaska – twice. Flew into Oshkosh and camped for the week almost every year.

We had a good life. Did all my plans and dreams come true? No. But I have no real complaints either. I have always told my children not to wait for things to get easier, or simpler, or better. Life will always have disappointments and complications. Learn to be happy now. Otherwise, you will run out of time. If you have family and friends, and you can laugh and enjoy life – and fly airplanes – you are blessed.

Barbara is gone now. She passed four years ago. I miss her every day. To help fill the emptiness, I sold the RV-7 and started to build a Zenith 701. It looks like it will be a fun airplane to fly. I have a small barn and workshop on my property. The work is slow going, but I have the time. Wings, tail, and fuselage are mostly complete. Engine is in a crate in the corner. Working on the panel layout.

Entering the pattern on a left downwind to land to the west, I slide the throttle back. Slight crab angle to the south to compensate for a little drift. I swap the stick to my left hand as I reach forward with my right toward the front right side of the fuselage to pull the carb heat on, being careful not to push inadvertently on the stick as I stretch. I throttle back

again as I turn base and final. I am on airspeed and altitude, nose held slightly low, with the grass strip growing larger in front of me. Crabbing a little to my left.

Over the threshold, I close the throttle, lower the left wing a bit, raise the nose slightly, and hold it. Work the rudder pedals to center the nose on the middle of the runway. Hold it. No hurry. Hold it. Stick all the way back. Work the pedals. Hold it. The Cub settles gently, quietly, firmly. First the left wheel, then the right. I am down. Stick back in my stomach and to the left. Keep bumping the rudder pedals to stay straight. I remind myself, as Cappy told me, to continue to fly the airplane. On the ground, I slowly weave the nose of the Cub back and forth to allow some forward visibility until I am shut down in front of the hangar.

I position the tail of the Cub toward the opening. Lifting at the hand hold, I pull backward, trudging carefully so as to not catch a wingtip on the door frame, until the cowl and prop pass under the door track and the main wheels settle into their indentations in the floor. After chocking a wheel, I pause for a moment in front of the open doors, slightly more darkness inside the hangar than out, listening to the crickets in the nearby meadow, the metallic ticking of the engine, and feeling the lingering warmth of the 65 horsepower Continental. I add some gas from a five-gallon can to the Cub's tank, wipe her down, and remove the few bugs that found their demise on the windshield or leading edges. The flight was at an end. I could hardly wait to do it all again.

Heading back toward my little town that night in 1945, I could feel the chill in the air through my thin flannel shirt, reminding me that long, warm summer days were almost at an end. I was content. I did not know then where my flying, and my life, would take me. I did know flying gave me a sense of confidence and accomplishment that would serve me well.

The moon, pale and orange, was rising in the east. The dark blue sky of twilight was fading into the deep black velvet of night. The quiet of evening was settling in. Streetlights began to flicker on as I continued toward home. Muted, golden glows appeared in windows and open doorways of the houses I passed, casting intricate patterns of lights and shadows on the lawns and trees. I was almost to my street. As I pedaled, I looked forward to bounding up our back porch, opening the screen door of our kitchen, and stepping into the warmth and comfort I knew I would find there. Ma said she was making meatloaf tonight.

*EDITOR'S NOTE:* Dean Zakos (Private Pilot ASEL, Instrument) of Madison, Wisconsin, is the author of "Laughing with the Wind, Practical Advice and Personal Stories from a General Aviation Pilot." Mr. Zakos has also written numerous short stories and flying articles for *Midwest Flyer Magazine* and other aviation publications.

*DISCLAIMER:* This article involves creative writing, and therefore the information presented may contain fictional information, and should not be used for flight, or misconstrued as instructional material. Readers are urged to consult with their flight instructor about anything discussed herein. □

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A petroglyph in Three Rivers, New Mexico.

## Pet-ro-glyphs In New Mexico

by Yasmina Platt

**P**etroglyphs are rock carvings (rock paintings are called pictographs). They are images created by removing part of a rock surface by incising, picking, carving, or abrading, as a form of rock art. In the U.S., most petroglyphs were carved by Native Americans. They often used a stone chisel and a hammerstone and often represent powerful cultural symbols that reflect the complex societies and religions of the tribes. Some of the petroglyph sites are fairly close to airstrips, making them easy for us to visit. This article focuses on New Mexico but, certainly, other states (such as Utah, California, Nevada, and Arizona) have plenty as well.

There are petroglyphs near the Carrizozo Municipal Airport (F37) in Carrizozo, New Mexico, or if you happen to find out who owns the “Three Rivers Airport,” in Three

Rivers, New Mexico, maybe you can fly directly in there and walk over (about 2 miles). Inhabitants of a nearby village made the Three Rivers petroglyphs over 600 years ago. Over 20,000 petroglyphs have been identified in the area. The people were of the Jornada Mogollon (hor-NAH-da-muggy-OWN) prehistoric Indian culture, of which there are no known modern descendants. Some of the petroglyphs depict the animals and plants they saw around them; others had religious meaning.

Another cool site is Albuquerque’s Petroglyph National Monument, about 15 minutes from Double Eagle II Airport (KAEG). The three canyons to visit are:

- Boca Negra Canyon, where one can see 100 petroglyphs.
- Rinconada Canyon, where one can hike a 2.2-mile loop and see 300 petroglyphs.



Mystic Bluffs Airport, Ramah, New Mexico (NM56).

- Piedras Marcadas Canyon, where one can walk 1.5-mile roundtrip, and see 400 petroglyphs.

Additionally, you can explore cinder cone volcanoes while there!

Crow Canyon, southeast of Farmington, contains the most extensive and well-known collection of 16th, 17th, and 18th century Navajo petroglyphs, as well as ruins. Aztec Municipal Airport (N19) or Four Corners Regional Airport (KFMN) are closest. However, note that a high clearance, four-wheel drive vehicle is recommended to visit the site.

El Morro National Monument in Ramah, N.M., has many Spanish and Anglo inscriptions and pre-historical petroglyphs, in addition to Ancestral Puebloan ruins and great views of the Zuni Mountains. Grants-Milan Municipal Airport (KGNT) is the closest public airport but, with prior permission, you may also be able to fly into the very scenic Mystic Bluffs Airport (NM56).

And, finally, the Rio Grande del Norte National Monument has petroglyphs as well. La Vista Trail, an easy

2.5-mile roundtrip, has plenty of petroglyphs and, if you time it correctly, you may even be able to go on a guided hike of it. The trailhead is on NM-567, about 0.5 miles west of the Taos Junction Bridge, which is 25 minutes from Taos Regional Airport (KSKX).

History defines where we came from! Go see it for yourself! Fly safe and fly often!



**ABOUT THE AUTHOR:** Yasmina Platt's full-time job has her planning the future of aviation infrastructure for Joby's electric Vertical Takeoff and Landing (VTOL) aircraft. She also writes an aviation travel blog called "Air Trails" ([www.airtrails.weebly.com](http://www.airtrails.weebly.com)), in addition to articles on pilot destinations for *Midwest Flyer Magazine*. Pilots can locate articles Yasmina has written by going to [www.](http://www.MidwestFlyer.com)

[MidwestFlyer.com](http://www.MidwestFlyer.com) and typing "Yasmina" in the search box, or by going to the "Archives" section, then "Columns," then "Destinations." □



On approach to Runway 27 at Miminiska Lodge, Ontario (CPS5).

*Pete Aarsvold Photo*

## Flying Back To Canada, Post Pandemic

by Dave Weiman

I last flew to Canada on what was then our annual **Canada Fishing Fly-Out to Miminiska Lodge**, Ontario (CPS5) in 2019, and then the pandemic hit. Travel outside the U.S. and Canada came to a sudden halt. Then in 2021, there was a glimmer of hope that we could reinstate the trip, but the light all but went out when Canada closed its Customs Office at Thunder Bay International Airport, and there were added COVID-19 testing requirements. Had we gone, we would have to fly to either Winnipeg or Toronto to clear Canada Customs, hundreds of miles out of our way to our destination in northern Ontario. We would have also had to land at Armstrong, Ontario – 79 miles south of Miminiska – then fly to one of the other lodges owned by Wilderness North, by floatplane, as Miminiska was closed, and is the only lodge owned by Wilderness North that has an airstrip – a pretty unique feature for any Canada fishing destination.

So, our 2022 trip this year was the first time since 2019 we could fly to Miminiska Lodge ***and were we ever excited!***

Accompanying me on this year's trip, August 8 – 13, 2022, was Michael J. "Mick" Kaufman, who writes our "Instrument Flight" column in *Midwest Flyer Magazine*.

With my Cessna 182 Skylane washed, waxed, fueled, and loaded the night before, I filed our eAPIS (electronic Advance Passenger Information System) departure from the U.S. and arrival from Canada flight manifests; uploaded my COVID-19 Vaccination Record Card via a new app called "ArriveCAN," which is now required for anyone who travels to Canada; called Canada Customs (1-888-CAN-PASS, 226-7277) and gave them our ETA to Thunder Bay (CYQT); then departed Richland Center, Wisconsin (93C). We filed our instrument flight plan to Thunder Bay via Duluth and leveled off above partly cloudy skies at 8,000 MSL.

Months before the trip, I ordered and obtained my 2022 U.S. Customs & Border Protection "aircraft decal" online at <https://dtops.cbp.dhs.gov>.

When giving either U.S. or Canada Customs your ETA, you are supposed to arrive within plus or minus 15 minutes, which requires pilots to consider runup time prior to takeoff,



Aircraft parked on the 2400 ft. airstrip at Miminiska Lodge, Ontario (CPS5).

time en route, and taxi time at their destination. We arrived on the ramp right on time, and so were the Canada Customs officials who met us at our aircraft.

In providing our ETAs with Customs, we needed to remember that both Thunder Bay and Miminiska Lodge, Ontario are in the Eastern Time Zone, while Minnesota and Pickle Lake, Ontario are in the Central Time Zone. It would be easier for pilots if U.S. and Canada Customs went by Zulu Time, but they don't. It would also help if all Customs offices used aircraft tracking tools, such as "FlightAware," so they know exactly when we will be arriving.

U.S. Customs & Border Protection (CBP) requires that pilots confirm their ETA at their airport of entry as filed on their flight manifest at least 1 hour prior to their ETA, or prior to departing the U.S., then update it as necessary.

CBP states: *"If changes to an already transmitted manifest are necessary, an updated and amended manifest must be submitted to CBP. Only amendments regarding flight cancellations, expected time of arrival (ETA) or changes in arrival location to an already transmitted manifest may be submitted telephonically, by radio, or through existing processes and procedures and should be coordinated directly with the CBP destination port."* If you change the "date" of your arrival, passengers, or crew, you must submit a new flight manifest.

Packing for the trip requires considerable planning. You want to bring enough stuff, but not too much! We packed essential equipment for the aircraft including extra oil, basic tools, a tie-down kit, and an aircraft canopy cover; survival equipment and gear, including inflatable life vests which we wore during the flight and in our boat, a personal locator beacon (PLB), first aid kit, compact tent, food and water, and warm clothes. Some pilots also bring a shot gun or rifle for personal protection in the event of an off-field landing.

To transport a firearm, the Royal Canadian Mounted Police requires pilots to complete a non-resident firearm declaration form (RCMP 5589) and pay a modest fee. There are also requirements for trigger locks and ammo stowage.

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Whenever I transport a firearm into the bush, I position it in the aircraft within easy reach of the pilot's seat. Handguns are forbidden in Canada.

For pilots who choose to fly over the Great Lakes (which we do not encourage), a life raft and dry suits are recommended, as is training in water ditching survival.

Of course, what kind of a fishing trip would be complete without "fishing tackle" (breakdown rods and cases recommended), a rain suit, and a hat. And don't forget sunscreen, insect repellent and mosquito netting headgear.

A copy of the "Canada Flight Supplement" and navigational charts are a must, even though most pilots nowadays use iPads with "ForeFlight" for flight planning and navigation, and most aircraft are equipped with GPS. Be sure your ForeFlight subscription includes Canada. The ForeFlight "Pro Plus Canada and USA" does.

Yes, it gets to be a lot of stuff. That's why we encourage pilots in our group to fly two people per four-place aircraft, and complete "weight and balance" computations for their aircraft. Planning one's fuel stops is also essential because airports can be far and few between.

Knowing that we would either be on a flight plan or flight itinerary, and that Canada has one of the best search and rescue organizations in the world, was reassuring.

To cross the U.S. and Canada border, pilots must either be on a VFR or IFR flight plan, obtain a transponder squawk code from Center or Flight Service, and be on frequency with one or the other. The simplest way to fulfill all three requirements is to be on an IFR flight plan. When returning to the U.S. from Canada, pilots are required to follow the same procedure: file and activate a flight plan, obtain a squawk code, and be on frequency.

Radar and radio coverage in northeast Minnesota is sparse, especially at lower altitudes, but as we proceeded to Thunder Bay on our IFR flight plan, we had a transponder code and Minneapolis Center knew our route of flight, our last known position, groundspeed, and ETA to Thunder Bay,



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even though we were no longer on radar. Once 50 miles or so southwest of Thunder Bay, we contacted Thunder Bay Arrival (Approach Control) and they picked us up on radar.

Customs officials in both the U.S. and Canada want to see your pilot certificate, passport, ArriveCAN receipt, and the passports and ArriveCAN receipts for each crew member and passenger. It is also good to have your medical certificate and aircraft registration available should officers request them. The Canadian government also requires that pilots have a “certificate of insurance” proving liability coverage, and a “Radio-Telephone Operator’s Permit,” and a “Radio Station License” for your aircraft, but in all the years I have been

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flying to Canada, Canada Customs has not requested these documents.

Upon landing, when you speak with either the Canada Customs officer in person or on the telephone, the officer will give you a "clearance report number" which you should keep in your possession throughout your stay. You should also request the officer's badge number to document who you spoke with or met. For the return flight back to the United States, U.S. Customs will not give you a clearance report number, so be sure to get the badge number of the officer

you meet with at your airport of entry, as this will be the only proof you will have that you actually cleared Customs.

It is not unusual that Canada Border Services (CBS) officers are not present upon your arrival, especially if you arrive past normal business hours or on weekends. In these circumstances, the pilot-in-command may get out of his aircraft and go inside the fixed base operation to call 888-CAN-PASS to clear Customs. Thanks to cell phones and extended coverages, it is easier just to give Canada Customs a call from your aircraft, so once cleared, your crew and passengers can also leave the aircraft. Remember that neither you as pilot-in-command – nor your passengers – may get out of your aircraft when you return to the U.S., until you are met by a U.S. Customs officer, and he gives you the okay.

Once we cleared Customs in Thunder Bay, the fixed base operator fueled us, and we called the Wilderness North office to activate our "flight itinerary" to Miminiska Lodge. Wilderness North then notified Miminiska Lodge of our ETA via email or WiFi telephone. (*See Transport Canada Regulations 602.73 thru 602.77.*)

In Canada, pilots are required to file a flight plan if flying 25 miles beyond their departure airport, unless someone at their destination airport is expecting them, and can contact



Guests adhere to the conservation policy when it comes to taking fish home, to preserve the fishing quality.

Winnipeg Flight Service (FSS) to initiate search and rescue if they do not show up within 1 hour of their ETA. But a flight plan is only as good as the radio reception or telephone at your destination, so you can cancel it upon your arrival.

Aside from a strong crosswind at Thunder Bay, the weather was excellent all the way to Miminiska Lodge.

We were flying by ourselves that day, but whenever there are two or more aircraft flying together, we encourage pilots to stay in radio contact with one another on 122.75 Mhz and give position reports to one another along the way. ADS-B and ForeFlight have been fantastic regarding keeping track of one another enroute. We also monitor 126.7 Mhz, as that is the frequency used in Canada for pilot reports. And on a good day, depending on your altitude and position, you can reach Winnipeg Flight Service on that frequency, and on several others. Refer to the Canada Flight Supplement and navigation charts for frequencies, airport information and much more!

When we arrived at the lodge, visibility was unrestricted, and the wind was straight down the runway as noted by both the Canada and U.S. flags on the sand point south of the lodge, and the waves on the water.

Based on the information contained in the Canada Flight Supplement, the elevation at Miminiska Lodge (CPS5) is approximately 1000 feet ASL (Above Sea Level), so we used 2000 feet ASL as our pattern altitude; 122.8 Mhz as the common traffic advisory frequency (CTAF); and began making position announcements 5 nm out below 4000 feet ASL.

We had several Cessnas and Beechcraft aircraft, and one Piper and one Cirrus in our group. In all, we had nine aircraft and 19 guests.

Upon our arrival, the lodge manager called or emailed back to the Wilderness North Office to cancel our flight itinerary.

## Miminiska Lodge

Very few Canada fishing lodges have their own airstrips, and fewer are as remote as Miminiska, located 62 nautical miles from any roads. This makes Miminiska especially appealing to pilots and true outdoorsmen.

Miminiska Lodge features a rustic dining room overlooking the lake; a lounge for kicking back and relaxing; a full bar, billiard room, and big screen satellite television; and Wi-Fi internet as noted earlier. There is also a sauna by the lake, and canoes, kayaks, and paddle boards are available for your enjoyment.

Most of the pilots and their passengers this year had been on the trip before, but new people are always welcomed! There are several trips spread out over two weeks in August that are eligible for the special group rates.

The fishing was unbelievable this year for both Walleye and Northern Pike, as they had 3 years to grow and multiply.

The water level was up, so most rocks were submerged and did not present a problem boating. Still, boat insurance is included with our group rates.

All meals were professionally prepared, including shore lunch.

Breakfast is served at 7:00 a.m. or whenever you get up. Group shore lunch is at noon, but guests have the option of packing a lunch for those longer trips on the lake.

The evening reception begins at 5:30 p.m., and dinner is served at 6:00 p.m. If requested, a fresh pot of coffee is delivered to your cabin each morning, and thermoses and coolers can be delivered to your boat for your morning launch. *From the dining room to the docks, the staff at Miminiska Lodge is the best!*

Located on the Albany River Watershed in northwest Ontario, Miminiska Lodge offers guests the opportunity to experience the raw beauty of pristine boreal wilderness. Northern Pike and Walleye are caught in abundance. Brook Trout can be caught at the mouth of the Albany River. Loons, Eagles and an occasional Moose, Caribou or Bear can be seen.

There are three ways to effectively

catch fish at Miminiska Lodge – trolling, jigging, and casting.

Trolling crankbaits is a good way to cover a large body of water and locate concentrations of Walleye and Northern Pike. Good baits are #7 and #9 fire tiger and purple tiger Flicker Shads, neon yellow and orange Perch Pattern Shads, and orange and gold Rapala Shad Raps and similar crankbaits that run 8-12 feet below the surface. Jointed Rapalas are good for shallower depths and attract both species of fish.

Jigging over structure is a traditional way of catching Walleye and the unsuspecting Northern Pike. For jigging, we used 1/8th and 1/4-ounce jigs in a variety of colors with Mister Twister Tails in chartreuse or white. Jigs with any variety of artificial Gulp minnow, worm or leaches also work extremely well. You



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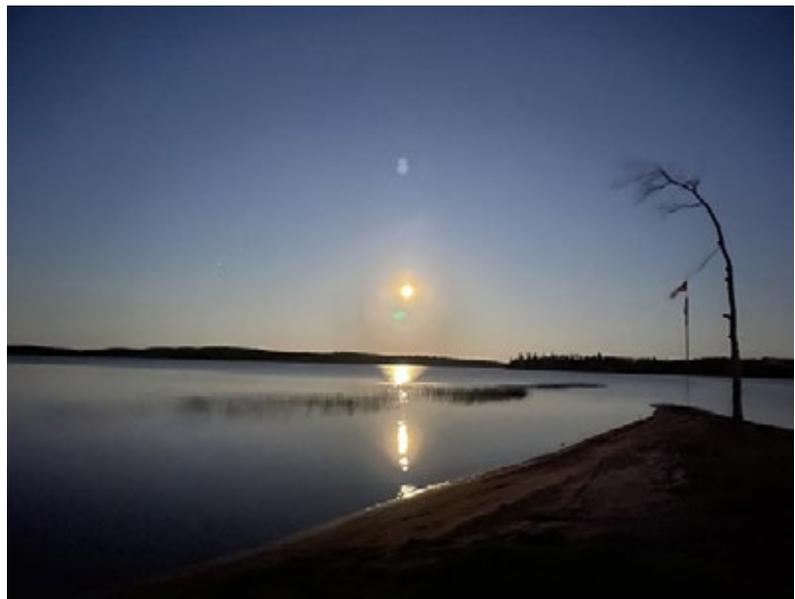
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can buy leeches through Wilderness North, but they must be ordered in advance. You cannot bring live bait into Canada from the U.S. You are also not allowed to transport fresh fruit and vegetables from one country to the other.

Casting copper or silver spoons in the bays is always effective for Northern Pike. Casting crank baits on a wind-blown shore is usually productive for Walleye.

As for fishing rods, I take two rods and several reels: one medium weight rod for Walleyes and one heavy weight rod for Northerns. If you don't have a heavy weight rod, two medium weight rods will work, as well.

Wilderness North will obtain Ontario fishing licenses and outdoors cards for guests upon request, as well as any special beverages and provisions desired.

Anything you order in advance will be waiting for you upon your arrival. And when you are ready to depart, any fish you have caught to take home are cleaned, filleted, froze, and placed in the cooler you brought with you on the trip.

Guests are allowed to keep two fish of each species: Northern Pike under 27 inches in length, and Walleyes under 18 inches. This is a conservation policy which helps to

maintain a superb fishery.

The lodge provides 16 ft. Lund boats with 25 hp, 4-stroke, electric start Yamaha motors and fish finders.

Guides are available but are not necessary for guests who have navigated the waters before, but are highly recommended for newcomers and inexperienced fishermen.

The lodge has a detailed map of the watershed showing where to catch each species of fish, but due to changes in water temperature and levels, fish locations can vary. Regardless, there was plenty of action for everyone, and we never went hungry at shore lunch.

For those who want to take a break from fishing, there are waterfalls on one end of the river you can hike to see, an old gold mining camp, and Church Island, where there is a small church you can visit and sign the guest book. Outside the church is the grave of the last native priest to have held services there. Miminiska Lodge also offers one-day excursions for Brook Trout fishing and canoeing on nearby rivers. For those preplanned trips, guests are usually flown out on a de Havilland DHC-2 Beaver on straight floats.

## Our Flight Home

Guests on the *Canada Fishing Fly-Out to Miminiska Lodge* have their choice of either a three-night/two-day trip, four-night/three-day trip, or five-night/four-day trip, so our arrival and departure days can vary somewhat, as can our routes of flight to and from the lodge. Some of us file IFR flight plans and others, VFR flight plans or flight itineraries, and clear U.S. Customs in either Duluth or International Falls, Minnesota; Sault Ste. Marie, Michigan; Green Bay, Wisconsin; or elsewhere.

Since Miminiska Lodge is 196 nm north of Thunder Bay, pilots need to climb to 10,000 feet MSL and be within 100 nm of the Canada/U.S. border before they can reach Winnipeg Center outbound from Miminiska. However, your flight plan is automatically activated as per the proposed time of departure specified. Obviously, this can pose a problem if you do not depart as planned. You can confirm your actual departure time with Winnipeg Flight Service shortly after takeoff once you reach altitude.

If you choose instead to fly 62 nm west to Pickle Lake, Ontario (CYPL) for fuel, you can either file a flight itinerary through Wilderness North at the lodge, then call the office upon your arrival to cancel it. The office will then notify the lodge that you have arrived safely. Thanks to WiFi service at the lodge and ForeFlight, pilots have the option of filing either a VFR or IFR flight plan with Winnipeg Flight Service to Pickle Lake or elsewhere, and from Pickle Lake, Thunder Bay Radio will activate your flight plan when you depart. It is always best to confirm that Thunder Bay Radio has activated your flight plan. I am very impressed with the ability of specialists at Thunder Bay Radio to be able to coordinate air traffic remotely and do so without any radar or visual contact. And it is certainly more economical than having to man each airport. Thunder Bay Radio at Pickle Lake can be reached on 122.2 Mhz and must be contacted before entering the circuit (traffic area) within

5 nm at 4300 ASL or below. Again, refer to the Canada Flight Supplement for current airport information.

The advantage of flying to Pickle Lake before flying to your U.S. airport of entry, is that you can call U.S. Customs to confirm or update your ETA.

Once airborne on our departure from Pickle Lake, Thunder Bay Radio advised us to contact Winnipeg Center on a particular frequency, 150 miles north of International Falls. But while we could hear Center on frequency at that distance at our altitude of 6000 feet MSL, they could not hear us until we were about 75 miles north of International Falls. We were unable to reach Minneapolis Center until we were 30 miles from International Falls.



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## 2023 Canada Fishing Fly-Out

The dates and trip options for the **2023 Canada Fishing Fly-Out to Miminiska Lodge** will be announced soon. For special group rates, email me at [dave@midwestflyer.com](mailto:dave@midwestflyer.com).

For reservations, call Wilderness North toll free at [888-465-3474](tel:888-465-3474), and be sure to check out the **Wilderness North** website: [www.wildernessnorth.com](http://www.wildernessnorth.com). There's even a special section on the website for pilots like us who fly their own aircraft to the lodge.

Some people go on this trip for the fishing, and others for the adventure of the flight, but most go for the total experience and pilot camaraderie, and to reinvigorate oneself, meet new people, and reconnect with old friends!

**EDITOR'S NOTE:** The **Canada Fishing Fly-Out to Miminiska Lodge** has been featured on the national aviation radio program, the **"World of Aviation"** on Minneapolis AM 1280 and FM 107.5: <https://am1280thepatriot.com/>

[radioshow/world-of-aviation](#). See 05/15/22 program featuring Dave Weiman. The trip was also featured in the May 2022 issue of *American Bonanza Society Magazine* in an article written by ABS President, Greg Stratz. Stratz has been participating on the trip for more than a decade.

The flyout is a service of Wilderness North. Neither *Midwest Flyer Magazine*, Flyer Publications, Inc., nor their staffs and owners, or anyone else affiliated with the magazine, assume any responsibility for reliance on the information contained herein or elsewhere, or liability for anyone's participation on the trip or for the trip itself. Any flight planning and navigational information mentioned in this article or elsewhere is subject to change and error, and is the responsibility of the reader to research, verify and confirm. Pilots are urged to reference the Canada Flight Supplement, Canada Navigational Charts, Nav Canada and Federal Aviation Administration publications and resources, and the various electronic data bases, such as ForeFlight, to obtain and confirm information. □

**EDITOR'S NOTE:** Photos by Pete Aarsvold, Greg Stratz, Patrick Williams, Bob Metelko, Rick Bronecki, Gary Bulzan, Scott Alperin, Rex White, Eric Workman, Dave Weiman and the staff at Miminiska Lodge.

# D-Day Squadron Announces 2024 European Tour

OXFORD, CT. – The D-Day Squadron announced at EAA AirVenture Oshkosh 2022, a plan to return to Europe in 2024 for the 80th anniversary of D-Day in France, and the 75th anniversary of the Berlin Airlift in Germany. In 2019, the D-Day Squadron took a fleet of 15 WWII-era DC-3s to England, France, and Germany. Following the successful 2019 mission, the D-Day Squadron has continued to be present at multiple flyovers, aviation events, and warbird-themed airshows.

“Having led the DC-3s’ journey to Europe in 2019, the D-Day Squadron earned a global presence that’s provided our organization to grow, multiply our DC-3 presence and even launch the DC-3 Society where we actively aid operators and enthusiasts with maintenance, operations, airworthiness, and displays,” shared Eric Zipkin, director of operations and mission chief pilot for the D-Day Squadron. “We won the war because of our logistical abilities. It’s only appropriate we, as the stewards of this noble aircraft, continue to fly and maintain the very airframe that was the backbone to achieving victory.”

Orchestrating a tour of this magnitude takes considerable resources and cooperation from several different organizations. The D-Day Squadron is advising several DC-3 operations in North America, Europe and Southeast Asia planning to participate in Europe 2024. The Commemorative Air Force (CAF), the world’s largest flying museum, is one of the organizations that will collaborate with the D-Day Squadron for the tour. CAF President Hank Coates said, “We are excited to work with the D-Day Squadron on another mission to Europe. When we participated in 2019, it was wonderful to see how many people were impacted by seeing our aircraft and aircrews paying tribute to these important moments in history.”

Planning for the mission is already underway. A volunteer committee of seasoned professionals is being established to help organize and manage logistics in support of another remarkable mission to honor, pay tribute, and commemorate World War II veterans.

For more event information from the D-Day Squadron: <https://ddaysquadron.org/events/>

Follow the D-Day Squadron flyovers, events, and other missions on Facebook and Instagram. Subscribe to the YouTube Channel for the latest video productions.

Follow the Commemorative Air Force on Facebook and Instagram. Subscribe to the YouTube Channel for the latest productions.

## Learn More About the 2019 Mission



Photo by Rich Cooper, Centre for Aviation Photography

The D-Day Squadron started screening “Into Flight Once More,” a film that documents the 2019 journey. Several film premiers and screenings across the U.S. this year included having multiple DC-3s from the film on display for audiences. Produced by Sound Off Films and narrated by Gary Sinise, the film brings to life the stories of World War II veterans, crews, and a most historic reenactment of “Operation Overlord,” the codename for the Battle of Normandy, which took place on June 6, 1944. Currently, the film is available to watch on four steaming

platforms including Apple TV, YouTube, Amazon Prime, and Hulu.

## About the DC-3 Society & D-Day Squadron

The DC-3 Society is a program of the D-Day Squadron with the purpose of promoting DC-3 type aircraft airworthiness, serve members, and promote static and flying displays for future generations. The North American DC-3 Society was born to organize the collective efforts of enthusiasts, pilots, mechanics, and operators. It actively educates and involves the next generation in “flying freedom” and celebrates everything the DC-3 has accomplished in war and peace.

The D-Day Squadron is part of the Tunison Foundation, a non-profit 501(c)(3) charitable organization. In June 2019, the D-Day Squadron led an American fleet of 15 historic,



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restored C-47 World War II military aircraft to take part in a flyover of more than 30 international aircraft to drop over 200 paratroopers over the original 1944 drop zones in Normandy, commemorating the 75th anniversary of D-Day. The event honored the citizen soldiers of the war, whose bravery led the Allies to the liberation of France, and then to an end of the devastating war in Europe. The squadron's education program takes the compelling story of the citizen soldier to audiences at airshows and events off the flightline to honor these brave Americans and ensure their memory and significance are appreciated for generations to come. The group's efforts are funded through the generous tax-deductible contribution of their supporters. Learn more at [DDaySquadron.org](http://DDaySquadron.org).

**About the Commemorative Air Force**

Founded in 1957, the Commemorative Air Force (CAF) serves to educate, inspire, and honor through flight and living history experiences. The non-profit organization has amassed more than 180 World War II aircraft – the largest collection of vintage military warbirds in the world. Through the work of more than 12,000 volunteers across 80 units, the CAF's educational outreach programs reach an estimated 20 million Americans each year, providing unique, compelling hands-on access to history. For more information about the Commemorative Air Force, visit [www.commemorativeairforce.org](http://www.commemorativeairforce.org). □

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## **Volatus Infrastructure to Support Warbirds of Glory Museum**

NEENAH, WIS. – Volatus Infrastructure, LLC has announced that it chose the Warbirds of Glory Museum in Brighton, Michigan, as its first charitable cause to support. The museum is home to the restoration project of a World War II B-25 Mitchell Bomber named “Sandbar Mitchell.”

“Preserving the history of aviation is just as important as developing the new technology that is taking the aviation industry by storm,” said Grant Fisk, cofounder of Volatus. “I appreciate the restoration work they are doing on Sandbar Mitchell, and by coaching the next generation of aviation enthusiasts, they are ensuring the lifeline of the industry.”

“The Warbirds of Glory Museum is a small museum doing great things in large part due to its many dedicated volunteers and supporters,” said Allen Tucker, board chair of the museum. “We appreciate the vote of confidence from Volatus in what we are doing and look forward to a long partnership.”

Founded in 2013, the Warbirds of Glory Museum was formed to restore and fly period aircraft and offering the unique educational opportunity to understand the Second World War experience while mentoring youth in mechanical skills, aircraft restoration and American values.

Founded in 2021, Volatus Infrastructure, LLC is connecting communities to the future with best-in-class eVTOL infrastructure technology to ensure society is ready for the future. Volatus offers three main eVTOL infrastructure designs, a vehicle agnostic charging station, plus an app and maintenance programs. By tailoring to specific needs while incorporating the latest technologies, their work positively impacts clients and the communities they serve. □

## Giving back, Observations from AirVenture

by Richard Morey

Aviation is amazing! As pilots, we know this. We have a level of freedom that few are privileged to share. As a flight instructor, I get to share my love of flying on an almost daily basis with my students. As a Young Eagles flight leader, I expand my opportunities to share aviation. Think back and remember your first experience with aviation. Did someone give you a ride and mentoring? Was it a Young Eagles event, a ride at an airshow, or was it a friend? As a pilot, you have the ability to share your love of flying with others, as well.

If you are not already doing so, I would encourage you to consider volunteering and sharing your love of aviation with a new generation of pilots! It is great fun, and you will become a better pilot for it.

One of the largest aviation events in the world, EAA AirVenture Oshkosh at Wittman Regional Airport (KOSH) in Oshkosh, Wisconsin, provides ample opportunities to give back.

Touted as the “World’s Greatest Aviation Celebration,” I recently returned from AirVenture with a new appreciation and respect for the people who make the event work. I have been attending what we simply called “Oshkosh” for many years, my first experience was when the then “EAA Fly-In” was in Rockford, Illinois. I knew people who volunteered at the show, but for some reason, I never really thought about the magnitude of what the volunteers accomplish. Quite literally, the event could not happen without volunteers.

Think about that for a moment. The grandest General Aviation gathering in the world would not happen without the tireless efforts of everyday folks taking time out of their busy lives to work at an event they passionately believe in.

My epiphany in this regard came in part when I helped set up a friend’s camper prior to the event. The campgrounds seemed full to me, a not-so-small tent city appearing where there are just seemingly insignificant, empty grassy fields the remainder of the year. When I asked who these people were that were camping before the event even started, “volunteers” was the answer. A whole “city” of camping volunteers and aviation enthusiasts converged to make it all happen, working in various capacities to ensure a safe and enjoyable event for all. Many of the volunteers have been coming for as long as

they can remember, starting as kids who camped with their families. They eventually grew into volunteer positions and continued the legacy of providing a remarkable experience for aviation enthusiasts, as well as making new friends and connections.

Before AirVenture even takes place, volunteers pitch in their time and talent during work weekends to help get the grounds ready for the transformation. They fix and replace buildings, equipment, and other needed amenities to make the event a success. They get the campground ready, make sure vehicles are running, and plan for mass arrivals. Chairpersons get on monthly conference calls to



EAA's 1929 Ford 4-AT-E Tri-Motor.  
Chris Bilalili Photo

coordinate with EAA leadership and have things ready for their volunteers, as well as the visiting public. Needs are brainstormed, lessons from prior years are discussed, and progress is celebrated. There are a lot of logistics that go on before July!

Once the event draws near, schedules are coordinated, needs are identified and addressed, and training occurs. Some volunteers sign up for more than one area, enjoying the variety of tasks that allow them to interact with the attendees in different ways. Others stick to one area/job for the entire week.

With approximately 130 different areas at AirVenture, there is certainly something for everyone as far as volunteering goes. Some enjoy being near active aircraft, such as flightline operations or as airplane greeters. Others use their talents to share their knowledge with others, such as on the popular tram rides. Regardless of where a volunteer puts in their time, they have the satisfaction of knowing what they did made a difference in helping to bring to life what we know as

AirVenture.

The other part of the epiphany came to me, as a result of directly observing the operations of one of the areas (Ford Tri-Motor rides) and speaking to the volunteers and chairpersons.

As I mentioned before, there's a lot that goes on behind the scenes, before the event kicks off. The chairpersons for the Tri-Motor rides, for instance, order supplies, tents, and fencing, as well as reserve training rooms for pilots and ground ops. They also secure space to keep and maintain the airplane during the event. Ticket sales are set up, as well as a merchandise trailer. Pilots go through recurrent training.

All the volunteers work to make the ride experience a success. Of the four chairpersons, I had the opportunity to interact the most with the ground ops coordinator. She was responsible for scheduling all the volunteers, providing them training on the various roles necessary to the ride program, and making sure everything ran smoothly. At times, there were setbacks/delays, such as a mechanical issue with the plane, weather, an incident with two other aircraft on the taxiway, and an FAA ramp check. But there were also a lot of highlights, such as providing flights for the girls participating in EAA GirlVenture Camp, Young Eagles flights, Make A Wish flights, and even an onboard wedding! Volunteers ensured that passengers had a safe and enjoyable experience, while learning a little about the history of the Tri-Motor. Pilots took the time to talk about flying this piece of history. In their interactions with others, volunteers also helped people make connections within the aviation community. Some passengers loved the experience so much that they asked to join the ranks of the volunteers for next year.

When asking the chairperson about her role, she stated that her volunteers are absolutely wonderful. When the schedule is sparse, they are happy to step up and help out. Some even stop by when they aren't scheduled to work and ask if they can be of use. They are flexible, see-a-need people who make the effort a joy. She welcomes suggestions to make the program even better, and everyone is part of a team, the

“Tri-Motor Family,” helping to problem-solve and take care of others.

Watching from a distance, you can see how things run smoothly because of everyone's efforts. With over 50 volunteers for ground ops alone, each with their own strengths and interests, it is that spirit of coming together for a successful experience that makes it all possible.

If you get the opportunity to experience AirVenture, take a look around. How many red volunteer shirts do you see? What are they doing? How are they making what you and others are enjoying possible? If you want to consider joining the ranks of those volunteers, EAA posts AirVenture opportunities on its website [eaa.org](http://eaa.org), beginning in March. During AirVenture, you can find a “volunteers needed” whiteboard in front of the red barn in the campground. Giving back provides yet another way to connect with the aviation community, so why not become a part of what makes AirVenture possible?

*I wish to thank Laurie Probst for her insights on EAA AirVenture Oshkosh and the volunteers of the EAA Ford Trimotor.*



**EDITOR'S NOTE:** Richard Morey was born into an aviation family. He is the third generation to operate the family FBO and flight school, Morey Airplane Company at Middleton Municipal Airport – Morey Field (C29). Among Richard's diverse roles include charter pilot, flight instructor, and airport manager. He holds an ATP, CFII, MEII, and is an Airframe and Powerplant Mechanic (A&P) with Inspection Authorization (IA). Richard has been an active flight instructor since 1991 with over 15,000 hours instructing, and almost 19,000 hours total time. Of his many roles, flight instruction is by far his favorite! Comments are welcomed via email at [Rich@moreyairport.com](mailto:Rich@moreyairport.com) or by telephone at [608-836-1711](tel:608-836-1711). ([www.MoreyAirport.com](http://www.MoreyAirport.com)). □

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## Wisconsin Aviation Hall of Fame Announces 2022 Scholarship Recipients

MADISON, WIS. - The Wisconsin Aviation Hall of Fame (WAHF) has announced the recipients of four aviation scholarships to eight students pursuing educational programs leading to careers in aviation and aerospace. The following are the recipients and the scholarships they are receiving:

Cole Barton, Westfield, Wis., Thiessen Field Scholarship.

Josie Boelter, Mayville, Wis., Jeff Baum Aviation Business Scholarship, Jim Quinn Flight School Scholarship, and Thiessen Field Scholarship.

Hugh Hanig, Merrill, Wis., Thiessen Field Scholarship.

Valarie Meyer, WAHF Carl Guell Memorial Scholarship and Thiessen Field Scholarship.

Elijah Pagel, Wausau, Wis., Thiessen Field Scholarship.

Madeline Poole, Weston, Wis., Thiessen Field Scholarship.

Hannah Shnowske, Mosinee, Wis., Robert Payzer Memorial / EAA Chapter 640 Scholarship.

Grace Tlachac, Algoma, Wis., Thiessen Field Scholarship.

For more information about WAHF's scholarship program, visit [www.CFONCW.org](http://www.CFONCW.org) or the WAHF website at [www.WisconsinAviationHallofFame.org](http://www.WisconsinAviationHallofFame.org). □



(L/R) Richard McSpadden, Senior Vice President & Executive Director, AOPA Air Safety Institute; Mark Baker, AOPA President & CEO; and Elizabeth Tennyson, Senior Vice President, AOPA Foundation and AOPA You Can Fly Program.

*Dave Weiman Photo*



Hannah and Paige Riley of Benton Harbor, Michigan, told hundreds of AOPA members who gathered for the AOPA Foundation Member Appreciation Breakfast, July 28, 2022, during EAA AirVenture Oshkosh, that they wanted to become “bush pilots,” and that they were well on their way, thanks to support from the AOPA Foundation. The AOPA Foundation inspires young people to seek aviation careers, through scholarships and mentoring.

*Dave Weiman Photo*

## AOPA Foundation Hosts Donor Events At EAA AirVenture Oshkosh

*by Dave Weiman*

In appreciation of those AOPA members who support the AOPA Foundation, AOPA hosted an evening reception and breakfast during EAA AirVenture Oshkosh 2022. Most impressive at the breakfast on July 28 were the young people the foundation has helped to pursue careers in aviation, and not just airline careers. There were two young ladies who are working on their ratings to become “bush” pilots. When I listened to their presentation, it reminded me of a friend from New Zealand, who works for an outfitter in Canada, flying an assortment of aircraft, from a Beaver on fixed floats, to Caravans and Ag Cats on wheels, and she is making a good living and having the time of her life!

The AOPA Foundation is the philanthropic arm of AOPA. Your contributions fund programs that membership dues don't cover, including the AOPA Air Safety Institute and You Can Fly program. Their goal is to fund opportunities of growth for every AOPA member and the entire general aviation community.

The mission of the foundation's “You Can Fly Program” is to get people flying and keep them flying. There is no one solution to increasing the active pilot population. Rather, there are four initiatives to accomplish this mission:

- A four-year high school STEM based curriculum is available to high schools free of charge! It is designed to introduce students to careers in aviation and aerospace. There

are 9th and 10th grade curriculums. Schools can implement the full program or select individual courses. AOPA awards \$100,000 in high school scholarships and has doubled the 9th grade student enrollment in the program. AOPA also has a computer program app that will build and track an individual's progress during flight training. Instructors can now review a student's individual performance and know what tasks need work. If an instructor change is needed, the new instructor can pick up where the last instructor left off without doing time-consuming, redundant, and expensive reviews.

- The Flight Training initiative helps flight schools and instructors improve the training experience so more people will complete their training. In the past, a large percentage of students dropped out of training before obtaining their pilot certificate. AOPA has recognized flight schools and flight instructors for providing excellent services. Flight schools have shared information on what works and what doesn't work.

- The Flying Club initiative is designed to reduce the cost of flying. AOPA provides information on how to start a flying club, suggests documents to form a club, guidance in buying airplanes, and membership-to-plane ratio suggestions. Dozens of new flying clubs have been started with the help of AOPA.

- The Rusty Pilots initiative helps lapsed pilots become active again. Rusty Pilot seminars have been hosted around the country. Thirty-eight percent of the lapsed pilots who attended Rusty Pilot seminars completed a biennial flight review and returned to active flying status.

The You Can Fly Academy has opened a 19,000 square foot facility next to AOPA headquarters in Frederick, Maryland, which contains a 73-seat auditorium, three large classrooms, and a full-motion flight simulator. The facility is used to hold pilot safety seminars, teacher training workshops, flight instructor refresher training, and there's space for practical training in merchandising and customer service, and other large events.

So why should you be a donor to the AOPA Foundation? Well, if you have enjoyed general aviation, maybe it is time to give back by providing financial help to make sure every effort is made to keep general aviation viable. Selfishly, increasing the number of active pilots should spread the fixed costs of airports, FBOs, aircraft manufacturers, and aviation vendors over more pilots, thereby reducing, or at least stopping, the rising costs to each pilot and aircraft owner.

For more than 60 years, the AOPA Air Safety Institute (ASI) has been producing free programs to help pilots fly safer. From groundbreaking online courses and videos to popular live seminars, ASI is the leader in aviation safety education.

The scholarship program helps student pilots to succeed, eases the financial burden of flight training, and ultimately adds to the pilot population.

There are many ways to support the AOPA Foundation, and every contribution counts. Whether it's a one-time or annual gift, there is a level to suit every philanthropic preference.

### ***Annual Giving***

AOPA members who donate to the AOPA Foundation's annual giving campaign are the cornerstone of its efforts to provide funding for life-changing, life-saving programs.

While any donation is appreciated, to join the "Hat in the Ring Society," you need to donate \$1,000 or more a year.

### ***Monthly Sustainers***

Donors at this level help to build and strengthen the general aviation community through monthly contributions.

### ***Donor-Advised Funds***

Giving through a donor-advised fund allows you to support general aviation in an easy, tax-efficient manner. It's an opportunity to put your charitable dollars to work – where the need is great – but on your own terms.

### ***Wire and Stock Gifts***

The AOPA Foundation is able to accept wired gifts including gifts of stock. Donating appreciated stock may help you avoid capital gains tax. See your tax advisor for more details.

### ***IRA Rollover Gifts***

If you are 70 ½ or older, you can use your qualified Individual Retirement Account (IRA) to donate up to \$100,000 each year directly to a charity such as the AOPA Foundation. The amount transferred is not taxed as income and may satisfy all or part of your required minimum distribution.

### ***Endowments***

Creating an endowment to provide an ongoing source of funding for the AOPA Foundation's work is an exceptional way to honor a loved one, demonstrate your passion for aviation, and ensure that efforts to improve air safety, protect community airports, and grow the pilot population continue long into the future.

### ***Honorary/Memorial Donation***

A gift to the AOPA Foundation is a unique way to honor a pilot, aviation enthusiast, or loved one. Each gift makes a lasting impact on the future of general aviation.

### ***Aircraft Donation***

By donating your aircraft to the AOPA Foundation, your contribution will have a lasting impact on the future of general aviation.

For more information on leaving your legacy through a gift to the AOPA Foundation, complete the Contact Us form at [AOPALegacy@aopa.org](mailto:AOPALegacy@aopa.org), or contact AOPA's Legacy Giving office at 301.695.2320.

AOPA President & CEO Mark Baker says it best:

*"Together we are making a difference. We are providing options to make flying more affordable and resources to make flying safer. And we are focusing on strengthening the community of pilots today and for future generations."*

Mark R. Baker  
Legacy Society Member

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## **AOPA among groups requesting DOT action on congestion**

**G**eneral aviation organizations, including the Aircraft Owners and Pilots Association, National Business Aviation Association and Experimental Aircraft Association, have issued a letter to persuade the Department of Transportation to work on resolving congestion in the U.S. National Airspace System, which the groups say is the result of factors such as changing traffic conditions, shortages of air

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traffic controllers and unusual weather patterns. The letter, sent to Transportation Secretary Pete Buttigieg, requests a meeting to address the issues and said, "Together, we can leverage proven tools and airspace-management techniques to address the challenges of the moment, even as we continue to transform the aviation system to meet the needs of the future."



AOPA 2022 Sweepstakes Tiger on display at EAA AirVenture Oshkosh 2022.

*Dave Weiman Photo*

## AOPA 2022 Tiger Sweepstakes Winner Surprised!

PETALUMA, CALIF. – Under the guise of an interview about backcountry flying, avid pilot Alex Browne found himself completely speechless when AOPA President Mark Baker delivered the news that he had won the AOPA Sweepstakes Grumman Tiger, July 15.

Browne, an AOPA member since the age of 16, owns a modified Cessna 185 that he flies in the backcountry in California and elsewhere. AOPA Director of Photography Chris Rose was accompanying Baker for the interview. Little did 33-year-old Browne know, AOPA President Mark Baker and AOPA Senior Vice President of Media and Marketing, Kollin Stagnito, were hiding just out of sight eagerly awaiting the signal to step in.

Already surprised by Baker's sudden appearance, the shock set in as Baker explained that Browne was now the proud owner of the Grumman Tiger and presented him with the

aircraft's Tin Tail Numbers sign. "Whoa, WHOA, WHAT?! No...I'm blown away!" Browne exclaimed. "This is like the first thing I've actually won!"

Browne was quick to call his wife to share the good news, "I uhh..I just won a plane...the AOPA sweepstakes, the giveaway of the Grumman Tiger." Browne's wife, Soraya, knew the aircraft, and after confirming the aircraft was the same one to grace the cover of a recent AOPA Pilot magazine a few months prior, exclaimed, "I'm speechless!" before heading to the airport with their son, Cal, to celebrate.

Along with winning the Tiger, AOPA hosted Browne and his family at EAA AirVenture Oshkosh in Wisconsin, a trip that Browne said was on his bucket list, so he could meet his new aircraft for the first time.

The Grumman Tiger is nearly unrecognizable since its inside-and-out transformation and is truly one of a kind.



AOPA President Mark Baker (right) introduces himself to Alex Browne (left) with a handshake.  
*Photo by Chris Rose.*



AOPA sweepstakes winner, Alex Browne, poses for a celebratory photo with wife, Soraya, and son, Cal.  
*Photo by Chris Rose.*

The sweepstakes drawing (for the aircraft and other prizes) is completely random. Sweepstakes administrator Ventura Associates International LLC in New York City handles the drawing and sends AOPA randomly selected entrants' names with the prize assigned to each, so AOPA can deliver the prizes.

Browne, a commercial pilot, started taking flying lessons when he was 14 years old and earned his private pilot certificate before getting his driver's license. A passionate outdoorsman, Browne has become adept at flying in the

backcountry in his Cessna 185. Of his new Grumman Tiger, he said, "I see this as an opportunity to give back and help boost aviation within the local community. I'm hoping to get more people involved in aviation—the first being my wife!"

"The experience of being surprised by Mark Baker," Browne said, "was one I'll never forget. I'm a huge fan of him and everything he has done to promote backcountry flying. I never thought in my wildest dreams that I would have the opportunity to meet Mark in person, let alone have him stand in my hangar!" □

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The distinctive rounded tail of this 1953 Cessna 170B probably will not change when AOPA transforms this stock city slicker into a backcountry beast.  
*Leigh Hubner Photo*

## AOPA Reveals 2023 Sweepstakes Cessna 170B

**A**OPA selected a Cessna 170B as its 2023 sweepstakes aircraft to showcase how select modifications can drastically expand a commonplace taildragger's mission. Although the airplane is far from a backcountry performer in its stock condition, the Cessna 170B will soon become ready for even the most challenging backcountry strips.

AOPA will increase the aircraft's horsepower from 145 to 180; outfit it with bigger tires, a lightweight interior, and modern VFR instruments; and fit it with other modifications, not to mention a dramatic paint scheme perfect for backcountry adventures.

Members got a sneak preview of the aircraft at the AOPA Pavilion at EAA AirVenture Oshkosh 2022. In the coming months, AOPA will be flying the aircraft to grass airstrips and camping with it off the beaten path.

Stay up to date on the aircraft's planned appearances, modifications, and more as we follow it through *AOPA Pilot* magazine, AOPA.org, AOPA's YouTube channel, Instagram, TikTok, Facebook, Twitter, and LinkedIn.

*EDITOR'S NOTE:* Special thanks to AOPA's Social Media Marketer, Cayla McLeod Hunt, for this information. Cayla is a private pilot with a love for tailwheel and backcountry aircraft.



This stock Cessna 170B panel will soon get an update.  
*Leigh Hubner Photo*

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## EAA AirVenture Oshkosh 2022: Facts & Figures For A Record-Setting Year

OSHKOSH, WIS. – EAA AirVenture Oshkosh 2022 is in the books, and it turned out to be a record-setting year.

“We introduced a tagline of ‘Unlike Anything Else’ for this year’s AirVenture event and 2022’s fly-in proved to truly

be unlike anything else,” said EAA CEO and Chairman Jack Pelton. “We had seven days of nearly perfect weather, along with this year’s programs and activities, which brought out people and airplanes in numbers that we haven’t seen before.”

This year’s attendance was approximately 650,000 people, which was 7 percent more than 2021’s attendance, and exceeded the previous record of 642,000 set in 2019.

“There were several factors involved in the record attendance this year, in addition to the great weather,” said Pelton. “Programs such as the 75th anniversary of the U.S. Air Force contributed to exciting aerial displays all week, and it was a joy to welcome our international visitors back in full force for the first time since 2019.”

Here are some other details from this year’s fly-in:

**Total Aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman Regional Airport alone, there were 18,684 aircraft operations in the 11-day period



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from July 21-31, which is an average of approximately 121 takeoffs/landings per hour when the airport is open.

**Total Showplanes:** 3,226, including: 1,375 registered in vintage aircraft parking, plus 1,156 homebuilt aircraft (up 6 percent over 2021), 369 warbirds (up 5 percent from '21), 137 ultralights, 87 seaplanes, 77 aerobatic aircraft, and 25 rotorcraft.

**Camping:** More than 12,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

**Forums, Workshops, and Presentations:** More than 1,400 sessions hosted throughout the week.

**Social Media, Internet, and Mobile:** More than 10.6 million people were reached by EAA's social media channels during AirVenture, with engagement of 1.1 million; More than 83,000 hours of viewing EAA video clips online also occurred during the event.

**International Guests:** International visitors returned

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in a big way, with attendees from 92 countries outside the U.S., just one behind the record total from 2019.

**The Gathering Shines:** The EAA Aviation Foundation’s annual event to support its aviation education programs attracted more than 1,000 people and raised more than \$2 million that will be focused on EAA’s mission of growing participation in aviation.

**Media:** 797 media representatives on-site, from six continents.

**Economic Impact:** \$170 million for the five counties in the Oshkosh region (Winnebago, Outagamie, Fond du Lac, Calumet, and Brown). \* - based on 2017 University of Wisconsin Oshkosh economic impact study.

Looking ahead to 2023, Pelton pointed out that the early planning conversations have already begun.

“Certainly the 70th anniversary year of EAA will be among the big considerations as we look forward to next year’s edition of The World’s Greatest Aviation Celebration,” said Pelton.



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## 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](mailto:ngo@thunderbirdaviation.com).



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



## How Does That Work?

### FAA Air Traffic Control At EAA AirVenture Oshkosh

OSHKOSH, WIS. – FAA air traffic controllers say working EAA AirVenture Oshkosh held the last week in July is the “Super Bowl” of air traffic control. The convention brings in thousands of airplanes of all types in a fast environment that makes Oshkosh one of the busiest airports and air traffic control towers in the world.

For their work, these controllers will not earn a Super Bowl ring. Instead, they wear a coveted fluorescent pink polo shirt – which is necessary on the runways and is the high-visibility mark of an FAA AirVenture air traffic controller.

The FAA has staffed a tower at the EAA convention since the 1960s. FAA Air Traffic staff, including controllers, supervisors, and managers, annually apply to work this event from the FAA’s 17-state Central Terminal Service Area and from its Eastern Service Area.

This year, 65 controllers, along with additional supervisors and operations managers, were selected, representing multiple FAA air traffic facilities.

The controllers are divided into 16 teams of four persons each:

One “veteran” controller serves as the team leader and a second veteran may also be part of the team. Each of these controllers will have three or more years of previous EAA AirVenture experience.

At least one member of the team will have one to two years of EAA AirVenture experience. This group is identified as the “limited” category.

The final member of each team will be new to AirVenture duty and is identified as a “rookie.”

It is important to note that even an “Oshkosh rookie” has many years of training and experience and is a Certified Professional Controller (CPC) in his or her home facility.

These teams stay together throughout the convention as

they rotate through the Oshkosh control tower, the Fond du Lac tower, at FISK VFR Approach Control, and at the mobile departure platforms known as MOOCOWs (Mobile Operating and Communications Workstations).

#### Larger Network

Throughout the Midwest, there are many other FAA air traffic controllers and maintenance technicians who take on additional workload and responsibility to ensure flights to and from AirVenture are as safe and efficient as possible.

For example, controllers at the FAA’s Milwaukee TRACON (Terminal Radar Approach Control) will work all IFR (Instrument Flight Rules) traffic arriving and departing the area. These controllers may seem far removed from the action, but they are just as involved as the controllers on the Oshkosh airfield.



Chris Bildilli Photos

#### FAA’s AirVenture Goals

The FAA’s participation in the week-long event goes beyond air traffic. It focuses on three key goals:

- Ensure efficient air traffic operations during the event.
- Improve the safety culture of the General Aviation community.
- Reach out to the public regarding important aviation safety topics.

For the FAA, AirVenture is the “Super Bowl” of air traffic control, but it’s also the “Super Bowl” of General Aviation safety. □

# Southern Illinois University Partners With United Aviate

**S**outhern Illinois University (SIU) in Carbondale, Illinois, has announced that it has partnered with “Aviate,” United Airlines’ pilot career development program, to offer SIU students and CFIs a clear and direct route to the airlines.

## Campus Visit

SIU welcomed students to campus September 13 where the Aviate and SIU teams officially kicked off the partnership. Then, on September 14, students were urged to attend a United Airlines pilot panel where they learned more about what their journey to the flight deck could look like.

## Aviate Program: The 40,000-foot View

Aviate is United Airlines’ industry-leading pilot career development program offering aspiring and established pilots the most direct path to the airline. As an Aviate university partner, current and former SIU students and instructors who apply, and are successful in the Aviate selection process, will receive a conditional job offer from United.

The journey begins with the SIU student or CFI, and continues with Aviate as they gain experience and build hours toward their R-ATP (Restricted Airline Transport Pilot) Certificate. They then have the opportunity to fly for a United Express partner or take on a leadership role at a participating Part 135 partner, before ultimately transitioning to United. Throughout the Aviate program, participants will have opportunities to connect with members of the United family, receive mentoring from a United pilot, and access to travel privileges.

Here are some initial tips about the Aviate application and interview process that will help ensure a student is prepared for what’s next:

- Visit [unitedaviate.com](https://unitedaviate.com) for the latest program information.
- Students may submit their Aviate application at <https://pilot hiring.united.com/s/> There is a dropdown for Southern Illinois University.
- Students can practice for a variety

of questions during their interview, including technical questions about their experience as a pilot, and general behavioral questions (an example might be “Tell me about a time you worked as a team to solve a problem” or “Have you ever made a mistake? How did you handle it?”) that helps the airline to better understand the student’s personality, strengths, and leadership qualities.

- Like any interview, students need to be ready to make a good first impression with professional attire and presentation.

Students may subscribe and receive the latest Aviate news and follow along on Instagram (@unitedaviate). For assistance, email [aviate@united.com](mailto:aviate@united.com). □

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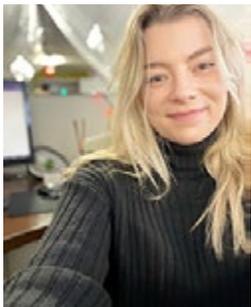
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## New Faces at the Wisconsin Bureau of Aeronautics

**W**e're happy to announce we have several new faces that have joined the Wisconsin Bureau of Aeronautics (BOA) in the last few months. As always, you can view our entire staff directory on our website at <https://wisconsin.gov/av-pubs>.



**Kelly Halada** – *Assistant Aeronautical Environmental Coordinator*

Kelly Halada joined the BOA as an Assistant Aeronautical Environmental Coordinator in June 2022. Kelly is responsible for ensuring compliance with state and federal environmental laws regarding Wisconsin state-funded airport projects.

Kelly's duties include coordination with regulatory agencies, including the Wisconsin Department of Natural Resources (WDNR) and U.S. Army Corps of Engineers. She is also responsible for completing the associated environmental documentation required for Wisconsin airport projects that utilize state or federal funding. Kelly also serves as an internal resource to BOA staff. Kelly is part of the environmental team at the BOA, with goals to focus on the environmental compliance processes surrounding the construction of airport projects.

Kelly earned two Bachelor of Science degrees in Political Studies and Environmental Studies from the University of Wisconsin-Madison. Before joining BOA, she interned for the WDNR in the Aquatic Invasive Species Division. Kelly currently lives in Fitchburg, Wisconsin and loves snuggling her cats, hiking, and visiting Devil's Lake with her husband.

For any questions concerning environmental issues at the Bureau of Aeronautics, please feel free to contact Kelly at [kelly.halada@dot.wi.gov](mailto:kelly.halada@dot.wi.gov) or (608) 267-3633.



**Jesse Friend** – *DBE/Labor Compliance Specialist*

Jesse Friend joined the BOA in July of 2022 as a Disadvantaged Business Enterprise (DBE)/Labor Compliance Specialist. Jesse joins Shannon Clary and Crystal Wilson in the DBE/LC office and will work closely with BOA project managers, consultants,

and contractors to resolve labor compliance issues on airport construction projects.

His primary role is to ensure that airport construction projects meet contract requirements for prevailing wages, payments to subcontractors and nondiscriminatory practices. This includes auditing for Equal Employment Opportunities, Title VI, and Title VII compliance and assisting with management of the bureau's DBE program.

Prior to joining the bureau, Jesse worked with the Department of Justice firearms unit, processing background checks for firearms purchases and Concealed Carry Weapon permits. In his free time, Jesse enjoys hassling his cats, having small adventures around the state, and playing overly complicated board games with his friends.

For questions regarding labor compliance, please contact Jesse at [jessed.friend@dot.wi.gov](mailto:jessed.friend@dot.wi.gov) or call (608) 264-9927.

### New BOA Project Managers

Three of the new BOA staff members are project managers. In general, BOA project managers are responsible for helping airports develop a realistic and achievable capital improvement plan; contracting with consultants for planning, design, and construction engineering services; conducting plan reviews; and working as a liaison between local sponsors and state and federal agencies.



**Tyler Leslie** – *Airport Engineering Specialist*

Tyler Leslie joined the BOA in May 2022. Tyler earned a bachelor's degree in Political Science with a minor in Legal Studies from the University of Wisconsin-La Crosse in 2018. Before joining the Bureau of Aeronautics, he worked in the Compliance Bureau at the Wisconsin

Department of Revenue.

In his free time, Tyler enjoys reading, hiking, and listening to music. Tyler can be contacted at [\(608\) 267-9396](tel:6082679396) or [tylerd.leslie@dot.wi.gov](mailto:tylerd.leslie@dot.wi.gov).



**Colin Davidson** – *Airport Development Engineer*

Colin Davidson joined the BOA in July 2022 as an Airport Development Engineer. Colin earned bachelor's degrees in Mechanical Engineering and Business Administration from the University of Kansas in 2012 and is a registered Professional Engineer in the State of Kansas.

He is currently pursuing a master's degree in Business Administration from MSOE University in Milwaukee.

Colin comes to the BOA after having worked for the past 10 years at a consulting engineering, procurement, and construction firm located in Kansas City. There, he primarily worked on projects in the oil and gas industry.

Colin and his wife live in Wauwatosa and enjoy traveling, hiking, biking, and exploring their beautiful new home state of Wisconsin. He is excited to be able to combine his personal interest in aviation and travel with his career as an engineer.

Colin can be reached by phone at [\(608\) 266-2542](tel:6082662542) or by email at [colin.davidson@dot.wi.gov](mailto:colin.davidson@dot.wi.gov).



**Samuel Lee** – *Airport Development Engineer*

Samuel Lee joined the BOA in July 2022 as an Airport Development Engineer. Sam earned a Bachelor of Science degree from the University of Wisconsin-Milwaukee in Civil Engineering. Sam looks forward to helping airports across Wisconsin meet their future development goals.

Sam has lived in both Madison and Milwaukee and enjoys outdoor activities like fishing and running.

You can contact Sam by phone at [\(608\) 267-3584](tel:6082673584) or by email at [samuel.lee@dot.wi.gov](mailto:samuel.lee@dot.wi.gov)

## AOPA Launches Alliance Program To Cross-Promote Complementary Aviation Organizations

The Aircraft Owners & Pilots Association (AOPA) is introducing the AOPA Alliance program with the Antique Airplane Association (AAA). Niche aviation associations and type clubs, such as AAA, are a critical part of the GA fabric. While they are among the most avid aviation groups, AAA (and other such groups) may be unknown to many pilots and aircraft owners who would benefit from their educational programs and sense of community.

The AOPA Alliance program will support these organizations through a dedicated webpage on [aopa.org](http://aopa.org) and exposure in AOPA print, online, and video media channels. AOPA allied organizations will, in turn, educate their members about AOPA's mission and initiatives through their websites, channels, and events.

Based at Antique Airfield in Blakesburg, Iowa, AAA is the world's oldest organization dedicated to antique and classic aviation. Formed in 1953 by Robert L. Taylor, and currently run by his son, Brent Taylor, its mission is to help the owners, restorers, and pilots of antique and classic aircraft to "keep the antiques flying." The association comprises 3,500 members across the United States, who fly a range of vintage and classic aircraft dating from the 1920s through the 1950s.

Each Labor Day weekend, members gather at the annual AAA/APM Invitational Fly-in held at Antique Airfield.

"While different organizations may have different goals and memberships, all of GA needs to come together and protect our shared passion for aviation and our collective freedom to fly," said AOPA President Mark Baker. "Members of the Antique Airplane Association are among the most passionate aviators we know and share many values with AOPA. This is a great fit, and we look forward to such partnerships with other organizations."

"When AOPA began in 1939, most of the airplanes viewed today as antique or classic aircraft were then current production airplanes," said Taylor. "This affiliation will bridge that past with the present for both organizations. This opportunity helps our respective organizations attract new members."

To inquire about your organization becoming an AOPA allied organization, contact AOPA.



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

**Ryan E. Gaug, Interim Director**

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## Airport Layout Plans: A collaborative effort that ensures safety, efficiency, and funding for public airports.

by Matt Lebens

*Airport Development Engineer, North Region - MnDOT Office of Aeronautics*

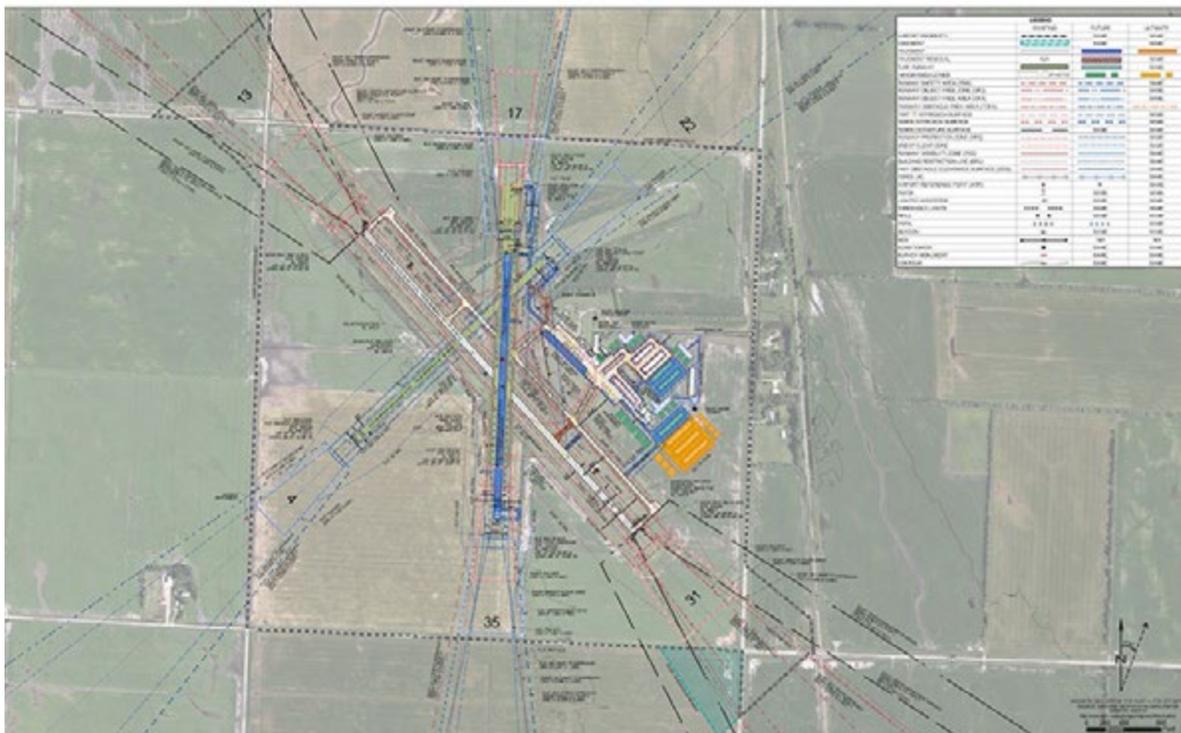
An Airport Layout Plan (ALP) is a formal public document required by MnDOT and the Federal Aviation Administration (FAA), and consists of a set of large format (24" x 36") detailed overhead drawings of the entire airport. ALPs are important because they give airport managers and others a comprehensive and accessible picture of airport infrastructure that helps provide a long-term, comprehensive planning strategy. ALPs may be prepared in conjunction with, and in support of master plans, long-term comprehensive plans (LTCPs), and zoning documents. The Narrative Report or Master Plan that typically accompanies the ALP provides detailed information about current and projected activity levels at the airport, facility requirements, alternatives and recommendations, and an implementation plan.



Matt Lebens

There are somewhat different ALP requirements in Minnesota depending on whether the airport is in the federal system, or the airport is state funded only. Airports in the FAA Report, National Plan of Integrated Airport Systems (NPIAS), need to meet all state and federal rules and design criteria. Non-NPIAS airports in Minnesota must prepare ALPs according to state guidelines. Individual layout sheets that comprise the airport layout plan set will vary with each planning effort. Drawings that might be included are described below:

- Title Sheet – A separate cover sheet, with approval signature blocks, airport location maps, and other pertinent information.
- Airport Data Sheet
- Airport Layout Plan – Shows the entire airport and depicts details of the existing and future airport facilities. *(See example below.)*



- Terminal/Building Area Drawing – Shows all existing or planned buildings and related infrastructure. It is used to review safety, security, and funding eligibility. (See example below.)



- Inner portion of the approach surface drawing – Shows details of the approach surfaces and other zones, such as those required by the local FAA office or state agency, runway protection zone, clear zone, Zone A, etc.
- Airport Airspace Drawing
- Zoning/Land-Use Drawing
- Airport Property Map/Exhibit A Sheet

ALP drawings typically show the airport as it exists today, plus near-term plans (0-5 years), long-term plans (6-10 years), and potential development plans (11-20 years). The ALP includes the facility’s graphical plan layout with design and operational data, airspace information required for aircraft approach and departure procedures, building area graphics and meteorological data, as well as property and land-use information for the airport and surrounding area. That information is important, as it is used to develop and implement airport licensing, safety zoning, and community land-use requirements.

On average, it takes approximately two years to complete an ALP and they are typically updated every five to 10 years, depending on the airport’s classification and development needs. Current, well-prepared, and approved ALPs are vital for safe, effective operations and development of Minnesota airports. An approved ALP ensures the safety, utility, and efficiency of the airport, helps plan and deliver maintenance and improvement projects that meet design standards, and are required for public funding. Up-to-date airport planning documents allow better funding decisions for each airport, and across the entire aviation system.

In order to prepare an ALP, a consultant is typically tasked by the airport sponsor to prepare the document. ALPs require coordination between the Airport’s sponsor, consultants, FAA, MnDOT Aeronautics office, airport users, key stakeholders, and public involvement activities. There will be a review of the airport’s existing conditions, determination of current and future airport “design aircraft,” fixed based aircraft, and operations forecasts, determination of facility needs, evaluation of potential alternatives, and estimates of capital costs and phases. Good communication between all stakeholders is a critical component to creating a quality ALP. Pilots and other users can contribute by reporting any perceived unsafe or inefficient operational conditions to the airport manager or the MnDOT Aeronautics office. We’re always open to new ideas, and welcome input from those who use our airports to help keep infrastructure safe, well maintained, and functional for pilots and the local community.

Developing an ALP, and their associated reports, is a collaborative effort that involves the airport sponsor, airport users, the surrounding community, and State and Federal agencies. A quality ALP provides the necessary information to maintain a safe, cost-effective airport – one that creates and enriches economic and recreational opportunities for the community it serves, for years.

*EDITOR'S NOTE:* Matthew Lebens is the P.E. Principal Engineer for the North Region with the MnDOT Office of Aeronautics, Airport Development Section. He started working at MnDOT in 1987. He graduated from the

University of Minnesota in 2004 with a degree in Civil Engineering. He started at Aeronautics in 2015 and has been working continuously in the North Region since then. □

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## Types of Airports In Minnesota, and Their Uses

by Kelly Akhund

Airport Program Administrator  
MnDOT Aeronautics



Kelly Akhund

**T**here are many beautiful airports in Minnesota, in different sizes and designs to meet many users' needs. Some of the airports pilots and passengers will find include large commercial-operator airports that service airlines, general aviation airports that have flight schools, and airparks used by a community of pilots whose homes can sometimes surround the runway.

There are five different license designations for airports in Minnesota: public, private, personal use, special purpose airports, and unlicensed landing areas. Every type of airport is designed to specific specifications and safety standards. Pilots are taught about public and private airports during ground school training. However, many pilots haven't heard of the "other three" airports that are specific to Minnesota licensing and might not be familiar with who is allowed to use them.

Most general aviation pilots are familiar with public airports. Public airports are open to all pilots and do not require prior notice or permission to fly into or out of them. Runways at public airports are designed using FAA safety standards and their sizes are based on certain aircraft using them. The design of public airports is thought through by engineers who intentionally calculate the length and width of a runway, test pavement strength, and follow safety standards based on the largest airplane that will land on that runway. Everything about a public airport's design is chosen purposefully to ensure it remains safe for public use.

There are also private airports – those that show up as an "R" on the sectional and require permission from the owner before landing at it. The reason that pilots must communicate with the airport owner is to ensure they obtain safety information about the airport. The owner will provide pilots with specifics regarding the airport design and how it could potentially affect aircraft performance. This information allows pilots to calculate the risks when landing or taking off at that airport.

Minnesota also has many designated personal use airports. Although many pilots may be unfamiliar with personal use airports, it's likely they have seen one while flying. Have you even been flying on a beautiful VFR day and noticed

a runway beneath you that is not on the sectional? It's very likely that airport is designated as personal use.

Personal use airports are similar to private airports in that they are usually on private land. Yet, their design is typically much different from private airports. Where private airports are licensed and designed to a certain safety standard to allow permission-based public aircraft to land, most personal use airports don't require a license and are designed by the airport owner based on only their aircraft's performance. Because the airport is not held out to the public, it is also not held to public or private airport safety standards. Personal use airport owners assume their own risk when using their own airport. Since these airports are not intended to be used by others, personal use airports are not displayed on any chart for public distribution.

The last two types of airports are far less common in Minnesota. Special purpose airports are used for light sport category aircraft and are open to the public. These types of airports are held to certain safety criteria to ensure safe operations for all public light sport users. Yet, the standards are different than those of a public airport since special purpose airports are used by smaller, slower and lighter aircraft. Special purpose airports are designed to have shorter and narrower runways and are identified on a sectional with an "F." There are currently no airports with a special purpose designation in the state of Minnesota.

An unlicensed landing area is essentially a temporary airport – a location used to land aircraft for less than 30 days. The location can be used only by persons holding at least a private pilot's certificate when the landing area is for private use. If the landing area is used for commercial operations, the business using that location must hold a commercial operator license. For example, an unlicensed landing area might be used at a remote construction site that needs to use helicopters to tether equipment directly to the construction location. Unlicensed landing areas are not published on sectional charts.

It's important to note that a pilot's choice of an emergency landing site should not be based on airport designation type.

Minnesota has some of the most well-known airports in the nation. Pilots must always take a cautious approach (pun intended) before deciding to land at an airport they are not familiar with. Before making the decision to land at an airport, be sure to understand what type of airport it is, find out if you need permission to land there, and know that the airport might not be designed for your aircraft. □



## Lake Elmo Airport Debuts New Runway

*Latest Investment In Twin Cities Reliever Airport System Improves Operations & Safety For GA*

MINNEAPOLIS-ST. PAUL, MINN. – The Metropolitan Airports Commission (MAC) is celebrating the opening of a new 3,500-foot runway at Lake Elmo Airport (21D), one of the latest projects that supports growth in the region’s aviation industry. The new runway is part of a multi-year project to improve airfield infrastructure and provide safer operations.

The new runway opened to air traffic on July 20. Runway 14-32 is 650 feet longer than the previous runway, which will be converted to a taxiway in the final phase of the project. The MAC joined many neighbors, tenants, and users of the airport in a ribbon-cutting ceremony for the new runway on August 17.

“This project was driven by our legislative mission to promote aviation to its fullest potential at all of our airports while minimizing environmental impacts,”



Ribbon-cutting ceremonies (L/R): Brian Ryks, Executive Director and CEO of the Metropolitan Airports Commission; Gary Kriesel, Washington County Commissioner, District 3; Rick King, Chair of the Metropolitan Airports Commission; and Dag Selander, owner of Lake Elmo Aero.

*Photo Courtesy of the Metropolitan Airports Commission*



said Brian Ryks, CEO of the MAC. “This new runway will be safer, more efficient and support the investments that businesses and tenants are also making at Lake Elmo Airport.”

The MAC’s six general aviation airports are referred to as “reliever airports” within the Twin Cities metropolitan area because they relieve traffic that would otherwise impact Minneapolis-St. Paul International Airport (MSP), the 17th busiest passenger airport in North America. The MAC’s reliever airport system generates an estimated \$756 million a year for the area economy and supports more than 4,600 jobs. Despite the pandemic, MAC reliever airports have seen double digit growth in the number of flights between 2019 and 2021, with operations surpassing 352,000 last year across the system.

Located between St. Paul and the St. Croix River, the Lake Elmo Airport is a hub for recreational aircraft, business aviation, and flight training. The airport supports more than 32,000 landings and takeoffs annually.

“Our reliever airports play an important role in the Twin Cities region, especially as we saw a resurgence in private business travel, recreational flying and flight training during the pandemic,” said Rick King, Chair of the MAC. “These infrastructure investments will help us better meet the needs of our strong and growing aviation community.”

Envisioned as a part of the Lake Elmo Airport’s 2016 long-term plan, construction on the modernization project began in 2019. The project also includes realigning an adjacent roadway, upgrading instrument approach technology, installing new lights and signage, and making other airfield safety improvements. The \$23.9 million project

was funded with more than \$17.5 million in federal and state grants.

In the past five years, the MAC has invested more than \$50 million to provide a safe, efficient and modern reliever airport system. This includes preserving and enhancing runways, taxiways and taxilanes; adding energy-efficient lighting systems; improving navigation aids, facilities, equipment and fueling, and conducting essential long-term planning and environmental work. The MAC completed a \$7 million project at Crystal Airport in 2020 for a major runway extension and airfield improvements. Future investments for airfield modifications and safety improvements have been recommended for Airlake Airport in Lakeville, based on a long-term plan approved by the MAC in April 2018.

### **About The Metropolitan Airports Commission (MAC)**

The Metropolitan Airports Commission (MAC) owns and operates one of the nation’s largest airport systems, including Minneapolis-St Paul International (MSP) and six general aviation airports. The MAC’s airports connect the region to the world and showcase Minnesota’s extraordinary culture to millions of passengers from around the globe who arrive or depart through MAC airports each year. Though a public corporation of the state of Minnesota, the organization is not funded by income or property taxes. Instead, the MAC’s operations are funded by rents and fees generated by users of its airports. For more information, visit [www.metroairports.org](http://www.metroairports.org). □

# Tenants At St. Louis Downtown Airport Continue To Grow, Bringing High-Paying Jobs & Great Career Opportunities To The Bi-State Region

ST. LOUIS, MO. – Located just minutes from the Gateway Arch, St. Louis Downtown Airport has long been recognized for providing chartered flights with unparalleled access to downtown St. Louis and the surrounding region, hosting more than 100,000 flight operations annually. Many may not realize, however, that the airport also is home to a host of aerospace tenants, and it is the operations at some of these organizations that have really been taking off and will bring scores of new jobs to the region.

Gulfstream Aerospace Corp. is the largest tenant at the airport, which is located in Cahokia Heights and Sauget, Illinois.

A recently announced expansion will bring 140 new well-paying positions to the Gulfstream St. Louis Service Center, a maintenance, repair and overhaul facility that already employs approximately 375 individuals in various capacities. The expansion will increase production of custom cabinetry and exterior paint capacity for Gulfstream's in-demand, large-cabin aircraft.

Gulfstream is taking a proactive approach to workforce development in the area and offers opportunities for advancement with a structured path to progress employees as they gain experience in training to the different levels existing in their job category. The company's website career page includes details about various trainee positions, as well as the different categories of open positions. Sign-on bonuses and some relocation packages to St. Louis are offered for select positions.

Ideal Aviation, which operates a flight school and aircraft maintenance and repair facility at St. Louis Downtown Airport, has been growing approximately 25% each year for the past several years, and now has 25 employees onsite. The company moved to a larger hangar and office space at the airport in February 2021, and is once again at capacity and will need more hangar and parking space as it continues to grow.

"We attribute our growth to strong demand for pilot training and a program which provides some of the best instructors in town working with new, well-maintained aircraft in a comfortable environment," said Bill Macon, Managing Partner of Ideal Aviation. "Our central location is also a plus."

Ideal Aviation is currently fully staffed, something Macon attributes to the quality of their operations and company culture and strong relationships with Southwestern Illinois College and St. Louis University, but he says they are always on the lookout for qualified Certified Flight Instructors and mechanics who would fit well with their team. He invites

interested candidates to submit a resume or to visit their facility to learn more.

With its headquarters and largest facility at St. Louis Downtown Airport, Helicopters Inc. is a growing aviation company that specializes in turn-key Helicopter Electronic News Gathering

(ENG) solutions for TV news outlets across the country. The company has approximately 70 helicopters on its fleet, providing "eye in the sky" customized packages to more than 40 news stations in more than 30 cities coast-to-coast. This core business remains strong across the country, with markets continuing to recognize the benefits of a turn-key helicopter solution ready when they are to capture everything from morning traffic to high-speed vehicle pursuits. In addition to a continued focus on the ENG market, the company has seen notable growth in the charter and VIP tourism spaces. Helicopters Inc. currently has 260 employees nationwide with 37 working at the St. Louis Downtown Airport facility, where the current footprint is adequate to handle continued growth.

"We have enjoyed our longstanding relationship with the airport," said Ryan Harbison, Vice President Business Development for Helicopters, Inc. "Their support is outstanding, and we look forward to many more years of partnership and growth operating out of St. Louis Downtown Airport."

Helicopters, Inc. also currently has several full-time and part-time pilot positions available and is always looking for well-qualified maintenance personnel to help the local team and other teams across the country.

"We are continuously seeking qualified candidates to satisfy the demands of our industry and have been successful maintaining an industry leading workforce during these challenging times," Harbison said. "While we are based out of the St. Louis region and look forward to continuing our growth here, we have a national presence in more than 30



major cities. We encourage personnel interested in aviation or aviation maintenance to check out our openings as we expand into new and exciting verticals of the aviation industry.”

“We are so appreciative of the commitment these tenants have to this region and excited about the opportunities their growth will provide for so many people who will be hired for new positions in the months and years to come,” said Mary Lamie, Executive Vice President of Multi Modal Enterprises at Bi-State Development. St. Louis Downtown Airport is one of the enterprises operated by Bi-State Development.

“We’re even more excited this growth will be occurring here at St. Louis Downtown Airport, where Gulfstream recently signed a new 10-year lease and will be a key beneficiary of the new Ground Engine Run-Up project that Illinois Governor JB Pritzker announced a \$5 million grant award for last fall. We’re investing in this project to support a critical improvement that will benefit the aircraft maintenance providers operating at St. Louis Downtown Airport and support a fantastic industry,” said Sandra Shore, Director of St. Louis Downtown Airport.

More information on available careers at these various airport tenants can be found at [www.careers.gulfstream.com](http://www.careers.gulfstream.com), <https://flyhelicoptersinc.com/employment/> and [www.idealaviationstl.com](http://www.idealaviationstl.com).

### *About Bi-State Development*

*Bi-State Development (BSD) owns and operates St. Louis Downtown Airport and the Gateway Arch Riverboats, as well as operates the Gateway Arch Revenue Collections Center and Gateway Arch trams. BSD is the operator of the Metro Transit public transportation system in eastern Missouri and southwestern Illinois, which includes the 87-vehicle, 46-mile MetroLink light rail system; a MetroBus vehicle fleet of approximately 24 battery electric vehicles and nearly 400 clean-burning diesel buses that operate on 59 MetroBus routes; and Metro Call-A-Ride, a paratransit fleet of 123 vans. BSD also operates the St. Louis Regional Freightway, the region’s freight district. To learn more about St. Louis Downtown Airport, visit [www.stlouisdowntownairport.com](http://www.stlouisdowntownairport.com).* □

## New Solar Array Scheduled For Abraham Lincoln Capital Airport, Springfield, Illinois



by Jim Bildilli

**T**he Springfield (Illinois) Airport Authority held a groundbreaking ceremony July 14, 2022, for the construction of a \$5.6 million solar array project. The 2.88-megawatt system will be comprised of a combination of roof and ground-mounted solar arrays spanning across three sites, producing approximately 4,000,000 kWh annually. This should offset over 90% of the current electrical needs for three facilities located in the airport’s north quadrant.

The project is a collaboration with Veregy to design and oversee the construction of this renewable solar energy project that will ultimately provide significant operational savings and energy security for the Airport Authority facilities, as well as StandardAero’s facility, well into the future. StandardAero is an international company that provides major maintenance, repair and overhaul services for larger business aircraft and its roots in Springfield date back to the 1950s. This project

represents the first installation among their 55 current locations.

Once completed, the array will be the largest airport-owned solar array for net-metering in Illinois. It is projected to provide an anticipated savings of \$14.1M over the next 30 years, while lowering greenhouse gas emissions at an equivalent to an annual reduction of 7,500 barrels of oil.

Veregy is a guaranteed performance contractor which provides energy and cost-saving solutions that include mechanical, electrical, plumbing, solar, EV, microgrid and building systems control projects that support customer’s environmental and financial sustainability goals. Veregy collaborated with the Airport Authority to help secure the Illinois Block Grant Program’s Solar Renewable Energy Credits (SRECs) for project funding, along with a prepaid power purchase agreement with Balance Solar. Combined, these funding sources provided \$3.3 million, or over half of the project costs. □

# Spot Landing Contest Once Again Hits The Spot!

Experienced and inexperienced pilots alike participated in this year's "Spot Landing Contest," September 10, 2022, at Milwaukee Lawrence J Timmerman Airport (KMWC). A young lady competed in the contest for the first time, exactly one year after she took a "Discovery Flight," and a young man 12 years of age, also competed for the first time with his flight instructor.



Milwaukee County, which owns and operates Timmerman Airport and Milwaukee General Mitchell International Airport (KMKE), provides a grand prize of \$200.00 and food and refreshments. The prize money added to the fun, but it was the challenge of the competition that lured pilots from as far as Oshkosh, Wisconsin. The contest was hosted by Spring City Aviation to promote safety and the airport.

Participants arrived at Timmerman by 10:00 a.m. for a mandatory safety briefing. The contest got underway at 10:15 a.m.

Each contestant was given two attempts to land on the white target line, or as close beyond the line as possible, and only the best landing counted. Any landing short of the line was not counted.

Pilots had their choice of executing a touch-and-go to reenter the pattern for their second attempt, or landing to a full stop, then taxiing back to takeoff again.

Power and flap adjustments could be used to make the most accurate landing, but flaps could not be raised unless executing a go-around.

Legitimate go-arounds were okay, as safety was the focus of the contest. But go-arounds were not to be used to cheat.

Jamming, slamming, or deliberately landing hard on the runway was not acceptable. Only normal, descent landings

counted. The judges adjusted scores for any such landings that resulted in bouncing, side-loads or porpoising.

Only three aircraft could be in the pattern at any one time, and the judges' decisions were final.

When it was their turn, pilots contacted Timmerman Ground and informed the controller they were participating in the contest and ready to taxi to the designated runway.

Pilots then taxied out in assigned groups of three to avoid congestion on the taxiway, but procedurally, there were no shortcuts. Pilots did their normal preflight checks and runups at the end of the runway.

The airport remained open during the competition, and participants got excellent cooperation from the tower. Transient aircraft were given the right-of-way, so as not to disrupt normal airport operations.

This year's winners were:

Zach Davies of Waukesha, Wis., 1st place with a distance of 8 feet (middle in black).

Sam Treffinger of Mukwonago, Wis., 2nd place with a distance of 11 feet (far left in blue).

Curtis Sweeney of Oshkosh, Wis., 3rd place with a distance

of 12 feet (middle in green).

Ryan Krueger of Waukesha, Wis., who nearly had a perfect landing but bounced slightly just before the line, received honorable mention (pictured far right in blue).

For a firsthand look at the contest, watch the livestream: <https://www.facebook.com/TimmermanAirport/videos/5574995855894580>

In addition to the "Spot Landing Contest" in September, Milwaukee County also sponsors a "Flour Drop Contest" in June.





## The Senior Project That Is Opening Many Doors

**H**annah Shickles, 18, of Brodhead, Wisconsin, first got involved with the Kelch Aviation Museum, located at the Brodhead Airport (C37), through a project at her high school. At Brodhead High, to graduate, students are required to do what they call a “senior project,” which entails 20 hours of community service of the student’s choosing, writing journals of their work, and a 15-minute presentation about their project.

Originally, Hannah planned to volunteer at the retirement center in town. “Fortunately, those plans fell through when the pandemic hit,” said Hannah. “The Kelch Aviation Museum reached out to the high school for volunteers, and although I had never been there, I thought it would be better than picking up trash on the side of the road. To my surprise, I was the only student who answered the email.”

Hannah was invited to the museum in September 2020. “That day will be one I will never forget. The huge 60 ft. hangar door was open, displaying nearly a dozen one-of-a-kind vintage aircraft. The scene looked like a dream. It was sunset, and the sun cast a beautiful orange glow across the wings of the aircraft.”

Hannah was then given a tour of the airport by some of the local pilots. The following day she started logging volunteer time, cleaning oil pans and polishing airplanes. “I didn’t mind... I really liked being around the vintage aircraft.”

That same day the executive director of the museum, Patrick Weeden, asked Hannah if she wanted to go for a ride in the museum’s 1932 Curtiss Wright 12W Travel Air biplane.

“What an opportunity! The chance that the pilot who is on the museum’s insurance policy was in Brodhead (he



lives across the country), and this beautiful vintage biplane is recently annualized and ready to fly. The evening was beautiful, and I just happened to be there! It was as if the stars aligned.

“But to everyone’s shock, I said ‘no.’ But Pat, the pilot, and other pilots would not take no for an answer, and I am so glad they didn’t. The second I sat in that biplane, something clicked inside me, and I knew then what I know now... aviation would forever be a part of my life.”

Hannah continued: “This brings me to present-day me. My savings are for my education, but last summer I worked hard at the museum and made enough money to take one lesson a week, make my tuition payment for college, and pay for gas in my car. I had a surplus of \$4 a week. I swear, this is a true story! I did the math.

“This is how I knew I was serious about becoming a pilot. When I saw my paycheck and thought about how many lessons it would get me, I knew then I had caught the aviation bug!”

Today, Hannah is the curator, events coordinator, and archivist at the museum. She also just obtained her private pilot certificate.

Hannah soloed in a 1945 Aeronca Champion 7AC. For her cross countries, hood time, and check-ride, she flew a 1970 Cessna 150K. Hannah’s flight instructor was Elroy Hilbert at Cottonwood Airport (1C8) in Rockford, Illinois.

“Had someone told me that at age 18, I was going to solo in multiple airplanes, and get my pilot’s license, I would have said you’re crazy!

“It’s amazing how life can change in an instant. I have been so blessed by the aviation world. I’ve met incredible people and seen remarkable things. Thank goodness for my senior project!”

Hannah is currently a student at University of Wisconsin-Whitewater, working on her Associate Degree. “I am not currently planning on becoming a professional pilot, but that could always change.” Regardless, Hannah’s pilot certificate is sure to open doors in the future. Hannah is the daughter of Angela Olson of Brodhead.

### **Kelch Aviation Museum**

The Kelch Aviation Museum is open Wednesday through Sunday, 10:00 am to 4:00 pm. Admission is free! Larger groups requesting a guided tour should call for an appointment: 608-897-1175.

Based around the stunning vintage aircraft that museum’s namesake, Alfred Kelch, collected, the Kelch Aviation Museum brings the story of the Golden Age of Aviation to life.

The aviation legacy of the years between the World Wars changed the course of history, and the Kelch Aviation Museum keeps that legacy alive through education, preservation, and good old barnstormer-style pizzazz.

The collection includes 19 vintage aircraft, three vintage automobiles, 10,000 aviation books, 12 original aircraft engines, cabinets of photo collections, and dozens of models, works of art, and one-of-a-kind treasures!

Whether you are a “Snoopy-and-the-Red-Baron” fan, or a researcher sleuthing out original aircraft blueprints, the Kelch Aviation Museum has something to fascinate everyone!

***Alfred & Lois Kelch Aviation Museum, Inc. is a 501(c)(3) non-profit educational corporation and donations are tax deductible as allowed by law.*** □

# THE SKY AND I

by Ann Holtgren Pellegrino



**LEARNING TO FLY  
1960 TO 1961  
YOUNG FIELD  
ANN ARBOR, MICHIGAN**

**First Part of Chapter One  
First Flying Lesson, August 29, 1960**

“Be sure your seatbelt is tight. Put your hands and feet on the controls,” Jim hollered from the back seat.

I nodded.

The throttle knob eased forward, taking my left hand with it. I felt the rudder pedals twitch under my feet and the stick move back and forth slightly in my right hand. The engine responded, and the little blue airplane surged forward. Bumping and rattling, the Champ raced over the turf.

Suddenly, the jouncing ceased. We were airborne, skimming the trees at the end of the runway. So, this was flying. It was my first time in an airplane and my first flight lesson.

Never had I imagined I would learn to fly!

Growing up south of Chicago, my parents – Aba and Clifford Holtgren – took my younger sister Lois and me to Midway Airport to meet arriving relatives. That was exciting!

When they departed, we sisters put our thin dimes in the collection box for admission to the observation deck. There we watched as engines were started and the airliner moved slowly toward the runway. We watched it thunder down the runway and climb up into the sky until the silver wings disappeared. Someday, I promised myself, I would be the one departing.

But, never had I thought about becoming a pilot!

As a youth. I remember buying a model kit for a wooden Piper Cub, assembling it, and painting it bright yellow. Airplanes were intriguing, but I felt aviation far removed from



## THE SKY AND I

*How I learned to fly ...  
before I flew around the world six years later.*

**Ann Holtgren Pellegrino**

Foreword by Sparky Barnes

me. Little did I know then that future circumstances would make it possible for me to be personally involved in the world of flight.

After Don and I married in 1958, we visited Whidbey Island Naval Air Station where his brother was a pilot. Long conversations centered on flying. Neither of us had ever been up in the air. We listened to his brother tell about learning to land, the satisfaction of that solo flight, and flying to distant cities.

Don and I decided to become part of this aviation world. We joined the flying club at Young Field, near Ann Arbor, Michigan. We took our first lessons on August 29, 1960. Flying in the beautiful blue Aeronca Champion that day was the beginning of my aviation life and also of this book.

### **Last Part of Chapter One**

Why doesn't he tell me how much back pressure. I didn't like those dizzying spirals either. They made my head light when coupled with the drone of the engine and the constant bouncing.

“Well, try one to the right. Remember back pressure.”

“Back pressure,” I mumbled. Right stick. Right rudder. Neutralize. Back pressure. Still the Champ circled downward toward a wheat field. I pulled back harder. Getting angry, I

thought, why couldn't he let me fly straight and level? There would be plenty of time to learn turns later.

Jim leveled the plane. I set my lips in a hard, determined line as I banked again to the right. The turn tightened and we lost altitude.

"Watch the altimeter," Jim advised. "Then you'll know if you're losing altitude." He added power and the plane returned once again to 2000 feet.

Now, where was that altimeter? There it was. The long needle was indicating 2000 feet. I hoped it would stay there the next time I tried a turn.

"I'll show you one more," Jim said as he banked the plane, executing a perfect circle. It seemed so easy. Was he showing off?

"Try another turn," he said.

This time I completed the circle. The altimeter registered 1700 feet. But the turn hadn't tightened as much as the other ones.

Jim sighed and said, "Well, let's call it a day."

Maybe now he would take over. No such luck. He asked, "Where's the airport?" From the sound of his voice, there was probably a wide grin on his face. Fortunately, there was a bright orange-backed drive-in screen adjacent to the airport. I pointed. One thing in my favor for the day!

Jim turned the plane toward the airport and, apparently, planned to fly. Now I was free to enjoy being aloft. Below, the fields were divided into squares and gravel roads formed their boundaries. How neat everything looked from this altitude.

Nearing the airport, Jim turned the plane southeast, paralleling the longer runway. Suddenly, the engine seemed to stop, or was it running at reduced power? Jim explained, "We chop power to lose altitude and land. Now, I'll turn left 90 degrees for base leg."

His voice seemed louder now that the engine was operating at a lower rpm. The altimeter unwound. Gliding was like going down a slide in slow motion. I yawned to relieve the pressure in my ears from the descent.

The throttle jumped forward as he revved the engine. What now? Reading my thoughts, Jim said, "Just clearing the engine in case we need it." The engine was idling again. Soon he turned 90 degrees to the left. The runway was ahead. Suddenly, the plane was no longer pointing at the runway, but was cocked at a terrible angle. We were descending sideways, the left wingtip leading us toward the ground. I leaned hard against the right window. Then, the wings were level again.

"Just a slip," Jim reassured me. "Helps to lose altitude without gaining airspeed by diving. You'll learn how later."

"Much later," I mumbled.

The little blue Champ skimmed the buildings at the end of the runway. Jim eased back on the stick, and we floated, level with the runway. I waited for the bump. Instead, there was a slight jar as wheels touched turf. Then the rumbling again as the plane rolled, slowing to taxi speed. In front of the office Jim switched the engine off. Instant quiet. He eased himself out of the plane. After unbuckling my seatbelt, I climbed out, slightly unsteadily for my head was buzzing.

Jim told me to buy a logbook in the office. There he methodically entered the details.

Date: August 29, 1960.

Flight from: Young Field

Flight to: Local

7AC AC Aeronca

Registration number N3692E

Engine: Continental

Horsepower: 65

Duration of flight: :45

Day: :45

Night: :00

Dual :45

Remarks: S&L, glides, turns

Jim signed: J.A. Poulter 1240448

"Can you fly again in two days? I have a flight with the airline until then?"

"Fine. What time?"

"Oh, about one."

"I'll be here."

I couldn't wait to try those turns again.

The car seemed unusually quiet on the drive home. I was tired and felt as if an extraordinary amount of work had been done. But the logbook entry was only 45 minutes.

I put the logbook on the hall table, lay on the couch, and closed my eyes. I envisioned the whirling blur of the propeller and heard the sound of the engine. I was happy knowing that one step had been taken up a long ladder that reached for the sky.

### **The book "THE SKY AND I"**

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*EDITOR'S NOTE:* Ann Dearing Holtgren Pellegreno is a professional musician, teacher, author, lecturer, and farmer. In 1967, Pellegreno and a crew of three, successfully flew a twin-engine Lockheed 10 Electra, similar to the aircraft flown by Amelia Earhart to complete a world flight that closely mirrored fateful Earhart's flight plan in 1937.

Flying a twin-engine Lockheed Electra L-10E, Amelia Earhart disappeared over the Pacific Ocean on July 2, 1937, three-fourths of the way on a pioneering attempt at circling the earth's equator by airplane. Thirty years later, Ann Pellegreno — dubbed "Michigan's flying housewife" by the wire services — was returning home after four weeks piloting the vintage Lockheed along the same route Earhart had traveled, completing the vanished aviatrix's legendary unfinished flight.

Pellegreno was born in Chicago, Illinois, in 1937 and graduated from the University of Michigan. Her books include *World Flight: The Earhart Trail, Iowa Takes to the Air: 1919-1941, and Iowa Takes to the Air: 1941-2003.* □

# Amelia Earhart Statue Unveiled At U.S. Capitol

## Atchison Amelia Earhart Foundation led statue project for State of Kansas

Pioneering aviator and women's rights advocate, Amelia Earhart, is the 11th woman among 100 statues in the National Statuary Hall Collection. This year marks 90 years since Earhart made history as the first woman to fly solo across the Atlantic Ocean — and 125 years since her birth on July 24, 1897, in Atchison, Kan.

ATCHISON, KAN. — A bronze statue of Amelia Earhart, solely funded by the Atchison Amelia Earhart Foundation, was unveiled July 27, 2022, during a Congressional ceremony in National Statuary Hall at the U.S. Capitol in Washington, D.C. Earhart is now one of only 11 women represented among 100 statues (two from each state) that comprise the National Statuary Hall Collection.

“As a pioneering force in aviation and for gender equality, Amelia Earhart captivated the world with her extraordinary bravery, unwavering perseverance and daring determination to defy the odds and pursue her dream of flight,” said Karen Seaberg, founder and president of the Atchison Amelia Earhart Foundation. “Her statue now stands at the U.S. Capitol as an inspiring symbol to encourage others — especially women and girls — to boldly pursue their own dreams.”

Following the private dedication ceremony, the foundation hosted a celebratory reception on Capitol Hill for members of the Earhart family, prominent Kansans and aviation and aerospace industry leaders, that was sponsored by Blue Origin, Spirit AeroSystems, and Textron Aviation, along with Airbus Americas, Inc., and other aviation industry partners.

“It's been a great honor to lead this effort to bring Amelia Earhart's statue to the Capitol during this 90th anniversary year since she made history as the first woman to fly solo across the Atlantic Ocean,” said Jacque Pregont, foundation board member and chair of the Amelia Earhart Statuary Hall Selection Committee. “This year also marks 125 years since Amelia was born on July 24, 1897, in Atchison, Kan., where her dream of flight began.”

Reviewing over 50 proposals from across the country, the Amelia Earhart Statuary Hall Selection Committee selected

nationally renowned sculptors George and Mark Lundeen. The Lundeen brothers performed all sculpting, welding, and finishing work on the seven-foot bronze “Amelia” in their Loveland, Colorado, studios.

With invaluable perspectives from the Earhart family, the Lundeens focused on a genuine portrayal of Amelia. “In our initial clay designs, we had Amelia wearing jodhpurs, laced boots, her leather jacket, flying cap and goggles,” said George Lundeen. “Yet in our conversations with the Earhart family, they shared how they didn't want an ‘iconic’ portrayal of Amelia, but rather to see her in how she most often, and most preferred, to dress — in trousers with a belt and sturdy shoes.”

Researching thousands of Earhart photos and videos, the Lundeens

studied not only her clothing, but also her facial expressions and stance. “We captured her as she often stood, in a gentle breeze, looking toward the sky with a hint of a squint in her eyes, her scarf about to blow over her shoulder... as if she's getting ready to fly,” said George Lundeen.

“We positioned Amelia standing with one foot slightly forward, one hand casually tucked in a pocket of her favorite leather jacket — the other holding her leather flying cap and



goggles — to convey that approachable, relaxed confidence that captured the world’s admiration,” said Mark Lundeen. They encourage visitors to look closely to see a creative addition (something Amelia did not own but imagine she would have liked): a sunflower — the Kansas state flower — on Earhart’s bronze belt buckle.

The Lundeens won the Earhart family’s approval. "Amelia is rightly celebrated for the courage, skill and drive that led her to fly higher and farther than anyone ever had," said Earhart's great-nephew, Bram Kleppner. “But that’s only part of the story. She also worked for years to advance women’s rights, personally lobbying President Hoover to advance the Equal Rights Amendment and tirelessly promoting education and careers for women. George and Mark Lundeen’s statue really captures Amelia’s adventurous spirit, her work for equality, and that rare combination of charisma and quiet confidence that made her such an icon.”

“Statues can have a powerful influence on culture, standing as enduring symbols of our values, hopes and dreams,” added George. “That’s why it’s been a real honor to bring Amelia Earhart to National Statuary Hall where her presence will have a positive influence on the many people, especially younger generations, who tour the Capitol every year.”

The Lundeens recently completed a bronze statue of Dr. Sally Ride, the first American woman in space, that was unveiled on June 17 at the Cradle of Aviation Museum in New York. The duo, along with sculptor Joey Bainer, created the bronze statues at Space Center Houston depicting the safe return on April 17, 1970, of Apollo 13 astronauts Jim Lovell, Jack Swigert and Fred Haise. For the Kennedy Space

Center in Florida, the Lundeens sculpted a bronze tribute to the Apollo 11 mission depicting the first astronauts to land on the moon on July 20, 1969: Neil Armstrong, Buzz Aldrin and Michael Collins. A statue of John L. Swigert, Jr. created by the Lundeens stands in National Statuary Hall for the State of Colorado.

The bronze statue of Amelia Earhart stands on a three-foot pedestal made of Cottonwood Limestone, notably quarried in Kansas. Designed by Carthage Stoneworks in Kansas City, Mo., Earhart’s pedestal is unlike older pedestals carved from a block of stone. To lessen the weight on the Capitol’s older, often uneven floors, Earhart’s pedestal is comprised of 14 limestone pieces designed around an internal steel structure that is connected to adjustable feet. The front plaque can be removed to more efficiently level or move the statue.

### About The Atchison Amelia Earhart Foundation

The Atchison Amelia Earhart Foundation was formed in 2016 to honor the world-renowned aviation legacy of Amelia Earhart, whose dreams of flying began in her Atchison, Kan., hometown. The foundation is dedicated to inspiring future aviation and aerospace leaders through the story of Amelia Earhart’s tenacity and determination to overcome obstacles on her journey to become the first woman to fly solo across the Atlantic Ocean. The foundation is spearheading a capital campaign to build the new Amelia Earhart Hangar Museum in Atchison. The foundation is a 501(c)(3). For more, visit [www.ameliaearhartmuseum.org](http://www.ameliaearhartmuseum.org) 

## CALENDAR

### OCTOBER 2022

- 3-5\* **EAU CLAIRE, Wis.** - 66th Wisconsin Aviation Conference. Chippewa Valley Regional Airport, host airport. [wiama.org](http://wiama.org)
- 8\* **BOONE (KBNW), Iowa** - Chili Feed Fly-in at the Boone Municipal Airport 10am-2pm. Pilots-in-command eat free. [515-291-5094](tel:515-291-5094) Dale Farnham. Email: [defarnham@msn.com](mailto:defarnham@msn.com) [www.farnhamaviation.com](http://www.farnhamaviation.com)
- 19\* **COUNCIL BLUFFS (KCBF), Iowa** - Great Plains Wing CAF Flight Cookout 5:30-7pm. [402-981-4633](tel:402-981-4633) Jeff Hutcheson Email: [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com)

### NOVEMBER 2022

- 5 **BRODHEAD (C37), Wis.** - Chili Lunch Fly-In 11am-2pm. [www.eaa431.org](http://www.eaa431.org)
- 5 **FOND DU LAC, Wis.** - 2022 Midwest Antique Airplane Club Banquet at the Radisson Inn, 625 Rolling Meadows Drive. Call [920-638-4175](tel:920-638-4175) for banquet reservations before October 15th - \$35.00 per person with cocktails at 5:30 P.M., dinner starting at 6 P.M. If you need hotel reservations call [920-638-4175](tel:920-638-4175). Block rooms available until Oct. 6th. \$109.00 per night.

To get more dates, locations and times for *The Flying Hamburger Socials* and other aviation events in the Midwest, go to <http://www.moonlightflight.com/flysocial/index.html>

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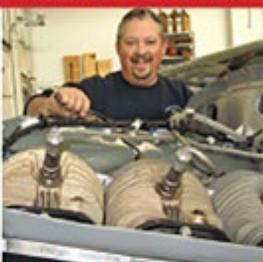
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*Brad Thornberg Photo*

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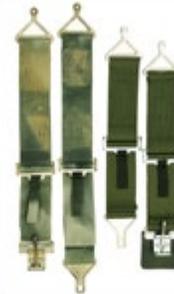
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