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ON THE COVER: A 1974 Citabria 7GCBC owned by Richard Greensted of Portland, Oregon. Champion Aircraft Corporation introduced the 7GCBC in 1965. The aircraft has flaps and a wingspan of 34.5 feet, 1 foot longer than the 7ECA and 7GCAA. After American Champion Aircraft Corporation, located in Rochester, Wisconsin, bought the rights to the aircraft in 1989, it reintroduced the 7GCBC in 1994 as the Citabria "Explorer." The Explorer is like earlier versions, except for the metal-spar wings and Lycoming O-320-B2B 160 hp engine, up from the original 150 hp engine. The most recent design change occurred in 2004 when the main gear legs were changed to aluminum. American Champion also has a "High Country Explorer" version, with a Superior Vantage O-360-A3A2 180 hp engine and larger wheels. Richard Greensted purchased his aircraft in 2021 from someone in Beloit, Wisconsin, and commented that it was a "fun flight home" to Portland, Oregon.

Frederick Johnsen Photo



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First Elvis, Then Lear... Jets To Be Restored

by Dave Weiman

We often hear of small, classic and vintage aircraft being restored, as well as warbird aircraft, but seldom corporate jets. But when names like "Elvis Presley" and "Bill Lear" are associated with the aircraft, exceptions are made.

The King of Rock 'n Roll owned three jet aircraft towards the end of his career. Most notable are the 1958 Convair 880 (N880EP) Elvis purchased in April 1975 and named it after his daughter, "Lisa Marie," and a 1960 Lockheed L-1329 JetStar (N777EP) Elvis also purchased in 1975 and nicknamed "Hound Dog II." Both aircraft are now on permanent display at "Graceland" in Memphis, Tennessee.

"Hound Dog" is a twelve-bar blues song written by Jerry Leiber and Mike Stoller. Recorded originally by Big Mama



The 1962 Lockheed L-1329 JetStar (N440RM) once owned by Elvis Presley, and recently sold at auction at Mecum Kissimmee 2023.
Photo Courtesy of Mecum Auctions (www.MECUM.com).

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EDITOR/PUBLISHER

Dave Weiman

PRODUCTION DIRECTOR

Peggy Weiman

WEB DIRECTOR

Stacy Wilk

PHOTO JOURNALISTS

Chris Bildilli, Brad Thornberg

CONTRIBUTING EDITORS & PHOTOGRAPHERS

Mark Baker	Gregory J Reigel
Dr. Bill Blank	Al Sauer
John Chmiel	Pete Schoeninger
Hal Davis	Bob Worthington
Ryan Gaug	Skot Weidemann
Michael Kaufman	Lindsay Williams
Richard Morey	Dean Zakos

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Lear 23-003 (N200Y)
Photo Courtesy of Classic Learjet Foundation

JETS FROM PAGE 5

Thornton on August 13, 1952, the best-known version is the July 1956 recording by Elvis Presley, which sold 10 million copies worldwide. This was his best-selling song and is listed as one of the Rock and Roll Hall of Fame's "500 Songs That Shaped Rock and Roll."

Elvis reportedly spent more than \$800,000 having the Convair remodeled. It featured a living room, conference room, sitting room, and private bedroom, as well as gold-plated seat belts, suede chairs, leather covered tables, 24-karat gold-flecked sinks and more. Elvis also had the Jet Star remodeled with a yellow and green interior. This aircraft was primarily used for flying Elvis' manager, Colonel Tom Parker, and his staff from city to city during concert tours.

According to an article in *People* magazine, Elvis' third aircraft, a 1962 Lockheed L-1329 JetStar (N440RM),

which had been parked at the airport in Roswell, New Mexico for the past 40 years, sold at auction for \$234,000 on January 8, 2023, which would have been Elvis Presley's 88th birthday. Presley bought the jet on December 22, 1976, for \$840,000. The new owner is James Webb of "Jimmy's World," who plans to transform the aircraft into an RV to tour the country and raise funds for charities, such as St. Jude Children's Research Hospital in Memphis. I think Elvis, being the charitable person he was, would have approved.

Meanwhile, the world's oldest Lear Jet returned home to Wichita, Kansas where it will be restored to flying condition by "Classic Lear Jet Foundation."

Lear Jet 23-003 was the third aircraft built by Bill Lear's fledgling company and the first one to be delivered. The group tackling the restoration has deep

ties to the plane and the history it represents. Classic Lear Jet Foundation is made up of current, retired, and former employees of Lear who have admiration and affection for the airplane, the man, the company and its employees, the business jet industry, and the city where it all started in 1962.

Classic Lear Jet Foundation is a non-profit IRS 501(c)(3) corporation. Donors can deduct contributions they make under IRC Section 170. For more information see <https://ClassicLear.org> or contact Rick Rowe at rick.rowe@classiclear.org/ 316-305-5046.

True, both Elvis' and Lear's aircraft are factory-built, conventional aircraft, but they were aircraft used by two people who caught our imaginations...who we admired for their talent and uniqueness...and who made contributions to the world. A fan of both people, I am looking forward to seeing the aircraft once they are fully restored. □

LETTER TO THE EDITOR

Dear Dave:

Thanks for another great issue. Hard to believe you've been putting them out for 44 years. I especially liked Dean Zakos article "Demon Ice." Reminds me of when I got ice at night. It's a frightening experience. Fortunately, mine wasn't as severe.

Pete's "Ask Pete" column is always good and very informative. If you see him, please give him my regards.

And your coverage of the Wisconsin Aviation Conference was outstanding! Thanks.

Please say hi to Peggy.

Bob Kunkel

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What is in your airplane, besides passengers and baggage?

by Bob Worthington

www.BobWorthingtonWriter.com

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Bob Worthington

What we carry in our airplanes today evolved from our military air services becoming common after WWI. During combat our military pilots needed to know where they were and have some form of survival equipment (a parachute and an individual weapon, with hand grenades).

During the teen years of the twentieth century, aviation flourished. The value of aviation became very apparent. Initially navigation was visual with pilots depending on a watch, their airspeed indicator, and their compass. In 1924, the U.S. Air Mail Service began, using bonfires for cross-country navigation. In 1934, an airline pilot, Elrey Jeppesen, formed a company to sell his hand-drawn navigation charts. In 1941, the first approach charts were created. From there, aerial navigation charts, and landing graphics, became required for cross-country flights.

Back in the day (1980s and 1990s), cross-country flying, by instrument flight rules (IFR), required 10 to 40 pounds of flight information. Enroute charts, VFR Sectional or World Aeronautical Charts (no longer made by our government), as well as several bound copies of airport approach plates, and of course a bound copy of AOPA's Airport Directory, were all needed. Today, all of that and more are found in slim computer tablets, iPads, and smart phones. What I used to carry in a large "cloth flight bag" (CFB) to do flight planning, along with the aircraft Pilot's Operating Handbook (POH), sunglasses, flashlight, spare batteries, and emergency, handheld nav-com radio, have given way to what is now called the "electronic flight bag" (EFB). My old flight bag was up front with me, between the seats. In the rear of my plane was a survival kit (created by me and housed in a small backpack), and gear for the airplane, such as tiedowns, chocks, tools, oil, and spare parts.

But what was in the back of my plane, depended on the plane, depended on where I would be flying, and the time of the year. Winter required warm clothing and survival gear. Over desert flying required extra water, and over water required floatation gear, such as life vests and a small raft. Extra gear for the plane itself depended on the needs of the plane. If it gulped oil, spare containers of oil were needed. I owned an airplane (a Cessna) that seemed to need "O" rings for the underwing fuel drains because they always began to leak at a fuel stop where no replacements were available. Mechanic tools were based on experience on what was needed during flight trips where parts of the plane needed removal or changing.

One day, early in my flying career, in my 10-year-old Cessna 172, stopping at a lonely, isolated, small, county airport in West Texas, I encountered a mechanical problem. There was an A & P mechanic on the field, but he was tied up doing an annual. He stopped long enough to evaluate my problem, explaining what needed to be done. He said I could use his tools and do the work myself and he would make sure it was done properly. By nightfall, I was done. He inspected my work, pronounced me safe to go, and went home. I spent the night sleeping on the ground, next to my airplane (in a sleeping bag). I also had some food onboard. At sunrise, I continued on my way. If not for that kind mechanic, I could have been stranded for days. From that trip on, I always carried tools and spare parts with me. They were contained in a small, fabric, zippered, tool bag.


With the small airplanes we fly, on long cross-country trips, weight can be an issue. Two kinds of trips taxed my brain attempting to take everything I needed, but I remained within safe weight limits.

One trip was flying the Al-Can highway through western Canada into Alaska, and the other trips were with my wife and two daughters. It seemed that each daughter would pack for a five-day trip as if we would be gone five weeks. Duplicate curling irons, hairdryers (and everything else females need), with tons of clothes, made the plane way over gross. Repacking was required for every trip we made as a family.

When I flew to Alaska, both Canada and Alaska (1990s and early 2000s) mandated required survival equipment which meant enough food for all onboard, plus a hunting rifle or shotgun for survival. But survival gear (food, water, clothing, and shelter, plus first aid supplies) is required! Fitting everything in within weight limits (survival gear or clothes and personal items for young women) takes practice packing and

One Pilot's Story

Bob Worthington,
Author of "The Left Seat"



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deciding what is most important or what equipment provides more but weighs less. I also recommend a personal satellite tracking device be included in your survival gear.

I live out west. Much of my flying was over wild, uninhabited, harsh terrain so I always had survival gear in my airplane. Flying back East or along the coast of southern California, usually means help is but a cell phone call away if a precautionary landing is needed. Even so, going down in a storm or in a wooded area or mountain top, even if in a populated area, may take help a long time to find you. You may be on your own for hours or days.

Your survival gear must be contained in something that can be readily reached and removed from your airplane, and easily carried. Loose gear in the back of an airplane simply does not cut it. It should be packed in an easily carried container and easily accessible. In winter, the sleeping bags were separate, but easily removed from the plane. In 40 years of flying, the only unplanned, overnight survival episode was the stop in West Texas. But it is better to have what you need and never use it, than need gear you don't have.

Within the past two decades, both pilots and the FAA have struggled with the legality of using electronic flight devices for navigating in small general aviation airplanes. FAA Advisory Circular 91-78 is an excellent source of information, along with FAR Parts 91-78 and 91.21 (for IFR flights) and AC 120-76D. (*Part 91 is the section of the Federal Aviation Regulations that provides general operating and flight rules for civil aircraft. Whether you're flying a Cessna 182 or a Boeing 777, you have to comply with these rules.*) These FAA documents and regulations explain what is legal (and for whom or what flights). For the GA pilot, paper charts or approach plates are not required. But in AC 91-78, the FAA does "suggest" that backup sources of information be available, either electronic (a second iPad or tablet?) or paper. In addition to my tablet, I carried backup paper World Aeronautical Charts (WAC). If I suspected severe instrument flying on a trip, I would carry paper backup IFR enroute charts.

Three combat tours as an infantryman and special ops officer taught me to always have a backup plan in place when going into battle. I believe I am alive today because of this steadfast rule. I did not become a pilot until I was 38 years old (after my combat days were over). Flying also involves risk. During my initial training as a pilot, I promised myself I would not entertain risks when flying. I also was determined to follow my combat rule and always had backups when flying. Even the FAA believes in this. What you as a pilot decide for your backup is up to you. I had my electronic flight bag device AND paper backups. Did I ever need my paper backups? Never, but they were available if needed. They were also handy for long cross-country flight planning.

But the biggest problem with personal electronic devices (PEDs) is power. Some planes may not have a source of power to recharge batteries. Other sources are available such as small solar units (I used one which used the sun by laying on top of my instrument panel) or backup batteries.

If weight is not a problem, in-cabin comfort items are

nice. One's flight path and the sun may present problems for the pilot (and passenger). East-bound early morning flights and west-bound late afternoon flights mean flying into the sun. Not Good! Stashed in the pockets behind my seats were large, colored, plastic squares, that would adhere to the windshield or door windows, acting like sunglasses, blocking the glare. My wife loved light blankets for winter flights (my vintage Vietnam camouflaged poncho liners were excellent for this) and small pillows for snoozing. Snacks and liquids were always welcomed on cross-country flights.

Firearms in a GA plane were covered in a previous column. I always flew with a pistol in my airplane, but I was also experienced with handguns. I also had a concealed carry permit, legal for many states. Before packing a pistol in your airplane (which is not prohibited), be sure you understand the firearms laws of every state you will cross or land in.

More than once I have stopped to overnight only to find no tiedowns on the ramp. Even with brakes on, the wind can move small airplanes. I carried tiedown ropes with hooks to engage on the plane or places on the ramp. I also carried small aluminum wheel chocks ("L"-shaped ¼ inch thick stock about 4 inches long and two inches on each side). Tied together with a foot of cord, they were small, light, and always did the job.

My airplane gear was kept in a light plastic box or a cardboard box, lined with aluminum foil. Greasy rags, oil cans, gloves, and other dirty items were kept off the rear baggage compartment carpet and contained. The tiedown gear also resided here.

This is the extra gear I carried in the back (and front) of my airplane. What gear do you carry in yours?

EDITOR'S NOTE: Pilots are urged to check the current firearm laws of other *countries* concerning what is legal to transport in general aviation aircraft before departing the U.S. Also, see article entitled "Can you carry a gun in your airplane?" published in the February/March 2022 issue of *Midwest Flyer Magazine*: <https://midwestflyer.com/?p=15245>

ABOUT THE AUTHOR: Pilot, Viet Nam veteran and former university professor, Bob Worthington of Las Cruces, New Mexico, is the author of "Under Fire with ARVN Infantry" (<https://mcfarlandbooks.com/product/Under-Fire-with-ARVN-Infantry/>), and producer of the 2019 film "Combat Advisor in Vietnam" (www.borderlandsmedia.com). Facebook: **Bob Worthington Writer**. Website: 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/combating-flying-in-vietnam/. Every couple of months, he adds another excerpt.

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The Birth of Button-ology



Michael Kaufman

by Michael J. "Mick" Kaufman

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In thinking back to the days of rotating a knob to change a frequency, and rotating the azimuth on a VOR indicator, it really was simple. All VORs were the same regardless of the manufacturer, whether it was King, Narco, Collins or Bendix.

I think "button-ology" came upon us gradually. First, there were flip-flop radios with buttons, then CDIs that had digital readouts with buttons to select to or from on. The Loran era is where big changes took place. I installed an Apollo 618 in my Bonanza and, wow, what a device that was. I flew home from the avionics shop thinking I had the world's most sophisticated airplane.

My next flight with the box was in Instrument Meteorological Conditions (IMC) and I could hardly wait! All went well until ATC called "Bonanza 38 Yankee, we have an amendment to your routing... Advise when ready to copy." After several failed attempts to amend my routing on the Apollo 618, I switched off that marvelous box, set in the proper VOR frequency, and rotated the Omni Bearing Selector (OBS) and it worked! After that embarrassing situation, I spent many hours on the ground learning the box which then served me well for many years to come... I should say instead, until the government decommissioned the Loran system in the U.S.

In a previous issue of *Midwest Flyer Magazine*, I wrote about working with a BPT client at a clinic. We could not find a menu to switch from GPS to the VOR Localizer (VLOC) to do an ILS approach, and the unit was not configured to auto switch, which is a user selectable item. We finally found the menu item several layers embedded in the Garmin GI-275 Indicator – not in the Garmin 750 Navigator as might be expected. When we talk about button-ology, it must be understood that we have hard keys and soft keys that can be used to change functions or menus.

On the legacy Garmin 430/530, we had a hard key to switch between GPS and VLOC. Having a hard key means there is one dedicated button that does one function. On the new Garmin 650/750 radios, the GPS/VLOC button is a soft key. So, why soft keys? As more menus and functions are added to a device, there is not enough room on the device for more buttons or space is limited on the touch screen display.

The first time I was faced with making the switch from GPS to VLOC on the Garmin 650, I had an issue finding the button as it was not present on its many menus. This is a function that is used a lot, and if Garmin decided to make it a soft key, it should be accessible from every menu page on the radio.

When we were introduced to Loran navigators several decades ago, we started seeing soft keys appearing and many functions were only available from certain menus.

My Bonanza has a Garmin 480 installed, and it has many soft keys and requires a totally different flow when programming, compared to the Garmin 430/530 structure. The 430/530 structure pretty much carried over to the newer 650/750 navigators. The programming structure of the Garmin 480 is based on the Flight Management System (FMS) used in the heavy iron aircraft and is difficult to use by people who normally use the Garmin 430/530 programming structure.

We see pilots continue to upgrade their avionics and to this day, I wonder what they are trying to achieve, aside from bragging rights for having the newest and coolest avionics. The Garmin 430/530 has almost everything that is useful, in my opinion, except for airways and custom-built holding patterns. (The Garmin 480 in my aircraft also has these functions.) We have found that round gauges are easier to use than tapes when hand-flying – a fact that cannot be disputed. So, what are those special items that entice pilots to upgrade their avionics?

First, there is support from the manufacturer. One hates to have a box that cannot be repaired, and we know from experience that this does happen. The Garmin 480 had



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the end-of-life support from Garmin several years ago. I purchased and still have a spare box in my closet should my unit fail. The Garmin 430/530 boxes are also end-of-life avionics.

There are some true avionics shops that will do field repairs on end-of-life avionics IF parts are available. I owned and operated a two-way radio shop for several years, working on public safety radios, so I have a lot of respect for those shops that can still repair our legacy avionics. Currently, there is a major chip shortage, however. With computer chips in short supply, our avionics shops cannot get radios. This is true with the automotive industry as well. Kenwood, a major manufacturer of public safety and amateur radio equipment, is almost out of business due to the chip shortage. According to a friend of mine who designed chips for a living, it takes about 6 weeks to set up for a chip run at the factory, so a lot of proprietary chips for custom projects are too expensive to duplicate.

Another reason we find pilots upgrading their avionics is for features they “think” they need. Many of these items were available as add-ons to their current avionics, such as “altitude preselect.” I do not have altitude pre-select as I have seen them fail way too often, mostly because of not being set up correctly by the pilot.

Many avionics packages cannot be updated, such as the Garmin G1000 package, which is a system designed to operate together and only minor firmware changes can be made. The advantage of this system is that all components have been time tested and play very well together. The airlines are the last ones to do updates to their fleet and, surprisingly, many of the airlines do not have GPS.

A pilot flying a Boeing 737 MAX can go from one 737 MAX to another, and all of the equipment will be the same. The Southwest Airlines fleet is identical as the airline only flies the Boeing 737, so they do not have the problem many airlines have with larger fleets of both Boeing and Airbus aircraft. Airlines with aircraft from the same manufacturer, like Southwest, greatly simplify training and training costs.

Aircraft owners who do those \$100K avionics upgrades, also need to get trained on their new equipment. Where are those menus hidden? How do I do this and that? Did the avionics shop set it up properly? Did I keep that old legacy KFC-200 autopilot to save money, only to find out it does not interface well with my two Garmin G-275s?

Keep in mind from my previous columns in *Midwest Flyer Magazine*, do not fly in IMC until you totally understand your new equipment or when firmware has been updated.

In my experiences with modern avionics, I do not recall seeing any equipment that has more than four (4) layers of menus. This means when we hit a soft key, it brings up a new menu, and if we push that same button, it brings up another menu. A soft key can be an actual button or an icon on a touch screen.

By using touch screen technology, the avionics manufacturer can display more functions per page, thus

requiring fewer layers to find the desired menu. I love touch screen technology for programming on the ground, but during flight in turbulence, it is almost impossible to make changes to a flight plan. Thanks to Avidyne for giving the pilot a choice between dedicated buttons in turbulence and touch screens on the ground.

Once while flying in turbulence, I descended 1000 feet below my assigned altitude while attempting to insert a new waypoint on a touch screen display. It was my determination and frustration to get that waypoint added that got the best of my thought process.

Buttonology is here to stay and as pilots, we need to learn our navigators and autopilots well. Look for a flight instructor who really knows his/her stuff, to help you train on your new equipment, as it is difficult and takes many hours to become proficient enough to fly in hard IMC. The problem is, there are so many boxes and autopilots with different setups on the market, that most flight instructors cannot know all of them, and most avionics shops provide limited instruction.

Please don't jeopardize safety until you thoroughly know your equipment!

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, or call **817-988-0174**.

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

Growth In Avionics Sales

LEE'S SUMMIT, MISSOURI, Feb. 20, 2023 – The Aircraft Electronics Association released its 2022 year-end Avionics Market Report, and total worldwide business and general aviation avionics sales for the year amounted to \$2,877,281,308, or more than \$2.8 billion as reported by the participating companies. The dollar amount represented a 21.5% increase in total year-end sales, compared to 2021, which is the largest annual percentage increase in the 11-year history of the report.

During the fourth-quarter months of October, November and December, sales increased 31.2%, compared to the same time frame one year ago, marking the largest quarterly year-over-year percentage increase in the report's history. Fourth-quarter sales increased 7.2% sequentially from the third quarter of 2022 and marked the 10th consecutive quarter of increasing sales. □

The balancing act...

When should an instructor take the controls?

by Richard Morey

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So often flight instructors (CFIs and CFIs) will observe their students – whether a licensed pilot or student



Richard Morey

– make mistakes, or get into a predicament, and rather than allow the pilot time to realize the situation, the CFI – who is paid to observe and educate – jumps in to instantly correct the student, oftentimes disrupting the student's thought processes, and consequently their learning moment.

If the mistake is not going to result in an accident, especially in the case of training a licensed, highly experienced pilot who is receiving recurrent training (i.e., biennial flight review or instrument proficiency check), maybe it's better to let the pilot realize their mistake or predicament and work out a solution on their own. I would agree, but life is not always black and white. The decision as to when the instructor should step in is a balancing act. This article will explore the factors that go into an instructor's decision to take the controls, and when to allow the student time to figure it out on their own. The legality of who is pilot-in-command will also be discussed. Several strategies as to how to get the most out of one's training will also be offered. At the end of this article, both student and

instructor will have tools to make instruction both more efficient and more enjoyable for both parties.

Why would an instructor take the controls?

The safety of the student and instructor takes precedence over all other factors. A flight instructor must take control when in their judgement not doing so will lead to an

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unsafe situation. This can be as straight forward as taking the controls to avoid flying in close proximity to other traffic. It can also be subtle, and not recognized by the student. Arguing with a student during a flight as to what they should do to avoid a dangerous situation is NOT a good training strategy. There are times when safety requires an instructor to act first and explain latter. An instructor should take the controls when in their judgement there is a good likelihood that not doing so will result in violating airspace, violating regulations, or cause an unsafe situation.

Few would dispute the need for an instructor to keep himself/herself and their student safe, to keep the equipment from getting “bent,” and to avoid violating regulations. Where disagreements can arise is in the instructor’s timing or judgement as to when to intercede.

Factors that go into when a flight instructor takes the controls.

Instructor experience and confidence in a pilot’s abilities are the biggest factors in deciding when he/she takes over the controls. An experienced instructor generally is better at knowing just how far they can let a student go until they must take over. Experience in the aircraft is very important as well. An instructor who knows Cessna aircraft but is now teaching in a relatively unknown Piper or Mooney which is owned by the customer, will not be as comfortable in that aircraft. One hundred (100) hours is about the minimum to really get comfortable in a different aircraft, especially with the variety of avionics now available. Until the instructor reaches that comfort level, they will be more inclined to take the controls, rather than allow a situation to develop into a potential problem.

Student “competence” is a big factor in deciding when an instructor steps in. A pre-solo student will not be allowed to take the aircraft as far into a questionable situation, as will a more experienced pilot whom the instructor has flown with previously. Letting an inexperienced student develop bad habits is not conducive to effective teaching, thus the instructor will step in earlier to demonstrate good practices.

Aircraft “type” is another factor. Consider landings. An experienced instructor might allow much more deviation from good practices in a tricycle gear aircraft than in a taildragger. Twin-engine aircraft are another example of aircraft an instructor should not allow to be flown too far

out of good practices. Simply stated, the more difficult/complex an aircraft is to land or takeoff, the less leeway there is available to the instructor. Or to put it another way, if the “disaster factor” is high, then the instructor should take over earlier, than if the consequences of allowing the student to continue, are acceptable. An instructor can accept a poor ground reference maneuver, but not a poor landing.

“Environment” is a factor as well. Landing on a 10,000 ft. runway gives the instructor and student more options, than a back-country gravel strip. Flying instruments on a clearance requires earlier intervention by the flight instructor versus flying the same approach in visual conditions without a clearance. Both students and instructors should keep these factors in mind.

Who is pilot in command?

In a conventional training situation, the flight instructor is pilot-in-command. What that means is that he or she will fill out the accident report in the unlikely event that one is required. In addition, the instructor will face any penalties of violating airspace or regulations that occur during the training flight. This is the case during a “flight review” as well. With these factors in mind, the flight instructor teaches their students. Thus, the balancing act between letting a student gain experience and avoiding a mishap.

At the beginning of any training flight, the student and the flight instructor must both understand that at times the flight instructor may be taking the controls. It must be clear in advance how the transfer of controls will be conducted. Stating, acknowledging, and verifying the transfer is standard, as in “*I have the flight controls*” by the instructor, followed by “*you have the flight controls*” by the student who is relinquishing the controls, followed by a verification by the instructor, “*I have the flight controls.*”

Those words were never better spoken than on January 15, 2009, when Captain Chesley Burnett “Sully” III assumed control of the Airbus A320-21 from First Officer and Wisconsin native, Jeffrey Skiles, after the aircraft departed New York’s LaGuardia Airport and hit a flock of Canada Geese, damaging the engines (US Airways Flight 1549). Capt. Sullenberger successfully landed in the Hudson River without a fatality. See article entitled “*Miracle on the Hudson, or Pilot Skill?*” by Dave Weiman on the *Midwest Flyer Magazine* website: (https://midwestflyer.com/wp-content/uploads/2010/09/MFM_AprilMay09.pdf). A podcast of that interview which took place on February 20, 2009, is also available on the website: <https://midwestflyer.com/?p=753>.

When time is critical, the transfer of control may consist of “*Your airplane*” by the student, followed by “*My airplane*” or “*I’ve got it*” from the instructor. In more time-critical situations, the instructor may simply take the controls and explain the reason when time allows.

In theory, letting a student continue with a mistake and letting him figure it out may be useful in training, but in



practice, it may not. Beginning students need to have best practices reinforced. Allowing poor and counterproductive practices to continue reinforces mistakes. How the corrective action is applied is perhaps more important than the action itself. Any degrading or shaming action taken by the flight instructor is counterproductive. A student is – after all – a student. They should be expected to make mistakes and feel comfortable doing so. Gentle/tactful corrections work much better.

For example, during taxiing, a gentle reminder such as “*throttle to idle first, then apply brakes*” to help correct the normal tendency to ride the brakes with the RPMs at 1000 or greater. Taking over the controls in this situation would probably not be warranted.

If the student has strong feelings as to when and how a flight instructor takes the controls, then it is important that the student bring these concerns to the instructor’s attention. It is much better to discuss how and under what conditions the instructor will take over control prior to the lesson starting, rather than during the flight. If a mutually acceptable agreement cannot be reached, then it may be best to find another instructor.

In choosing an instructor who will be more likely to delay interceding on the controls, consider the following. Generally speaking, the more experience an instructor has in your type aircraft, and the less challenging the teaching environment, the longer the instructor will wait to take the controls.

In summary, it is generally better to allow the student to fly the aircraft, as long as practical before the instructor takes over. If, in the instructor’s judgement an unsafe situation is developing, or a regulation is about to be violated, then the instructor must take over the controls.

An instructor should take the controls to demonstrate proper technique, or to stop bad habits from being developed.

How the transfer of control is acknowledged must be discussed prior to the flight.

The manner in which the instructor takes over the controls matters. It is incumbent on the student to communicate their preferences as to how and when their instructor takes

the controls. If the student and instructor cannot agree on the process, or have differences, then it may be best for the student to find a different instructor.


The student should be aware of the balancing act that their instructor must navigate.

When choosing an instructor be aware of the following: When an instructor decides to take over the controls is dependent on the instructor’s experience level, their familiarity with the aircraft being flown, the training environment, and flight conditions, VFR or IFR. It is also dependent on the student’s level of competence. Look for an instructor who will be most comfortable with you in the aircraft to be flown, and you with him/her.

In closing, remember that the vast majority of flight instructors have the student’s best welfare in mind. Instructors want their students – their customers – to progress in their flight training and are doing their best to see this happens. They balance allowing the student to gain experience versus the student and instructor’s comfort and safety.

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 more than 20,000 hours total time. Of his many roles, flight instruction is by far his favorite! Comments are welcomed via email at Rich@moreyairport.com or by telephone at [608-836-1711](tel:608-836-1711). (www.MoreyAirport.com).


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

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Who is the Teacher?

by Dean Zakos

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“When one teaches, two learn.” – Robert Heinlein

I am sitting, perhaps a little too casually, in the right seat of a Cessna 172 Skyhawk. In the left seat is a young man about to attempt a power-on stall. We are in the practice area, with the airport we departed from on the distant horizon. After two ninety-degree clearing turns, we remain at 2,000 feet above ground level, with just a few scattered clouds above us on a beautiful, late spring day. I have talked through the procedure numerous times and have demonstrated the maneuver for him just a moment ago. Now, it is his turn.

He reduces the throttle to 1500 RPM. Holding altitude, the airspeed needle approaches 70 knots. I ask him to go to full power, remind him to use some right rudder to maintain heading, and pitch the nose up. The stall warning horn comes on. We see only clouds and sky above the instrument panel. “Keep pulling back,” I advise. There is a buffet, then the stall breaks and the nose slices down through the horizon. The left wing dips. Suddenly, it drops out of sight, and we wing over into a spin.

I did not catch it in time.

Loose objects float through the air. The earth, a patchwork of fields, small ponds, and country roads, now fills the windshield – and it is rotating. Did he apply right aileron hoping to pick up the left wing? Did he intentionally put pressure on left rudder? Using my eyes, I was following

through with him on the controls. What did I miss? No time to think about that now.

“My airplane,” I say calmly. “Your airplane,” he blurts out excitedly as he relinquishes the controls. Quickly pulling the power to idle, I return the ailerons to neutral, touch the right rudder pedal to counteract the direction of the spin, and then push forward on the yoke. Once flying speed is regained, I begin to raise the nose of the Skyhawk back to level flight and advance the throttle. We did about a spin and a half before recovering. This does not happen often to me but, over the years, it has happened once or twice before. “Let’s try that stall and recovery again,” I say reassuringly to my student.

I am a Certified Flight Instructor. I am not “building time.” I am not planning on an eventual airline career. I simply want to teach people to fly. I have always wanted to do that. I gladly would do it full time if I could, but I need a job that pays (with benefits) to make life financially stable for myself. So, during the week I am gainfully employed elsewhere, but that vocation allows me to sit in an airplane and instruct on weekends and some evenings. You can guess which job I enjoy more. I have been told it shows.

I have shared with a few close friends that when I started out instructing many years ago, I should have paid my first five students instead of them paying me. I learned that much – and I am still learning with every flight.

I was interested in flight almost from the beginning of my life, starting with small gliders made of styrofoam or balsa wood purchased for me by my grandfather at the local Ben Franklin store. When I was eight years old, I had a paper route that allowed me to make a little money. Naturally, when I saved up enough, I brought home from the hobby shop a line-controlled, gas-powered Fairchild PT19 model with a blue fuselage and yellow wings. Over long summer days, I

spun myself dizzy as the small, low-wing aircraft, colorful and noisy against the clear sky, made tethered circles around me in a vacant field. I always imagined that it was me inside the cockpit at the controls of that PT19.

Someday, I thought.

As a sophomore in college, a complete stranger in one of my classes approached me and asked if I would like to go flying. That was my first flight in a small plane. The college offered a flight training program, and I signed up as soon as I could. In fact, I signed up for every aviation class offered. I trained in a Piper Warrior. Received my Private Pilot Certificate in 1980.

In 1982, I ran into a health issue and could not renew my Third-Class Medical Certificate. I bought a kit and built a Rotec Rally 2B+ ultralight, happily operating my “flying lawn chair” to satisfy my aviation fix. In 1990, I obtained my Glider Rating, flying a Blanik L13. I also added a Commercial Glider Pilot Certificate in a Blanik L23. Gliders provided the bridge I needed to continue to fly until my medical could get sorted out.

In 1997, I was able to obtain a Third-Class Special Issuance Medical Certificate. The grounding of all VFR aircraft after the September 11, 2001, terrorist attack in New York gave me the incentive to train for my Instrument Rating. That was in 2002. Two years later, I received my commercial ticket, and two years after that, my instructor certificate. I think, in many ways, I have managed to have it all. My day job affords me a living, and my instructing job not only makes flying financially possible, but it puts a little money in my pocket.

I am living the dream whenever I am flying.

Back on the ramp, I talk with my student about the tasks just completed and the series of stalls and recoveries we worked on. We debrief the just-concluded flight, particularly the stall/spin (he did mistakenly jab the left rudder at the stall break), the aerodynamics of the stall becoming a spin, and ways the student can improve performance for the next lesson. The student asks good questions and, despite the unplanned excitement, is engaged and looking forward to going up again.

Flight instructors, over time, should become skilled at reading people, particularly their own students. Not everyone learns in the same way. In addition to understanding the Federal Aviation Regulations, and having the necessary flying skills, a high emotional IQ is a definite plus when teaching someone to fly. What is the personality of my student? How will the student best learn the concepts I must ensure they understand? What motivates him or her? What concerns does he or she have? What do I need to do to see that success is achieved?

I suppose it is similar to being a coach of an athletic team. I have to be perceptive enough to know when someone is on their game or when they are not at their best. I need to give encouragement when deserved and constructive criticism when warranted.

I have taught many students from different walks of life.

Although no two students are alike, I can venture to make some generalizations.

Engineers easily “get” the aerodynamics of flight, but sometimes drive me crazy because they are so precise. Where a short answer suffices with most students, engineers want all the details. Dentists are also detail oriented, as are lawyers. Doctors and CEOs have been some of my worst students. Not all. It is a mixed bag. There are those who have college or professional degrees or have attained status in the business world and, sometimes, they want to tell me how to fly. A few want only to meet minimum standards, and quickly, so they can add the Private Pilot Certificate to their impressive list of accomplishments. Young people, especially teenagers, can be the easiest to teach. Whether someone is a plumber or a PhD, if they bring passion and commitment, I can teach them to fly.

Aggressiveness and overconfidence are simple to spot in a student and, often, are correctable. It can be much more difficult for an instructor to recognize fear. A student may be adept, for a while at least, at hiding his or her fear. It can masquerade as a reluctance, or a deferral, or conceal itself behind a false projection of bravado. Often it only makes itself known in the moment, as I step out of the airplane after informing the student he or she is ready to do some take-offs and landings without me sitting at their side; or when performing a stall, when the nose drops, and the student, instead of reacting, curls up into a fetal position in the left seat; or when a student freezes in the landing flare, unresponsive and staring out into space, as we are rapidly losing airspeed and eating up runway eight feet in the air.

I have lost some good pilot friends to accidents over the years. If you fly, you probably have lost some friends too. The statistics, trending over time, show that general aviation pilots are as safe or safer now than they have ever been. However, there will always be risk in flight. It can never be completely eliminated. It can be mitigated but, if a pilot makes a serious mistake, the result can be unforgiving and tragic. I tell my students exactly that.

Risk will not deter me from fulfilling my dream and doing what I love. I do not pretend to understand life’s mysteries or the cruel reality of random chance. I can only control what I can control. I must put my faith and trust in my own knowledge, my flying skills and experience, and the airplane I fly, come what may.

I think the first few lessons are the most critical for my students. Understanding and learning maneuvers – climbs, turns, straight and level flight, and descents – set them up with the fundamentals they need for everything that comes after. I prefer to teach in a tailwheel aircraft or a high-wing aircraft, as it makes it easier for the student to see things like adverse yaw in an uncoordinated turn. Do not get me wrong... I like flying low-wing aircraft. But give me a Piper J-3 Cub or an Aeronca Chief, or a Cessna 152 or 172, for primary instruction.

It is the middle of a Saturday for me, a day that started with my first lesson at 8:00 am and continuing with the

current lesson, having commenced at 10:00 am, just concluding now. I am going to grab a bite to eat, and then prepare for the next appointment in the book at 2:30 pm. My wife, who is understanding and supportive of what I do, will meet me at the FBO with a brown bag lunch she prepared. Later in the day, I am scheduled for a Flight Review with a pilot in his beautifully restored Cub flying off a nearby grass strip. If you instruct, you know. There is ample downtime in many flight instructors' schedules. Equipment failures, 100-hour inspections, weather, scheduling conflicts, and no shows are, if not a constant, at least a normal part of teaching student pilots in the general aviation world.

I enjoy endorsing my students' logbooks for their checkrides. My pleasure comes from my confidence in, and expectation that, my students will do well. I let them know that the Designated Pilot Examiner (DPE) is not going to be looking for ways to fail them, but for ways to pass them. A DPE should, within the limits of the Airman Certification Standards, want the student to succeed. I certainly do. When one of my students passes the checkride, I want to be able to say to myself, and to know in my heart, that I did all I possibly could to provide that new pilot with everything he or she needs to fly safely and competently.

I am asked to do quite a few Flight Reviews. Tricycle gear, taildraggers, complex, low-wing, high-wing, experimentals, antiques, classics – I have experience in all of them. Generally, I can tell by the time we start rolling down the runway if a pilot is proficient and he or she will meet the standards. Does he use checklists? Does she understand the systems in the aircraft she is flying? Apply right rudder when going to full power? If I ask about airspace or operating regulations, do I receive mostly a blank stare? I can easily decipher who is motivated to become a better pilot, and who is disinterested, seeking only the sign-off, secretly hoping they are quizzed, and pressed, and challenged on the ground and in the air, as little as possible. If a pilot cannot meet the standards, I cannot and will not sign them off.

I am sometimes asked if I ever tire of doing "touch and goes" in the pattern. Here is my answer.

I am sitting in the right seat again. My student is doing touch and goes. We have been practicing them for a few weeks. From her first lesson, she has been eager and capable. She shows up, on time and prepared, and is ready for each anticipated task or maneuver. She has done the homework. It is late in the afternoon. The setting sun makes long, dark shadows of trees and buildings on the ground below as we fly over. Rays of soft light are illuminating the rear and side windows of the Skyhawk's cockpit. As we turn downwind, sunlight and shadows dapple and shape-shift as they move around the interior walls and across the instrument panel.

At pattern altitude, there is a little wind from the south, about five to seven knots. Will she notice it? She does. She causes the nose of the aircraft to move to the right a few degrees, crabbing the aircraft into the wind to correct for the drift. Her track keeps the C172 neatly parallel to the runway. There will be a tailwind when she turns base. Will

she anticipate it and compensate? She does, making the base to final turn early so that, as she levels out, she is directly on the extended runway centerline. I have not said a word to her but, sitting next to her with my arms folded across my chest, I smiled as she made each correct decision.

On short final, completely in control of airspeed and rate of descent, she says to me over the intercom, "I know I have the runway made. I'm going to close the throttle." "You are the Pilot in Command," I respond. She slowly closes the throttle and, a moment later, we are gliding over the runway threshold and into the flare. Left wing slightly low, she uses rudder to stay centered and aileron to manage any drift. She is neither too hurried nor too casual. She allows speed to drain off, then barely increases the pitch angle. The spring-steel mains of the Cessna touch gently and quietly. She holds the pitch angle for a moment, then the nose wheel kisses the pavement's centerline.

Her pattern, radio work, and landing were close to perfect. I taught her that.

"Okay," I say. "How about another one." Flaps up, trim set, throttle deftly to full power, right rudder, we are once again climbing into the early evening sky.

That is why I never tire of pattern work.

When my students are successful, I feel that I am successful. I believe the work I do at my small airport, although often perceived by the public as an incidental and insignificant part of the aviation world, is extremely important. Good primary flight instruction is fundamental to everything a pilot does thereafter. It is the foundation for student pilots – and for the entire GA system. Good skills, good habits, and good judgment start with a primary flight instructor.

Many of my students have gone on to success in aviation – additional ratings and endorsements, commercial or corporate careers, the military, and ATPs flying for the airlines. I know I will never be in the hall of fame, but I am pleased to have chosen to be an essential part of aviation.

Rumor has it that a former student of mine, now flying as a Captain for United Airlines, recently purchased a Fairchild PT19, blue with yellow wings, to have some fun on weekends.

I think I will give him a call and ask if he wants to go flying.



Dean Zakos

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: Mr. Zakos' articles involve creative writing, and therefore the information presented may be fictional in nature, and should not be used for flight, or misconstrued as instructional material. Readers are urged to always consult with their personal flight instructor and others about anything discussed herein. □

A Bad Rap, A Nudge... Whatever You Do, Don't Do It!

by Pete Schoeninger

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Q I've always loved the Cessna 177 Cardinal and wonder why Cessna Aircraft discontinued manufacturing them. Enlightened me, please.



Pete Schoeninger

A Yes, Cardinals are a great bird and I have owned one, and sold several over the years. But a real problem with early Cardinals is that they porpoise terribly. That was, with full flaps and in a specific center of gravity (CG) range, the airflow over the stabilizer during landing flare could exceed critical angles of attack and stall. When that happened, the negative load on the tail normally carried, would almost end, which resulted in a quick and nasty nosedive from a couple feet above the runway. If lucky, only a bounce and often a porpoise followed. But if the landing was hard, you could smack the propeller and damage the firewall, resulting in a sudden stop of the engine.

Cessna realized the problem and immediately (as I think I recall) issued a restriction on flap settings, did some testing, and then put inverse slots in the tail to prevent tail-stalling. This was done most of the way through the 1968 production run, if I recall correctly. They also shipped repair kits to owners allowing field repairs to early stabilizers already in use on early serial number planes.

Too bad the aircraft got off to a bad start which otherwise is a good airplane. Cardinals offer much better visibility and more flexible loading with bigger fuel tanks and a roomy cabin. For some reason, I remember flying a

Cardinal nonstop from Milwaukee Timmerman Airport or Watertown Municipal to Nashville and having a little bit of fuel still unused. I don't think Cessna 172s of that vintage could go that far safely.

Q A friend said there is a link on the internet with compiled information on operating, maintaining, and modifying little 100 hp and lower Continental engines. I am particularly interested in opinions on the use of newer oils in old Continental engines. Can you help me find this link?

A I suspect your friend was referring to an excellent source from a very knowledgeable A&P mechanic named Harry Fenton, posted on the Internet about 6 years ago. Harry has graciously given me permission to share this link. Do an internet search for "*Harry Fenton's Hints and Tips for small Continental engines.*" And when you're done, consider sending Harry a thank you note for the excellent compilation.

Q In the February/March 2023 issue of *Midwest Flyer Magazine*, you suggested a hangar be built on the top of a north sloping airstrip. One reason you gave was you didn't want to be taxiing downhill on snow and ice and not be able to stop to get into a hangar in the middle or bottom of the strip. Is that really true? Frankly, it sounds like a stretch to me.

A I should have added the airstrip owner indicated he would be using skis in the winter as conditions permit. Going downhill on skis on a snow and ice-covered runway may be a thrill you don't want to experience. Thanks for nudging me to clarify this question and answer.

Q I am on the highway committee for our local township. In addition to public works stuff, we supervise a small airport in our town. After a few FBOs failed, we did find a good FBO who assumed the contract of the previous FBO. This contract expires next year. We very much want to keep the guy we have and not go through the whole open bid process. Any ideas on how to do this?

A What I have seen done is to negotiate an "extension" to the current contract. You may, or may not, be able to do this legally, but if you can, it is a good way to keep a good tenant. Be sure to check with your town's attorney.

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Q There is a picture going around the Internet of an airplane in a STOL contest that has a brick attached to the tailwheel spring. Would this be legal to fly an airplane this way? And, legal or not, why do it?

A Some airplanes used in STOL competitions are souped up versions of Piper Super Cubs or similar airplanes. A bigger engine may be installed, a bigger prop, and bigger tires. All of these parts add weight to the front of the airplane, and thus move the empty center of gravity of the airplane forward, sometimes forward of safe limits. The brick on the tail attempts to negate some of these effects but would NOT be legal on a production airplane with a standard airworthiness certificate. Other ways that have been used to keep the C.G. from moving too far forward is to use a shorter motor mount moving the bigger engine backward a little. Some other things that have been done is to move an oil cooler from the front of the engine to the firewall, the battery moved well aft of the C.G., and a composite prop installed at half the weight of a metal one. Owners are urged to consult with their aircraft technician and refer to the Federal Aviation Regulations before having a qualified aircraft technician with inspector authorization make any modifications to any aircraft.

Q An individual 1,000 miles from me is interested in my 1963 Cessna 182. He is willing to send a deposit to hold the airplane until his mechanic can fly out and look at it. But he is insisting that I send all maintenance records to him for his, and his mechanic's, perusal before sending his mechanic to make a personal inspection. I have offered to make copies of the last few years of airframe, engine, and prop logs and send them to him via email, but he is still insisting on seeing all original maintenance records at his location. Should I send them?

A DON'T DO IT! I cannot think of any reason you should surrender your original maintenance records for the last 50 years to someone you do not know. Your offer to make copies of the last few years of entries and email them to him is reasonable. Tell the prospective buyer if his mechanic comes out, you will let that person review all the logs in person. If he balks, don't worry...there are always buyers for Cessna 182s, and surely many are closer than 1,000 miles.

Q A friend told me that the Lycoming 0-320 150 hp engine has been in production for more than 60 years. Is that possible?

A Yes, it's a good engine, found in many different airframes. My first recollection of them is on the Piper Apache in 1954. That's 69 years ago! Back then you could get a new Piper Apache with two (2) 0-320 engines for about \$35,000. The 0-320 has been offered in several versions, including some with fuel injection, some with turbo charging, some with counter-rotating crankshafts on the Piper Twin Comanches. Cessna went to the 0-320 with the 1968 C-172, replacing an older and heavier 145 hp engine and used it through 1986. The 0-320 was also used in the Cessna

Cardinal beginning in its first year in 1968. Piper used the engine in a slew of Cherokees, as well as Tri-Pacers and Super Cubs, and Beech used them in the Beech Sport.

Q A friend told me he read that if a pilot flies a final approach 10 mph or so faster than recommended, the aircraft could float for as much as 1,000 feet above the runway before touching down. Is that possible?

A Absolutely correct. If a pilot approaches 10 kts or so faster than recommended, he/she will probably "float" (depending somewhat on flap deflection selected) maybe 5-10 seconds to slow to recommended "over the fence" speed. Do the math. At 70 kts, you are traveling a little over 100 feet per second. Floating over the runway for let's say 5 seconds at an average speed of 70 kts = 550 feet, but if you float for 10 seconds, you will float about 1,100 feet. On a 4,000 ft runway, you might not notice the difference. But if you're going into a relatively short strip, you might end up running off the end of the runway if you approach 10 kts too fast.

Q I saw a picture of a snowmobile somehow attached to the right side of a bush plane. There was also a picture of a bush plane with a bunch of lumber attached to the belly, to be dropped over a remote site. I've seen numerous photos of snowshoes and skis and possibly rifles fastened to the outside of airplanes, but never a snowmobile! Is something as big and heavy as a snowmobile legal and safe to carry on an airplane?

A It can be legal IF the operator has a restricted airworthiness certificate allowing it. There will usually be strict guidelines specifying loads and limits which must be obeyed by. You'll need permission from the FAA or a Designated Airworthiness Representative (DAR).

Q How about a market update?

A From what I hear, airplanes are still selling well, but not at the wild pace of last summer. A shortage of inventory continues to be a problem. There seems to be a few less buyers because of higher interest rates, but good airplanes priced fairly are still selling promptly.

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. Pete welcomes questions and comments about aircraft ownership via email at PeterSchoeningerLLC@gmail.com

DISCLAIMER: The information contained in this column is the expressed opinion of the author. Readers are urged to seek the advice of others, including flight instructors, licensed aircraft technicians, airport managers, fixed base operators, and state and federal officials. Neither the author, *Midwest Flyer Magazine*, Flyer Publications, Inc., or their staffs, employees or advertisers assume any liability for the accuracy or content of this column or any other column or article in this publication. □

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1960 - 1970s

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February 2023

An Internet Attack On The Federal Air Surgeon

by Dr. Bill Blank, MD



Dr. Bill Blank

Recently I have been getting questions from airmen about changes in the PR interval which the FAA will accept on an electrocardiogram (ECG). The PR interval is the time of electrical transmission

during part of each heartbeat. The approved increase is 100 milliseconds (0.1 seconds). Some were concerned that this might indicate a health problem ignored by the FAA. They found this somewhere on the Internet. I discovered that this came from a biased, skewed, internet posting which attacked the Federal Air Surgeon, Dr. Susan Northrup, and advocated her resignation or removal from office. Some questioned whether the increased PR interval was due to the covid vaccine. The change in the acceptable PR interval was instituted in October 2018, well before the first covid vaccine was approved (December 2020). As I investigated this further, I realized that this was part of a long, venomous, vindictive posting with many errors.

The change in the PR interval was made upon the recommendation of a panel of cardiologists who felt that this change would be of no aeromedical significance. The idea was eliminating the need for a full cardiac work up in the absence of any other cardiac issue, thus reducing delays in certification and cost to the airman. This decision was made by the Federal Air Surgeon on the recommendation of cardiologists.

The author of the Internet post also discusses the covid vaccine and blames Dr. Northrup for mandating the

requirement for covid vaccination. This was required before she ever became the Federal Air Surgeon. This is part of the author's justification for demanding her resignation or removal. He blames the covid vaccine for killing several pilots. I don't believe this. I know of several pilots who had severe covid and were on respirators but recovered. I know of none who died from the vaccine. Neither do any of my Aviation Medical Examiner (AME) colleagues.

I attended several ZOOM meetings with well-respected AMEs to discuss this issue. Covid cases are over-counted. There is a recent Wall Street Journal article on the subject. This makes the disease seem worse than it is. I am not underestimating how serious and deadly it can be, but many people who test positive have mild or no symptoms and recover without treatment. From my point of view, as a physician, that's a good kind of disease to have! I wish more diseases were like that.

The author of the Internet posting is an MIT graduate, millionaire, and entrepreneur. According to Gary Crump of AOPA, this individual formed a company to identify existing medications to treat Covid-19. He apparently claimed there was a conspiracy against one of the medications causing all of the firm's scientific advisors to resign. More recently he is reported to have stated that the covid vaccines are toxic. The publication "MIT Technology Review 2021" reported that this individual claimed at a Federal Drug Administration (FDA) public forum "that the vaccines kill more people than they save." I understand that the board of his most recent startup company, told him he would have to stop making public anti-vaccine statements to remain part of the company. He resigned as CEO and gave up his board seat. This certainly explains to me his point of view and his extreme statements.

I have been an AME for 45 years. In my opinion, Dr. Northrup has been the most forward-looking Federal Air Surgeon we have had since I have been an AME. There have been many improvements in the certification process in the two years she has held this post. She is a pilot and retired U.S. Air Force Colonel. She was a medical officer at Delta Airlines before working for many years as the Regional Flight Surgeon in Atlanta. Her husband is a retired airline pilot. It would be a shame to lose her. I doubt there is anyone more qualified who would be appointed as her replacement. Sadly, she has been "doxed." For those of you who don't know the term, it means her home address and phone number have been given out for purpose of harassment. It's a shame anyone should be subjected to this abuse. She needs our support. One of my patients told me, "Anyone can post something on the Internet and some idiots will believe it." Unfortunately, this is sometimes true.

For those of you interested in reading more on the subject,

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here are two links:

<https://www.aopa.org/news-and-media/all-news/2023/january/25/federal-air-surgeon-takes-on-tough-issues>
<https://www.avweb.com/uncategorized/are-covid-vaccines-injuring-pilots-you-tell-us/>

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 Flight

Instructor - Instrument (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.

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

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The Power of Partnerships

by Mark Baker
AOPA President & CEO

We all know there is no tighter-knit community than ours in general aviation. We share a great passion for flying, and we have a fierce and common bond to promote and protect this freedom to fly. Wherever we go, we are among friends. There's simply nothing else like it anywhere.

I have said it many times that there is nothing I love more than to be out and about across this great nation meeting our members, sharing stories of aviation, listening to their concerns, and giving our community an important voice in our work.

But this connection and commitment to GA goes far beyond individual aviators. In my years at AOPA, I have seen first-hand that the strength of our community lies in the power of partnership among like-minded associations and organizations, companies and other groups, all with a collective focus on keeping GA vibrant for years to come.

We may have distinct members and customers, and sometimes even missions, but GA is more powerful when we stand together as partners.

Partnership is a key word for AOPA. Not only do we appreciate our members, who allow us to do what we do, but we treasure the relationships we have with a variety of organizations – all under the banner of promoting and protecting general aviation. Whether it's our business partners, fellow general aviation organizations, type clubs, local airport officials and those groups with a specific aviation connection – we stand strong as one.

Great partnerships happen when people and organizations are aligned in their values and mission.

I am especially grateful for our business partners at



Mark Baker

AOPA. With the help of our strategic partners – Aero-Space Reports, Aircraft Spruce, AssuredPartners Aerospace, Boeing, Breitling, California Aeronautical University, PilotWorkshops, SiriusXM, and Sporty's – our collective goal is to help keep flying safer and a bit more affordable. The support of our other corporate partners, advertisers and event exhibitors, many of whom provide valued member benefits, allows our GA community to stay vibrant and accessible.

General aviation is also much stronger thanks to the sense of community among the major GA associations, all of whom share our strong commitment to the health of our industry. I salute my partners at General Aviation Manufacturers Association, Experimental Aircraft Association, National Business Aviation Association, National Air Transportation Association, Helicopter Association International, American Association of Airport Executives, and National Association of State Aviation Officials for their ongoing commitment to keeping our passion thriving and accessible.

This gratitude also extends to our colleagues at the Federal Aviation Administration. We may not always see eye to eye on important issues, but I know that our partners at the FAA have the best interests of the GA community at heart. We're aligned on more issues with the FAA than not.

Having flown many different types of aircraft, I have become a member of – and friends with – type clubs that share a passion for a wide variety of airplanes. There's an airplane for every type of flying, and there's a type club for virtually every airplane. I invite you to check these groups out and become a part of something special within something special.

Protecting your freedom to fly all comes down to the vibrancy of our more than 5,500 public-use airports across the country. Airport executives – and local officials who support our airports – are great partners in this mission to safeguard GA. We're only as strong as the health of our local airports, and I thank everyone on the ground for allowing us to explore so many special places by air.

And speaking of local advocacy, I also can't think of better partners in this passion than our own Airport Support Network (ASN) volunteers. Now well north of 2,000 members – and celebrating their 25th anniversary – our ASN volunteers serve as our eyes and ears at local airports, and are often our early-warning system for emerging issues at many GA airports across the country. An adjunct to the work that our Regional Managers do on a daily basis, the commitment of our ASN volunteer network is invaluable in helping us protect your freedom to fly.

AOPA plays a major role in promoting this wonderful passion we call flying. But we can't do it alone; our partnership with hundreds, if not thousands, of other constituents makes our job of protecting your freedom to fly that much easier. Blue skies to all! □

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AOPA Leads GA Groups In Lobbying For Transient Parking At Public-Use Airports

March 9, 2023

Honorable Sam Graves, Chairman
House Committee on Transportation & Infrastructure
2167 Rayburn House Office Building Washington, DC 20515

Honorable Rick Larsen, Ranking Member House Committee
on Transportation & Infrastructure
2167 Rayburn House Office Building Washington, DC 20515

Honorable Garret Graves, Chairman
House Aviation Subcommittee
2167 Rayburn House Office Building Washington, DC 20515

Honorable Steve Cohen, Ranking Member House Aviation
Subcommittee
2167 Rayburn House Office Building Washington, DC 20515

Dear Messrs. Graves, Larsen, Graves, and Cohen,

We write today to express our strong support for an effort being led by the Aircraft Owners and Pilots Association (AOPA) that calls for the construction or implementation of transient parking ramps at public-use airports.

Our organizations represent hundreds of thousands of pilots who own and operate virtually every general aviation aircraft type in the fleet, and we cannot agree more with AOPA and applaud their efforts. We believe individual owner-operators of aircraft should not be required to pay fees to a private business on a public-use airport when their products and services are not used, needed, or requested.

Most Fixed-Based Operators (FBOs) provide excellent service and are integral to our nation's aviation fabric. Unfortunately, there is a lack of competition at many airports in our system which has led to increasing prices and above normal profits. We have and continue to see unprecedented consolidation in the FBO market, which has led to monopolistic behaviors at many of our nation's public-use airports. Clearly, private equity firms have prioritized returns on their investments and placed the burden on the backs of pilots.

Simply said, we need policies at federally funded airports that create competition and help incentivize aviation activity, not unfettered practices that allow users of our aviation system to be penalized. Unlike the airlines, private pilots do not have a process available to negotiate fees and charges at airports.

Today, pilots are subject to a multitude of fees including tie down fees, security fees, maintenance fees, building fees, handling fees, habitat fees (offset for FBO employees working in high-cost areas), and others even when no fuel is purchased or when their services have not been requested.

Many FBOs waive or reduce these fees when fuel is purchased but those entities most often have extraordinarily high, above market, fuel prices.

Again, we firmly believe policies at federally obligated public-use airports should allow access without requiring private pilots to pay businesses for something they did not need or request. We also believe public-use airports should be required to provide access to an itinerant ramp for parking with the ability to impose a fair and reasonable fee.

In order for general aviation to grow and prosper in this nation, we respectfully request the House Transportation and Infrastructure Committee address this issue in the impending FAA Reauthorization.

We are more than happy to provide any additional information the Committee may need.

Sincerely,

Aircraft Owners and Pilots Association
AAA Flying Club, Inc. Fort Wayne, IN
Acanthus Flying Club, MA
Acorn Mutual Flying Club, Lancaster, PA
Aero Fliers, Inc., OH
AeroFlyte of Pomona, Inc., CA
AESOP, LLC, OR
Airborne Aviation, NC
Air Care Alliance
Aksarben Flying Club, NE
Alameda Aero Club, Oakland, CA
Alaska Airmen's Association
American Dream SkyRanch, SC
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Arizona Cloudbusters Flying Club, AZ
Arizona Pilots Association
Arkansas General Aviation Association
Altron Industrial, LLC, VA
Armed Forces Aero Club, San Diego, CA
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EAA Chapter 150, Collegedale, TN
EAA Chapter 193, Jacksonville, FL
EAA Chapter 351, Enterprise AL
EAA Chapter 485, Pensacola, FL
EAA Chapter 724, Merritt Island Flying Club, FL
EAA Chapter 731, Hickory, NC
EAA Chapter 797, Live Oak, FL
EAA Chapter 905, St. Simons Island, GA
EAA Chapter 908, Fort Pierce, FL
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 Sarasota Westwind Flying Club, FL
 Savannah Area Aviation Association, GA
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 Silver City Flying Club, CT
 Sky Bryce Flying Club, LLC, VA
 Skycrafters, Tri-Cities, TN
 Skyhawk Flying Club, NE
 SkyMaster Company, LLC, SC
 Skyriders Flying Club, CO
 Skyriders Flying Club, ID
 Sky's the Limit Flying Club, OH
 Skytrain Company, LLC, SC
 Sky-Vu Flyers, Inc., IN
 SoCal Pilots Association, CA
 South Shore Flying Club, Marshfield, MA
 Southern Heritage Air Foundation, MS
 SouthWings
 Spirit Flyers, Inc., Chesterfield, MO
 Spirit of Meriden Flight Club, CT
 St. Augustine Airport Pilots Association, FL
 Strikehawk Aviation, AL
 Sun Country Aero Club, FL
 Swift Arrow Flight Club, TX
 Swift Museum Foundation, Athens, TN
 Syracuse Flying Club, NY
 Taildragger Flyers, Inc., MI
 Tailwind Aviation Solutions, Perry, GA
 Taunton Pilots Association, MA
 TBM Owners and Pilots Association

TDM Aviation, LLC, TN
 TFC Flying Club, Inc., CT
 Tennessee Flyers Flying Club
 The Bluff City Flyers, Inc., TN
 The Nashville IMC Club, TN
 Thomasville Flying Club, GA
 Tillamook Pilots Association, OR
 TLM Holdings, LLC, OR
 TopFlight Aviation, Inc., Nashville, TN
 Torrance Airport Association, CA
 Tuolumne County Aeronautical Association, CA
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 Van's Aircraft, Inc., OR
 Venice Aviation Society, Venice, FL
 Veterans Airlift Command
 Wachusett Flying Club, LLC, MA
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 Wings Over Winyah Flying Club, SC
 Yellow Bird Flying Club, OH
 York Travelers Flying Club, PA
 Youth Eagles Aviation, CA
 Zephyrhills Flying Club, Inc., FL
 Zephyrus Flying Club, NV

GAMA President & CEO Testifies Before Congress Regarding FAA Reauthorization & Safety

WASHINGTON, D.C. – On February 7, 2023, Pete Bunce, General Aviation Manufacturers Association (GAMA) President and CEO, testified before the U.S. House Committee on Transportation and Infrastructure in a hearing entitled: “FAA Reauthorization: Maintaining America’s Gold Standard In Aviation Safety.”

In his testimony, Bunce conveyed that all aviation stakeholders need to work together to plot and navigate the industry’s future path for safety and innovation. He also expressed that action be taken to reverse the current trends that are tarnishing the U.S. as the gold standard in aviation safety. The next FAA reauthorization bill should facilitate a robust FAA oversight process that delivers safety and technology improvements in the most effective manner possible. Additionally, he commended Chairman Graves and

Ranking Member Larsen for prioritizing the input and work needed to put together an FAA reauthorization bill at the outset of the 118th Congress.

During the hearing, Bunce highlighted a 90-day review of FAA’s regulatory processes to reduce inefficiencies and enhance safety and innovation; investments in FAA’s technical capabilities including training; increased agency focus on aviation safety bilateral agreements and validation delays; business aviation’s commitment to net-zero carbon emissions and the support needed to advance the industry’s sustainability goals; the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative to ensure a safe and sound transition to unleaded fuels; improvements to the Notice to Air Missions (NOTAM) system; and efforts to strengthen the industry’s workforce. □

NTSB Appoints New Chief Administrative Law Judge

WASHINGTON, D.C. – The National Transportation Safety Board (NTSB) announced March 2, the appointment of Judge Stephen Woody as chief administrative law judge for the agency. Judge Woody, who has been with NTSB for over a decade, has served in an acting capacity since Alfonso Montañó retired as Chief Judge in December 2022.

Chief Judge Woody first joined NTSB in August 2012 as an administrative law judge, where he decided cases in the Office of Administrative Law Judges Circuit I, which includes the northeastern United States and parts of the Midwest. “In addition to holding airmen, mechanics, and mariners to the highest possible standards, our administrative law judges ensure those standards are fairly and justly applied — both of which contribute to transportation safety,” said NTSB Chair Jennifer Homendy. “I’m so pleased that Chief Judge Woody will continue his tenure at the NTSB Office of Administrative

Law Judges, where he and his colleagues will continue to protect safety in our skies and on our seas.”

Before arriving at NTSB, Chief Judge Woody served as an administrative law judge with the Social Security Administration. He is a retired colonel of the U.S. Air Force, where he served more than 22 years as a judge advocate in a variety of positions, including as a military judge. Chief Judge Woody is a graduate of West Virginia University and the West Virginia University College of Law.

NTSB serves as the “court of appeals” for any airman, mechanic, or mariner whenever certificate action is taken by the Federal Aviation Administration (FAA) or the U.S. Coast Guard Commandant, or when civil penalties are assessed by the FAA. More information on the Office of Administrative Law Judges is available on NTSB’s website, www.ntsb.gov. □

FAA Adds Fuel-Saving Arrival Routes For 11 Airports

WASHINGTON, DC – Planes heading to Orlando, Kansas City, Omaha, Reno and six airports in South Florida can now slide down from cruising altitude to final approach saving millions of gallons of fuel and reducing greenhouse gases. “We are investing across the entire system to provide passengers with the best travel experience. The era of choppy descents is coming to an end, providing a smoother landing and saving fuel in the process,” said Acting FAA

Administrator Billy Nolen.

The new Optimized Profile Descents (OPDs) safely eliminate the need for the fuel-consuming stair-step procedure. Under traditional procedures, aircraft repeatedly level off and power up the engines. This burns more fuel and requires air traffic controllers to issue instructions at each step. With optimized descents, aircraft descend from cruising altitude to the runway in a smooth, continuous path with the

engines at near idle.

During 2022, the FAA implemented new OPDs for the following 11 airports: Boca Raton Airport, Fort Lauderdale Executive Airport, Kansas City International Airport, North Palm Beach County General Aviation Airport, Eppley Airfield, Neb., Offutt Air Force Base, Neb., Orlando International Airport, Palm Beach County Park Airport, Palm Beach International Airport, Pompano Beach Airpark and Reno/Tahoe International Airport.

With these new descents in place, the FAA estimates that the industry will save more than 90,000 gallons of fuel on average and will reduce greenhouse gas emissions by 27,000 tons annually. This change is equivalent to fuel used by 62 Boeing 737 flights between New York and Cleveland.

The 11 airports bring the total number of airports with the procedures to 64. Since 2014, the FAA also has developed OPD procedures at airports in Atlanta, Charlotte, Cleveland,

Columbus, Denver, Detroit, Fort Lauderdale, Houston, Las Vegas, Miami, Phoenix, Portland, Northern California, Southern California, Seattle, Tampa, Washington, D.C., and others.

In its Aviation Climate Action Plan, the United States set a goal to achieve net-zero greenhouse gas emissions from the U.S. aviation sector by 2050. To achieve this goal, the FAA has awarded \$100 million to research and scale fuel-saving technologies and noise reductions, \$327 million to electrify airport gate equipment and vehicles, \$35 million for universities to help build sustainable aviation fuel supply chains, and completed research and testing on reducing fuel burn and taxi time.

Find more information about the FAA and its environmental efforts at its Sustainability Gateway Page and its list of accomplishments for 2022. □

Aviation Stakeholder Groups Submit Comments To EPA's Proposed Endangerment Finding

WASHINGTON, D.C. – A coalition of seven aviation stakeholder organizations has formally submitted comments to the U.S. Environmental Protection Agency's (EPA) proposed endangerment finding of lead in aviation gasoline (avgas). The coalition reaffirmed its support for removing lead from avgas through a safe and smart transition.

In its comments, the coalition emphasized that it is in the public interest to eliminate lead from avgas and outlined the industry's continued work on an unleaded replacement that meets the safety performance needs of the U.S. fleet of piston aircraft, as well as FAA regulatory requirements. Ongoing development and deployment of potential safe and market-viable high-octane unleaded replacement fuels are making headway and are strongly supported by a collaborative industry-government initiative.

The comments highlight the progress of the four current developers working towards possible high-octane replacement fuels, which include one that has received a Supplemental Type Certificate (STC) for its unleaded fuel. The comments also underscore that aviation safety depends on an orderly, nationally synchronized transition to unleaded avgas, while emphasizing how the premature removal of an essential fuel that many aircraft require for safe operation would compromise the safety, efficiency and economic viability of the U.S. general aviation industry and transportation infrastructure.

The coalition urges the EPA, in coordination with the FAA, to ensure that any final finding and follow-on regulatory actions align with the development and deployment of a viable unleaded avgas alternative.

Additionally, the coalition supports the comments submitted by the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, an industry-government partnership working to facilitate the successful transition to lead-free avgas for piston aircraft by the end of 2030 without compromising the safe and efficient operation of the general aviation fleet.

The aviation stakeholder organizations within the coalition include the Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), National Air Transportation Association (NATA), National Business Aviation Association (NBAA), and American Petroleum Institute (API). □

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Hangar Spaces Available at Crystal Airport

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Daytona Beach, Florida with 23 miles of white sand beach.
Daytona Beach Area Convention & Visitors Bureau Photo

Destination Florida!

by Dave Weiman

If you are from the Midwest, chances are you are sick of the snow and cold temps in the winter and are looking for someplace warmer for a week or two or longer! Even our spring weather can be reason enough to want to escape, as weather systems change, and don't leave fast enough.

With lots of destinations down south to choose from, might I suggest you consider Daytona Beach, a city on Florida's Atlantic Coast with 23 miles of white sand beach. The town has a sign arching over the street leading to its boardwalk with the phrase, "World's Most Famous Beach." Explore this destination at <https://www.daytonabeach.com/>

Daytona Beach is an hour north of Cape Canaveral and the Kennedy Space Centre on Merritt Island. Each time we visit the Kennedy Space Centre, I am fascinated with its history, space vehicles, layout of buildings, and facilities. I have yet to watch a launch, but that's on the bucket list: <https://www.kennedyspacecenter.com/>

Besides its beach, Daytona Beach is known for "Daytona International Speedway," which hosts February's iconic

Daytona 500 NASCAR race.

We arrived in town after dark and drove past the enormous speedway. *You cannot miss it! It's huge!!!!*

The massive multi-sports facility leaves visitors in awe with every visit. Kids love it as well. The track charges their imagination and gives them plenty to see and do.

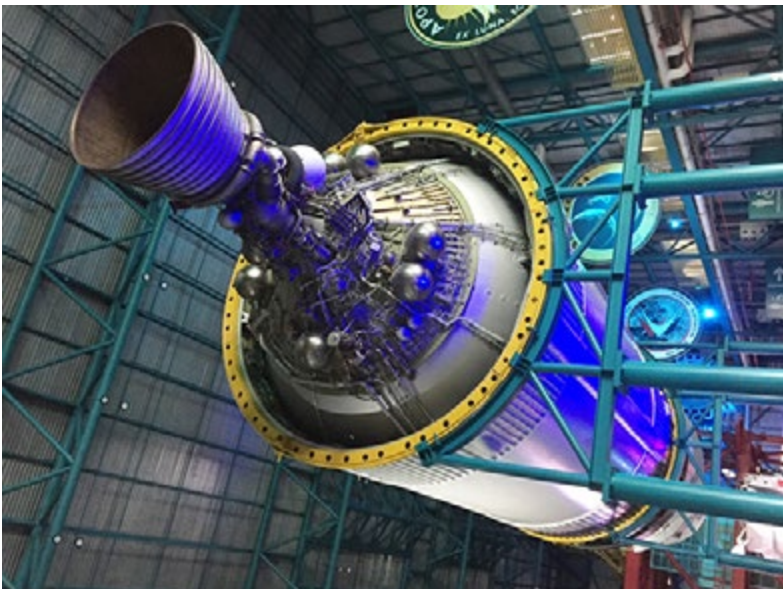
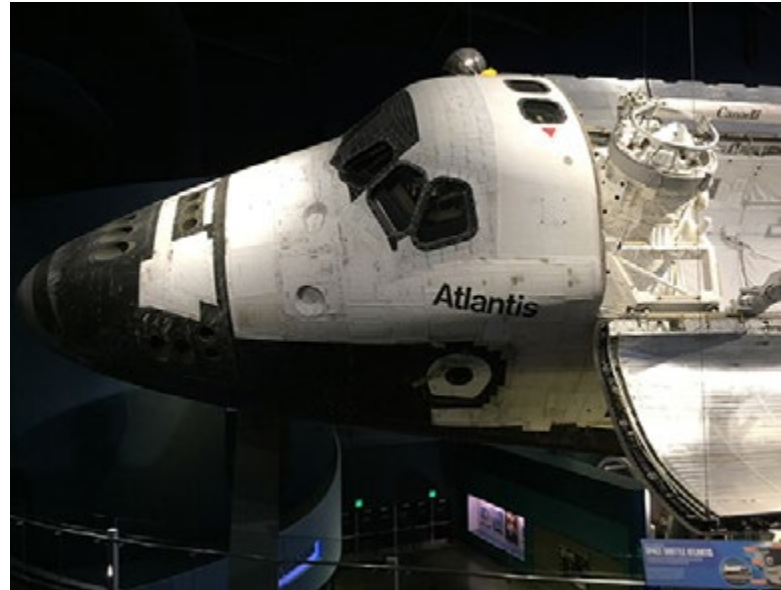
After checking into our hotel, we went online to see if tours were available, and they are, so we bought our tickets online to ensure availability.

It doesn't have to be Speedweeks to get your blood racing. And you don't have to be a race fan to get spellbound by taking the "Speedway Track Tour" in an open tour bus. Cruising below the speed limit *that does not exist*, you experience the steepness of the track and turns, and from the bleachers your imagination will soar! The tour also took us inside the track by the pits and garages, and to the campgrounds where race teams and fans park their campers. A city within a city.

On select dates, you can choose a 2.5-hour VIP Tour which features an exclusive stop at the NASCAR Archives & Research Center, the home to thousands of vintage and rare



**Kennedy
Space Centre,
Merritt Island,
Cape Canaveral, Florida.**





Daytona International Speedway



Track tours are available, as well as stops at the NASCAR Archives & Research Center.



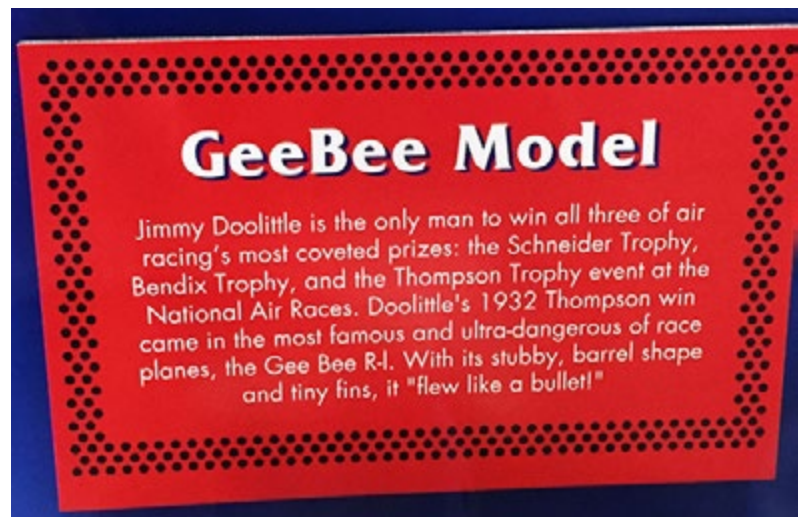
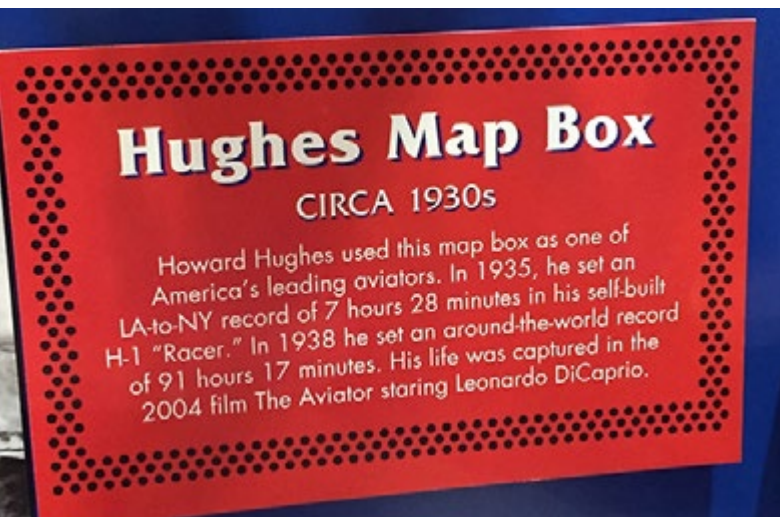
items, including Dale Earnhardt memorabilia and images of beach racing history and famed moments of the race.

Even before entering the speedway, the sidewalk outside includes the names of those who have won at Daytona and the years they won. It was great to see the name of Wisconsin native, pilot, aircraft owner and local Oregon, Wisconsin race champion, **Matt Kenseth**, engraved in sidewalk.

About 10 years ago, Matt visited EAA AirVenture Oshkosh and graciously offered to meet fans and sign autographs, and the lines were long...so long that my schedule would not permit me to wait in line to take a few photos of him with race fans. So, I spoke with his publicist and was able to quickly meet Matt and take the photo I needed for publication. I found Matt very personable, and when I told him we



All forms of racing are featured in the
 “Motorsports Hall of Fame of America,” including “air racing!”



published *Midwest Flyer Magazine* at our offices in Oregon, Wisconsin, his face lit up, as Oregon is where he got his start racing stockcars at Madison International Speedway.

In 2009, Matt won a rain-shortened Daytona 500 and won a second Daytona 500 in 2012. As of 2022, Matt is the last driver to compete in at least one NASCAR Cup Series Race in four consecutive decades (1990s, 2000s, 2010s, 2020s).

To read more about Matt Kenseth, go to https://en.wikipedia.org/wiki/Matt_Kenseth.

While at the track, be sure to visit the "[MOTORSPORTS Hall of Fame of America](https://www.mshf.com/)," which honors racing in all its forms – Open Wheel, Stock Cars, Powerboats, Drag Racing, Motorcycles, Sports Cars, and Air Racing, at large and historic (<https://www.mshf.com/>).

Daytona Beach International Airport is a county-owned airport located 3 miles southwest of Daytona Beach, next to Daytona International Speedway, in Volusia County, Florida. The airport has three runways, a six-gate domestic terminal, and an international terminal. Imagine the corporate jets lined up on the ramp during race week.



Alissa Brown, recipient of the Marion Cole Memorial Scholarship, in the front seat of Patty Wagstaff's Extra 300L.

General aviation airports in the vicinity include Orlando Executive, Ormond Beach Municipal, New Smyrna Beach Municipal, Flagler Executive, and DeLand Municipal. Spruce Creek (Residential) Air Park is in Daytona Beach, but access is private!

I will never forget the time when our daughters were just toddlers in the mid-1980s, and the wonderful treatment our family received from the fixed base operator at Orlando Executive when we arrived in our Cessna 172 Skyhawk. It was after sunset, so from 9,000 feet, we got a great view of the Florida coastline with all its lights contrasting with the dark ocean.

After we landed and taxied to the ramp, line personnel literally rolled out the red carpet, then drove our rental car to the plane to load our luggage. Tired and anxious to see "Mickey and Mini" the following day, and unfamiliar with the airport, it was a very nice gesture on the part of the fixed base operator and their staff. It was as if the Magic Kingdom had transformed our C172 into a Gulfstream GVI.

If you want to enhance your flying experience, consider signing up for Patty Wagstaff's one-day "Confidence Course" in St. Augustine, Florida. It's an introduction to aerobatics course and "Upset Prevention and Recovery Training Airplane" (UPRTA) course all in one! The one-day, two-flight course in Patty's Extra 300L or Super Decathlon is taught by her highly experienced Certified Flight Instructors. Patty created the course in accordance with current International Air Transport Association (IATA), International Civil Aviation Organization (ICAO), and FAA guidelines. Tailwheel endorsements are also available.

Patty Wagstaff is a featured performer at EAA AirVenture Oshkosh and many other airshows in North America. She is known throughout the world for her airshowmanship and precision aerobatics. Patty holds titles as a three-time U.S. National Aerobatic Champion; six-time member of the U.S. Aerobatic Team, winning Gold, Silver, and Bronze Medals in International Aerobatic Competition; as a National Aviation Hall of Fame inductee; and the recipient of the airshow industry's most prestigious awards -- the "ICAS Sword of Excellence," and the "Bill Barber Award for Showmanship." In March 1994, Patty's Goodrich Extra 260 was placed on permanent display in the Smithsonian National Air & Space Museum on the Mall in Washington, DC. Check out Patty Wagstaff's UPRTA course at <https://pattywagstaff.com/>, and send her an email at pattyaerobatics@gmail.com to schedule a date and time for your training.

And if you ever considered getting a "Seaplane Rating," fly inland to Lake Wales, Florida, where Minnesotan Brian Schanche operates "Adventure Seaplanes" at Cherry Pocket Fish Camp in the winter. Space permitting, Brian can provide you with overnight accommodations right on the lake, and there's a restaurant within walking distance. Contact Brian for additional information: [612-868-4243](tel:612-868-4243) or [612-749-1337](tel:612-749-1337) (adventureseaplanes@gmail.com, www.adventureseaplanes.com). Brian migrates north to Minnesota in the summer, where he offers a variety of course options that can combine training with an adventure to Canada, the Northwest Territories, or the Arctic Circle. I shared my experience in acquiring a Seaplane Rating on the *Midwest Flyer Magazine* website: (<https://midwestflyer.com/?p=13390>).



Wiktor Kun of New York, N.Y., completed his Single-Engine Commercial Seaplane Rating in Adventure Seaplanes' economical Cessna 172 Skyhawk.

Depending on the aircraft you train in, you can get your high-performance endorsement at the same time as I did in a Cessna 180 amphibian.

If you plan your trip around Sun 'n Fun Aerospace Expo, March 28 – April 2, 2023, you can land at Lakeland Linder

International Airport (<https://www.flylakeland.com/>) and park on the Sun 'n Fun grounds. For additional information, visit <https://flysnf.org/>. Wisconsin natives Kris Hallstrand at Lakeland Linder International Airport, and Gene Conrad at Sun 'n Fun Aerospace Expo, will take good care of you. ☐

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So, go to your computer and enjoy your [FREE SUBSCRIPTION](#) to *Midwest Flyer Magazine*!



Connect With Your Community For Airport Success

by John Chmiel

President, Wausau Flying Service, Inc.
Manager, Wausau Downtown Airport (KAUW)
Wausau, Wisconsin

Last October marked Wausau Flying Service, Inc.'s 30th anniversary as the FBO and management company at Wausau Downtown Airport (KAUW), Wausau, Wisconsin. A milestone like this, forces you to look back and take inventory and critique your performance over the years. The roller coaster ride down memory lane can be fun, but a melancholy exercise.

When we arrived in 1992, KAUW hadn't had a healthy FBO since 1976, and there was talk in the community that maybe it was time to close one of the oldest airports in Wisconsin. Many people told us we were crazy to try to make an FBO work in Wausau, as it would be an uphill battle. To the contrary, we only saw potential in this airport and the business.

Our first five years were spent just trying to win over the existing airport tenants and the aviation community in our area. We accomplished this the old-fashioned way by giving our customers what they wanted: full staffing during business hours; quality flight instruction and aircraft rental; evening and weekend general aviation activities; and a friendly voice on the phone, in person, and over the unicom. Little things like cleaning windshields, having a courtesy car, and airport advisories went a long way with winning customers over.

Our other goal was to gain the confidence of the city leaders. We began by sending the city council and mayor a monthly report regarding airport statistics like fuel flow, aircraft rental hours, operation counts, number of locally based aircraft, and a list of local and transient customers patronizing the airport. We immediately saw success from our communication and were rewarded with the ability to set operational and capital budgets for the airport. We also created a "six-year plan" for the airport which we updated on an annual basis. This one tool applied consistently over 30 years has created unflinching support from city leaders and the Wausau community.

Improving communication with the city and the community about the airport has been relatively simple, and it has paid huge intangible benefits. It's a never-ending process that is essential to airport success.

The last 10 years, our goal has been to begin our focus on how Wausau Flying Service, Inc. and the airport could truly connect with our community. Our airport name was changed to Wausau Downtown Airport in the late 1990s, because, from a pilot perspective, we are located in a neighborhood in the middle of the Wausau metro area. Location is everything and that can be a bad thing or a good thing. We were determined to make it our greatest advantage.

We started with connecting with the Southeast Side Neighborhood group. They needed a place to meet, and we made the airport available for their monthly meetings. Pretty soon 30-60 neighbors were walking over and perusing our



John Chmiel

lobby and introducing themselves. Airport updates were on the monthly meeting agenda giving our neighbors the latest news regarding airport activities and our plans for the future. We found that our neighborhood loved the airport and many people had very positive and personal memories of it, and stories to go with those memories.

Soon after this neighborhood connection was established, the group asked for our assistance regarding upgrades to a park which is located on leased airport property. They suggested an aviation themed park. Wausau Flying Service, Inc. and the neighborhood group immediately partnered with local foundations to pay for new aviation themed upgrades designed to recruit elementary school aged children to aviation. Private funding in excess of \$750K was raised to prevent the upgrade from impacting taxpayers. The success was overwhelming, and today, the facility is as much a park as it is an aviation education center for kids.

Shortly after the success of Alexander Airport Park (which is the namesake of the foundations and the family that originally established Wausau Downtown Airport), the demand for private hangars warranted creating an east hangar development area adjacent to the park for eight large hangars. Instead of neighbors fighting against the new hangar expansion, they embraced the fact that airplanes would now be closer to the park for the kids to see the aviation activity. I had spent years worrying about the negative impact airport growth might have on the neighborhood, but instead, because of our new relationships and supporting each other's activities, the neighborhood became the #1 supporter of airport development!

The next partnership forged was with EAA Chapter 640. After the chapter was gifted money from a late chapter member, the decision was made to use the money to finish EAA Founder Paul Poberezny's last homebuilt project, the *Mechanix Illustrated* "Baby Ace." That project received national attention and it revitalized the once dying chapter. The decision was made to form a new entity, "Learn Build Fly" (LBF) to introduce youth to STEM (Science Technology Engineering Math) engineering, and fabrication skills through the building of homebuilt aircraft. The new organization



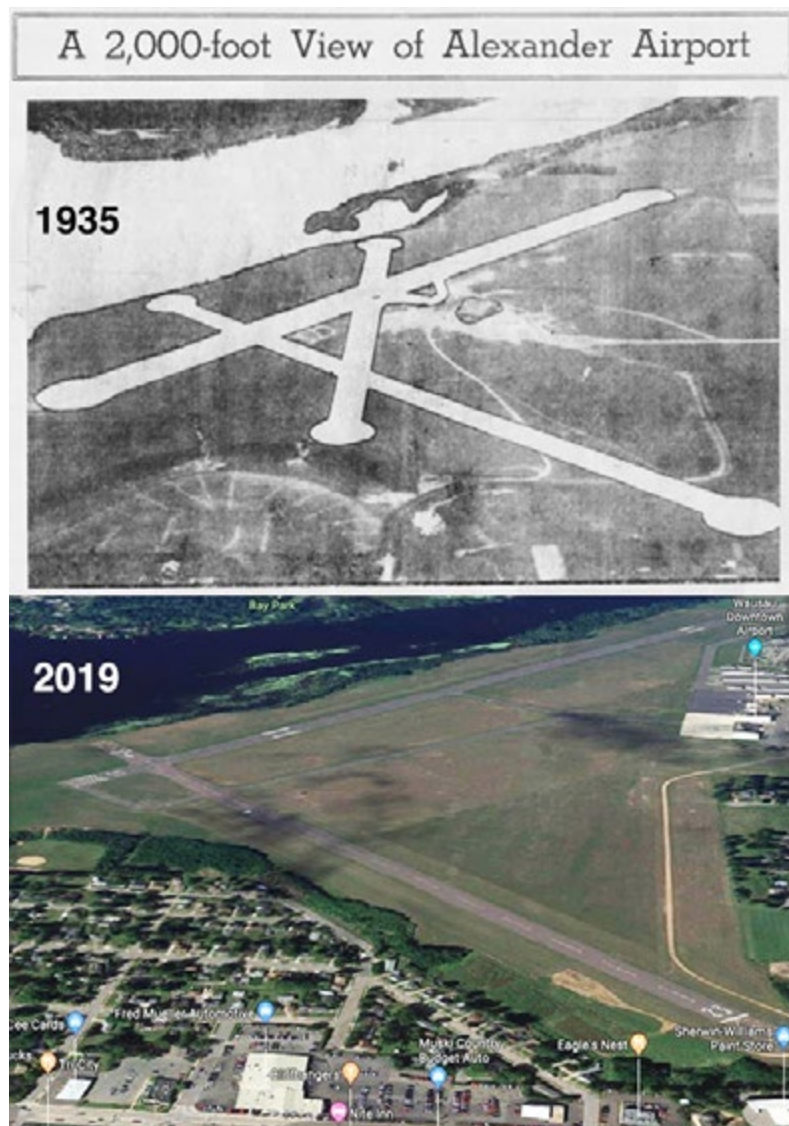
Students using the Wausau Flying Service flight simulator as part of the “Aviation 101” program to encourage them to become professional pilots.

built their first hangar in the new east hangar development area, on the other side of the fence from the park. It was the perfect recruiting location.

The organization meets twice weekly with 50-plus kids and adults in attendance. The success has been so great that the organization finished their second hangar in 2022. EAA Chapter 640 has encouraged the local radio control aircraft club, Wausau R/C Sports, to return to the airport. Their meeting and activities in the LBF hangar have attracted people of all ages to participate in aviation, but especially middle and high school students through their flight training programs.

Next came the partnership between Wausau Flying Service, Inc. and the Wausau School District to form “Aviation 101.” Aviation 101 was developed to encourage high school students to become professional pilots. The ground school course is managed by the Wausau School District through “WAVE,” an online virtual school. This portion of the course uses the private pilot “Angle of Attack” course produced by Chris Palmer. In addition to ground school, the students are then paired up and attend “flight lessons” at the airport on the FAA-approved Wausau Flying Service flight simulator and fly 17 lessons with a flight instructor from a specifically created syllabus to teach students everything about flying an airplane before they actually take the controls of a real airplane. The goal is for the students to take the course in their junior year, then pass the FAA knowledge exam and solo the summer of their junior year. If those goals can be obtained, then the students can easily earn their Private Pilot Certificate in their senior summer before attending a collegiate flight program. Students earn high school credit for the Aviation 101 program.

Next, we partnered with Fox Valley Technical College. Students earning their Private Pilot Certificate through Aviation 101 also receive shared credit with the college simultaneously



Wausau Downtown Airport, formerly referred to as Alexander Airport.



Aviation 101 Group, Wausau, Wisconsin.

which gives them a head-start on their flying career. Our thought has always been to keep Wisconsin students in Wisconsin. This makes it more likely that these young people will remain in our community. Wausau Flying Service, Inc. now has a steady source of Certified Flight Instructors (CFIs) and pilots to choose from after they graduate from a collegiate program. This also eases the local strain from the impact of the national pilot shortage. Our plan is to now try to apply what we've learned to create a similar feeder program for Airframe and Powerplant (A&P) technicians.

This year we were able to partner with the Lewitzke Foundation to fund the cost of the simulator training for Aviation 101. Through the generosity of the foundation, the Aviation 101 program will be fully funded for up to 20 students per year over the next three years. We've just begun our fourth year of the program and have averaged 10 students per year using only organic promotion. The new funding will allow the program to double in size!

I could ramble on-and-on about the return of the annual Wausau Airshow in 2022, the Annual AirVenture Cup Race activities, and Hamburger Nights, but in conclusion, the thought I would like to leave with *Midwest Flyer Magazine* readers is this: ***We wouldn't have most of this success if we had to do this alone!*** It was only after we forged important partnerships within our

community, both inside and outside aviation, that our airport began to experience its true potential. This success has allowed Wausau Flying Service, Inc. to grow from a husband and wife, two-employee operation in 1992, to a 22-employee FBO in 2023. It has allowed us to negotiate contracts, plan meaningful airport capital plans backed by the taxpayers, gain loyal, well-trained employees, and keep loyal, happy customers. But most of all, it has allowed us to serve a community that equally reciprocates appreciation for our partnership. □





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Airport Consultant Finds Flying Fun & Professionally Rewarding!

by Dave Weiman

Since 1954, Becher-Hoppe Associates, Inc., with offices in Wausau, Wisconsin, has provided engineer consulting and survey services throughout the state, specializing in airports, highways, and municipalities. The firm also provides real estate appraisal and acquisition services, and in more recent years, aerial drone photogrammetry.



Always on the lookout for new talent, the firm feels it made the right decision when it hired Karl Kemper straight out of college. Kemper is not only a skilled engineer, but shortly after getting hired, he realized that becoming a general aviation pilot and aircraft owner would enhance his career and fulfill some lifelong dreams as an avid sportsman.

But Kemper was not the first employee at Becher-Hoppe to embrace general aviation. Becher-Hoppe founder, Archie "Skip" Becher, Jr., owned and flew a cabin-class, twin-engine aircraft for years. Randy Van Natta, who started with the company in 1979, and has been President and Chief Executive Officer since 2004, is also a pilot and equally passionate about general aviation.

On December 31, 2021, Van Natta, and Archie C. Becher, sold the company



Karl and Chelsey Kemper take their daughter for her first flight.

and its real estate holdings to fellow employees Karl Kemper, Matthew Graun, and Jed Mattmiller. Kemper was named President; Graun, Vice President; and Mattmiller, Partner. This is the fourth generation of internal ownership transition within the company, which is something the company is very proud of.

Karl Kemper and his wife, Chelsey, grew up in the small town of Manistique in the Upper Michigan Peninsula. They graduated from high school in 2008, and Karl from Michigan Tech in 2012 with a degree in Civil Engineering.

"I had interned as a Wisconsin Department of Transportation highway construction inspector with another civil engineering firm in the Wausau area each summer while in college," Karl said. "After graduation, the firm wanted me to gain experience working out of their main office in Milwaukee. I know

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The Kempers with their 1965 Cessna 185 Skywagon on skis.

the company had the best of intentions for my career and development, but I'm not a big-city guy, and didn't want to risk getting stuck down there long-term with Chelsey. So, I stopped by the Becher-Hoppe booth at the Michigan Tech career fair and had an interview set up with them in Wausau soon afterwards." In January 2013, Karl Kemper went to work for the company.

Initially, Karl expected that he would be working as a highway construction engineer, but Van Natta instead assigned him to an airport project at Price County Airport (KPBH) in Phillips, Wisconsin. There he worked on constructing a parallel taxiway, extending a runway, creating a hangar development site, and removing obstructions.


"Did I really have a choice?" asked Karl. "Randy said it would be 'just like building a highway,' except better, because I didn't have to deal with aggravated motorists driving through work zones, landowners who were upset because we were blocking their driveways, etc."

That project won the Wisconsin DOT Bureau of Aeronautics Construction Project of the Year Award in 2013.

"Next came a big project at Sawyer County Airport (KHYR) in Hayward, Wisconsin, to install an ILS," said Karl.




"Again, did I have a choice?" reflected Karl, who didn't yet know what an ILS was.

The project at Hayward was more than just installing an ILS, though. A parallel taxiway was needed, which required relocation of a road that resided where the taxiway was



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to be built. A lot of tree-clearing was needed. The airport is surrounded by wetlands, so there was a lot of care that needed to be taken around them, related construction challenges, and a lot of environmental coordination. A Medium-intensity Approach Lighting System with Runway alignment indicator lights (MALSR) needed to be installed, and a road was built over the wetlands to maintain the system. A concrete apron expansion was also included.

Van Natta would fly to Hayward to check on the project's progress, and when the project was done, he flew Karl up there for final inspections and project closeout coordination.

"I had only flown commercially a handful of times when I was growing up, and I didn't like it," said Karl. "In fact, flying scared me, and I'm still scared of heights to this day, except in airplanes. I had to psych myself up to get in the plane with Randy. But I started to see the benefits of flying, not only in terms of time savings, but also to develop my career. Besides, getting to Hayward in 45 minutes in an airplane versus 3 hours by car, helps. I also noticed that Randy had an incredibly deep knowledge of airports from being a pilot, which helped to make him a great airport engineer. I also began to think about personal travel opportunities if I were to get my pilot's license."

Around this time, Karl started a project at Wausau Downtown Airport, just a few miles from the Becher-Hoppe office, where he met John Chmiel, owner of Wausau Flying Service. John and Randy convinced Karl that he should consider at least taking ground school to improve his knowledge of aviation, so Karl signed up for ground school and started flight training, soloing in a Cessna 150 after 15 hours of dual. "I knew then that I was going to be hooked on flying," commented Karl.

Karl soon realized that renting an airplane wouldn't work for him long-term, so he bought a 1970 IFR-equipped Cessna Skyhawk from a guy in Mankato, Minnesota, finished his private pilot training in the Skyhawk, passed his checkride with Duffy Gaier of Marshfield, Wisconsin, and received his instrument rating soon thereafter.

"The Skyhawk was a great plane! I put 400 hours on it in the 3 years I owned it, and flew it to AirVenture a few times, to the Dakotas pheasant hunting, and to Buena Vista, Colorado (elevation 8,000 feet) for a skiing trip, in addition to flights throughout the Midwest. But the Yooper in me couldn't stop thinking about off-airport flying opportunities, including with floats and skis, and having more useful load, and more speed. So, after a lot of research and consultation with the flying community, I knew that a Cessna 185 Skywagon was the plane that would best suit my lifestyle.

"I scoured the market for over a year, flew around the Midwest with Duffy to look at a few planes, but couldn't find a good Skywagon that I could afford. And that was back when the market on Skywagons was actually somewhat reasonable!

"Then, one day around AirVenture time in 2018, I

found an ad on 'Craigslist' by a guy from Arkansas who had his 1965 Skywagon for sale and was planning to fly it to AirVenture. I reached out to him, and he flew to Wausau after AirVenture so my mechanic, Lyman Hatz, could do a pre-buy inspection.

"Lyman calmly walked around the plane while making small talk with the owner. The owner described work he had done to the plane, and some working relationships he had with some famous pilots, some of whom were performing in the airshow at AirVenture that week. Lyman finished looking over the plane, and walked into the terminal very nonchalantly, hardly even saying goodbye to the owner. The owner asked me why Lyman walked away without even pulling off an inspection plate or looking inside the cowl. I told him that I wasn't sure, but that I would talk with Lyman, and get back to him.

"After the owner took off, I walked into the terminal, where Lyman was sitting with a wry smile on his face. He said, 'If that owner really works with who he says he does, and really did what he said he did to that plane, and flew it up from Arkansas for AirVenture, that should be a great 185 to buy.'

"That was all I needed to know. I contacted the owner the next day, negotiated a price (which would have been enough for 1/2 of a Skywagon in today's market), and he flew the plane back to Wausau the following week after giving it a fresh annual. Needless to say, I was excited!

"I had never been in a tailwheel or high-performance aircraft before, but John Chmiel assured me that he could teach me how to 'grab the tiger by the tail,' which he did. (What an incredible instructor!) I flew the Skywagon for about a year before finding a set of Fluidyne 3200 hydraulic skis, which were easy to install because the plane already had the ski pump in it from a previous owner. I have flown the plane to Canada 10-plus times to my uncle's fishing camp where I spent a lot of time as a kid growing up. To be able to land at the camp on the frozen lake with the skis was beyond cool. I've also flown to Leadville, Colorado skiing; Gunnison, Colorado elk hunting; Nashville, Tennessee for a national concrete conference; and to AirVenture each year."

But landing on wheels and skis was not enough for Karl. He found a set of serviceable PK3500A amphibious floats in Watertown, Wisconsin in the spring of 2021, and trailered them back to his T-hangar in Wausau, "where they have been patiently waiting for me to save up the money and find the time to get them installed and learn how to use them. I've never been in a floatplane before, but I'm looking forward to it!"

If you think your airport may be in need of engineering services, or if you need some inspiration to appreciate flying just a little more, I urge you to contact Karl Kemper at Becher-Hoppe Associates, Inc.: call (715) 845-8000, or email kkemper@becherhoppe.com (www.becherhoppe.com). □

MAC Reliever Airports Supported 342,000 Operations In 2022

Investments In General Aviation System Remain Strong To Support Future Demand

MINNEAPOLIS-ST. PAUL – The Metropolitan Airports Commission (MAC) general aviation system in the Twin Cities supported a total of 342,136 aircraft operations in 2022. The newly released year-end operations data accounts for all takeoffs and landings at the system's six Minneapolis-St. Paul metro area general aviation airports. Operations declined just under 3% compared to the 352,195 total operations in 2021.

“General aviation activity in the Twin Cities has grown through the pandemic – even when commercial passenger travel dipped,” said Brian Ryks, CEO of the MAC. Operations at our reliever airports last year was 7% greater than in 2019.”

“We are continuing to invest in the MAC’s reliever system to meet projected demand and support our flying community and the many aviation businesses that operate at our airports.”

Joe Harris, director of reliever airports for the MAC said: “There is significant momentum at our reliever airports with our commercial partners – flight training schools, charter operators, maintenance companies, fixed-base operators, and avionics firms – all reporting they are busier than ever. The demand we are seeing at our relievers includes waitlists for flight training and aircraft maintenance activity, both of which are already scheduling out to late 2023.”

Three reliever airports increased operations in the last year: St. Paul Downtown Airport (STP), Crystal Airport (MIC) in northwest Minneapolis, and Airlake Airport (LVN) located in Lakeville. STP is the MAC’s primary business-focused general aviation airport, logging 41,592 operations for a 4.9% increase over 2021. Corporate jet activity continued to rebound in 2022, especially with fewer pandemic restrictions to international travel.

Flying Cloud (FCM), located in Eden Prairie, is the busiest reliever airport in the MAC system. In 2022, FCM had 122,281 total operations, a decline of 7% over 131,593 operations the prior year.

The MAC’s general aviation airports support personal, recreational, and business aviation users. They are referred to as “reliever airports” within the Twin Cities metropolitan area because they relieve congestion that would otherwise impact Minneapolis-Saint Paul International Airport (MSP), which had 310,235 total operations in 2022, a 24% increase over 2021.

2021 Operations

FCM 131,593, MIC 37,845, STP 39,196, ANE 74,657, LVN 36,259, 21D 32,645

2022 Operations

FCM 122,281, MIC 42,592, STP 41,592, ANE 65,688, LVN 38,268, 21D 32,189

% Change 2021/2022

FCM 7.08%, MIC 12.54%, STP 4.90%, ANE 12.01%, LVN 5.54%, 21D 1.40%



One of many corporate jets that takeoff and land at St. Paul Downtown Airport (STP), which is one of six reliever airports in the Minneapolis-St. Paul metropolitan area.
Metropolitan Airports Commission Photo

% Total Operations

352,195 (2021), 342,136 (2022), % Change: 2.86%

In the past five years, the MAC has invested more than \$50 million to provide a safe, efficient, and modern reliever airport system. One of the latest projects was the completion of a new 3,500-foot runway at Lake Elmo Airport (21D), which opened to air traffic in July 2022. It is 650 feet longer than the previous runway, which will be converted to a taxiway later this year. Improved instrument approaches will also be implemented this year at Lake Elmo as part of the multi-year project to improve airfield infrastructure and provide safer operations.

The MAC’s reliever airport system generates an estimated \$756 million annually for the area economy. It also supports more than 3,600 jobs. The reliever system accommodates 850 hangar buildings for nearly 1,300 aircraft.

The MAC’s reliever airports host numerous community events annually including Girls in Aviation Day and the AirExpo aircraft showcase at Flying Cloud, the Father’s Day pancake breakfast at Crystal, and the Pan-o-Prog Fly-In Breakfast at Airlake.

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. 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.



MSP Earns Repeat Title As Best Airport In North America

ACI ASQ Award is Sixth in Seven Years for Best Airport Experience

MINNEAPOLIS-ST. PAUL – Minneapolis-St. Paul International Airport (MSP) has been named the “Best Airport in North America” for the second straight year through the Airports Council International (ACI) global Airport Service Quality (ASQ) program. It’s the sixth time MSP has received the title in the past seven years.



Brian Ryks

MSP earned the ASQ Award for Best Airport in North America for the 25–40 million passenger category for 2022, after receiving the same honor in 2021. MSP was also named Best in North America for four straight years between 2016–2019, earning placement on the ACI Director General’s Roll of Excellence in Airport Service Quality in 2020.

“For MSP to be recognized by our travelers as one of the best in the world year after year is a testament to our focus on providing exceptional airport experiences so Minnesota thrives,” said Brian Ryks, CEO of the Metropolitan Airports Commission (MAC), which operates MSP. “Our entire MSP airport community – including MAC commissioners and staff, federal agencies, airlines, concessionaires, tenants, Airport Foundation MSP and the Armed Forces Service Center – shares a commitment to creating an excellent customer service culture at every touchpoint of a passenger’s journey through MSP.”

The ASQ awards were based on 465,000 traveler surveys at airports in more than 90 countries during 2022. The

surveys cover 30 key indicators that define a passenger’s overall experience, including the ease of finding their way through the airport, check-in, security, cleanliness, shopping, and dining. Nearly 400 airports participate in the program, and more than half of the world’s travelers passed through an ASQ airport last year.

“Putting the traveler at the center is more important than ever, and it is the way forward,” said Luis Felipe de Oliveira, Director General of ACI World. “We are proud of the team at Minneapolis-St. Paul International Airport for winning the Best Airport in North America (award). This shows that the whole airport community has come together to put the passenger first.”

MSP is the 16th busiest airport in North America based on passengers. In 2022, MSP served a total of 31.2 million passengers, an increase of 24% from 2021. This year, MSP will have non-stop service to 156 destinations (127 domestic and 29 international), up from 145 in 2022.

About The Metropolitan Airports Commission (MAC)

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www.metroairports.org.



Appleton Welcomes New Personnel

APPLETON, WIS. – Appleton International Airport (KATW) welcomes Jesse Funk to its staff as its Service and Business Development Manager. In this position he will be responsible for expanding the airport’s revenue sources and outreach in the community. Items under his direction include



Jesse Funk

growing new destinations from KATW, airport development, and all marketing efforts for the airport. Most recently Funk has served as a Regional Travel Manager for the University of Wisconsin System.

Cody Gustafson has been named the general manager of Appleton Flight Center. In this position, he will oversee the general aviation and fueling operations at the flight center, as well as direct ground handling operations on behalf of Allegiant Air.

Gustafson has worked in the transportation industry for 17 years, including positions at private flight operations and commercial airlines (www.atwairport.com).



New Aircraft Hangar Project In Eau Claire Expands Capacity For Region

EAU CLAIRE, WIS. – Hawthorne Global Aviation Services and Chippewa Valley Regional Airport (KEAU) have announced the construction of a new hangar project. The addition of new hangar space expands capacity for aircraft lease space throughout the Eau Claire, Minneapolis, and La Crosse region.

The new 22,500 square foot hangar is owned by Chippewa Valley Regional Airport and will be managed by Hawthorne. The new hangar will be able to accommodate business aircraft up through the Gulfstream G650, and construction will be completed by the spring of 2023. Hangar space is available for lease.

“As the region we serve continues to grow, the Chippewa Valley Regional Airport continues to look for opportunities to accommodate the corresponding demand for aviation facilities,” said Charity Zich, Airport Director. “This new hangar will greatly increase our ability to capture additional demand for those looking for a convenient and accessible airport option.”

Chippewa Valley Regional Airport is the premier airport in West Central Wisconsin. With a main runway capable of handling aircraft of almost any size, state-of-the-art navigational aids, an air traffic control tower, as well as onsite aircraft rescue

and firefighting capabilities, KEAU is well positioned to serve the needs of aviation users for the foreseeable future.

“Hawthorne has been proud to serve the community for more than 30 years, and the new hangar project enables us to provide even greater service to aircraft in the region,” said Shawn Styer, General Manager at KEAU. “Whether an aircraft needs a permanent home or a place to stop when passing through, Hawthorne is here to provide best-in-class service and amenities.”

Hawthorne operates 10 fixed based operator (FBO) locations at airports around the country, including Atlanta, GA (KRYV), Chicago, IL (KPWK), Cody, WY (KCOD), Eau Claire, WI (KEAU), Ennis- Big Sky, MT (KEKS), Hamilton, MT (KHRF), Long Island, NY (KISP), Sioux City, IA (KSUX), Tuscaloosa, AL (KTCL) and West Yellowstone, MT (KWYS).

Hawthorne Global Aviation Services, whose roots go back to its first FBO in 1932, is a world-class aviation services company and leader in general aviation services and airport management. With the backing of NOVA Infrastructure and Wafra Inc., Hawthorne has become a leading FBO acquisition and operating company committed to customer service and safety. ☐

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- Aviation Charter, Eden Prairie, Minnesota
- B2W, Winona, Minnesota

Aviation businesses interested in becoming a member, and supporting an organization that promotes and protects the interests of general aviation, are urged to contact Nancy Olson at 952-851-0631 Ext. 322, or email ngo@thunderbirdaviation.com

In addition to government relations, MATA promotes aviation education through flight training scholarships. Learn more at <https://www.mata-online.org/>

MATA – The Voice of General Aviation Businesses In Minnesota Since 1945

St. Louis Downtown Airport Entered 2023 Prepared for Continued Growth

\$422 million economic engine will complete new infrastructure and welcome new jobs.



St. Louis Downtown Airport

ST. LOUIS, MO – 2022 proved to be a solid year for St. Louis Downtown Airport, with highlights ranging from the arrival of a new director and continuation of strong flight operations, to the return of in-person events aimed at growing the aviation industry workforce. Add in the groundbreaking for a significant new project and expansion plans revealed for its largest tenant, and the airport is looking to the future with an eye on continued growth.

To help lead operations at the busiest airport in Illinois outside of Chicago, Bi-State Development welcomed Sandra Shore as the new director of the airport in February. With the airport's enviable location just minutes from downtown St. Louis making it a popular choice for those flying into the bi-state area for business and major events, overall flight operations remained strong and steady last year under Shore's leadership. A substantial increase in charter flights can be

directly correlated to the NASCAR Cup Series race held at nearby World Wide Technology Raceway in Madison, Ill., which drew 56 charter flights in June. The airport also recorded two of its three best months in fuel sales in the last five years in 2022, a trend expected to continue in 2023.

St. Louis Downtown Airport will see additional growth in 2023 when its largest tenant, Gulfstream Aerospace, expands operations and adds 140 new jobs. Gulfstream Aerospace is one of the tenants that will benefit from the latest infrastructure investment underway at the airport – a new ground engine runup and compass calibration pad. Construction began last fall on the \$5.4 million project, which secured \$5 million in state funding through the \$45 billion Rebuild Illinois Capital Infrastructure Plan. Upon completion in 2023, it will improve production safety, reliability and efficiency, boost airport businesses, and increase

global competitiveness for southwestern Illinois and the State of Illinois. Five million dollars in state funding was secured for the project.

Gulfstream Aerospace and other aircraft maintenance tenants will use the project's new airfield pavement with jet blast deflectors to perform aircraft maintenance tests requiring the operation of an engine at high power on the ground for several minutes, generating elevated noise levels. The new engine runup area will be located 1,850 feet from other parked aircraft and isolated from airport operations, ultimately reducing aircraft engine runup noise by more than 50% and accommodating the airport's largest aircraft.

Located on 1,000 acres in St. Clair County in Cahokia Heights and Sauget, St. Louis Downtown Airport and its tenants contribute more than \$422 million in economic impact for the region, and more than 1,500 full-time and part-time jobs, according to the most recent study conducted by the Illinois Department of Transportation (IDOT).

"The diversity of operations occurring at St. Louis Downtown Airport contributes to our role as an

economic engine for the bi-state St. Louis region and makes us a key contributor to the tremendous strength of the aviation sector in the state of Illinois," said Mary Lamie, Executive Vice President of Multi Modal Enterprises at Bi-State Development, which owns and operates the airport as one of its enterprises.

The economic impact of St. Louis Downtown Airport and other airports in the St. Louis region was the focus of an insightful panel discussion hosted by the St. Louis Regional Freightway in November. Shore and directors from four other busy airports – St. Louis Lambert International Airport, Spirit of St. Louis Airport, MidAmerica St. Louis Airport and St. Louis Regional Airport – participated in the event. The panel discussion highlighted the unique attributes and contributions of each airport and underscored the collective impact of the aviation industry in the region.

"The collaboration that takes place among our airports is unique in the aviation industry and a model for success," said Shore. "Collectively, between airport operations and tenants, our five facilities account for more than 36,500 jobs and generate a combined annual economic impact that exceeds \$10 billion and is growing."

A key focus within that growing industry is attracting future workers to fill a wide range of positions. With that in mind, St. Louis Downtown Airport welcomed the return of in-person events at the airport in 2022 in collaboration with St. Louis University's Oliver L. Parks Department of Aviation Science (SLU). The Illinois Mathematics and Science Academy (IMSA) joined with SLU to host Aviation Day for Educators in June, bringing educators from six school districts in southwestern Illinois and Eastern Illinois University to the airport. SLU's Aviation Summer Academy attracted participants from 11 states who spent a week learning about different aspects of aviation and related careers and experienced the thrill of flying. Girls in Aviation Day in October, a career expo, provided an opportunity for more than 100 young women to climb into the flight decks of various aircraft and fly planes in flight simulators.

To learn more about St. Louis Downtown Airport, visit www.stlouisdowntownairport.com.



St. Louis Downtown Airport Awarded \$2.5M Grant for New Terminal

ST. LOUIS, MO – St. Louis Downtown Airport has been awarded a \$2.5 million grant to help cover the cost of replacing its existing terminal, an aging facility from the 1980s, that serves as the front door for businesses and developers expanding to the region. Funding for the grant comes from the Federal Aviation Administration (FAA), which is awarding nearly \$1 billion from President Biden's Bipartisan Infrastructure Law to 99 airports of all sizes across the country. The new terminal at St. Louis Downtown Airport will better meet the needs of the aviation customers who use the airport for the unparalleled access it

offers to the heart of the bi-state St. Louis region, while decreasing its footprint to reduce current and future maintenance costs and making this economic engine for the region more fiscally responsible to taxpayers.



“The total cost for the terminal replacement is estimated at \$4.2 million, so this funding is a tremendous start that moves us closer to kicking off the design-build project for the new terminal,” said Mary Lamie, Executive Vice President of Multi Modal Enterprises at Bi-State Development, which owns and operates St. Louis Downtown Airport as one of its enterprises. “We greatly appreciate U.S. Senator Tammy Duckworth and U.S. Senator Dick Durbin for their support of our grant application and for continuing to champion projects like this that contribute to the strength and economic vitality of Southwestern Illinois.”

St. Louis Downtown Airport – like so many other airports nationwide – continues to see air traffic rebounding to reach or beat pre-pandemic levels. As that trend continues, the new funding aims to help meet the growing nationwide demand for air travel and invests in key areas to help get travelers in and out of airports more quickly and improve the passenger experience by investing in new baggage systems, larger security checkpoints and improved ground transportation. Other projects increase terminal sustainability and improve accessibility for individuals with disabilities.

For St. Louis Downtown Airport in particular, the project will replace the existing terminal with a new terminal that will meet all Americans with Disabilities Act (ADA) regulations and serve future ADA travelers and employees. The project will address several of the other criteria considered as part of this grant program, including:

- Improving Energy Efficiency – The existing terminal is 43 years old with a large HVAC system that uses excessive energy in addition to several large bubble windows that allow airflow and water leakage.
- Encouraging Actual and Potential Competition – The airport recently welcomed United Airlines as a new customer, proving the airport is already competitive. This project will only increase the airport’s ability to attract new service.
- Good Paying Jobs – The project will enable the airport to diversify its services to attract new customers and specialized developers with high-paying jobs, while also enabling current tenants to expand their operations and add even more highly paid personnel.

“The St. Louis Airport is a major economic driver for the Metro East and surrounding regions, and making sure it has federal support to improve its infrastructure is critical,” said U.S. Senator Dick Durbin (D-IL). “This investment means improved service, safety, and efficiency for airport workers and travelers. I fought to ensure the Airport Terminal Program was included in the Bipartisan Infrastructure Law, and I’ll keep

advocating for our state’s airports.”

“The Bipartisan Infrastructure Law is putting Illinois on a path to rebuild our aviation infrastructure while also helping working Illinoisans find good-paying jobs,” U.S. Senator Tammy Duckworth (D-IL) said. “I’m proud that St. Louis Downtown Airport will experience the benefits of this bill Senator Durbin and I supported, which will help families all across our state have better, safer and more accessible travel experiences.”

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St. Louis Downtown Airport will see additional growth in 2023 when its largest tenant, Gulfstream Aerospace, expands operations and adds 140 new jobs. Gulfstream Aerospace is one of the tenants that will benefit from a current infrastructure investment underway at the airport – a new ground engine runup and compass calibration area. Construction began last fall on the \$5.4 million project, which secured \$5 million in state funding through the \$45 billion Rebuild Illinois Capital Infrastructure Plan. Upon completion in 2023, it will improve production safety, reliability, and efficiency.

“As work continues on the ground engine runup project, construction planning is already underway for the new terminal, and we look forward to firming up the local funding match and finalizing the construction schedule so we can break ground in the coming months,” said Sandra Shore, Director, St. Louis Downtown Airport.

About Bi-State Development

Bi-State Development (BSD) owns and operates St. Louis Downtown Airport and the Gateway Arch Riverboats and operates the Gateway Arch Revenue Collections Center and Gateway Arch trams. BSD is the operator of the main 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 more than 260 clean-burning diesel buses that operate on 58 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.



Passenger Traffic At MidAmerica St. Louis Airport Surges To New Record With More Than 160,000 Passengers Served

MASCOUTAH, ILL.— MidAmerica St. Louis Airport announced February 6, a new record of 163,210 passengers served in 2022, continuing a trend of positive passenger growth. The 2022 passenger count exceeds that of 2021 by nearly 2,000 and is fueled by a robust recovery from the travel disruptions caused by the coronavirus pandemic. As travelers become more comfortable with air travel and demand continues to surge, many people are taking advantage of the services that MidAmerica St. Louis Airport offers.

“MidAmerica Airport’s continuing growth is due to numerous factors,” said St. Clair County Chairman Mark Kern. “Passengers can count on easy access from Interstate 64, affordable parking and efficient airport and security operations, and they appreciate Allegiant’s strong route network serving popular destinations at affordable rates.”

MidAmerica St. Louis Airport currently serves the following nonstop destinations via Allegiant on either a year-round or seasonal basis: Charleston, Destin/Ft. Walton Beach, Ft. Lauderdale, Ft. Myers/Punta Gorda, Jacksonville, Las Vegas, Myrtle Beach, Orlando, Phoenix/Mesa, Sarasota/Bradenton, Savannah, and Tampa Bay/St. Pete.

“We are excited about the sustained growth at MidAmerica Airport, especially at a time when travel demand is on the rise and the public is exploring more leisure destinations,” said Bryan Jonson, Director of MidAmerica St. Louis Airport. “Our growth goes beyond increased passenger numbers, as we are also enthusiastic about the progress being made on our terminal expansion project, which will deliver a new and improved security screening area, two additional boarding bridges, and significantly more passenger amenities.”

The passenger terminal expansion is not the only improvement project happening at MidAmerica Airport. A \$37.7 million project to add nearly 3,100 feet of new Taxiway Lima pavement and a new Taxiway Bridge over Crooked Creek is under construction. It will serve Boeing’s new production facility, which is slated for opening in 2024 and has the potential to spark future development of an aviation business park. MetroLink’s planned expansion from Scott Air Force Base to MidAmerica St. Louis Airport also was expected to be under construction as early as March 2023, making the airport even more accessible to potential customers all along the light rail alignment and providing a direct connection to St. Louis Lambert International Airport.

To learn more about MidAmerica St. Louis Airport (BLV), visit www.flymidamerica.com or follow it on www.facebook.com/midamericablvy.



Allegiant Airlines at the terminal at MidAmerica St. Louis Airport.

About MidAmerica St. Louis Airport

MidAmerica St. Louis Airport is located in Mascoutah, Illinois, in the eastern portion of the St. Louis metropolitan area. Passenger service to a dozen different destinations is offered by Allegiant Airlines. Major multimodal rail and inland port centers are located within 22 miles of the airport, which also enjoys easy access to five interstate highways via I-64. With parallel runways of 8,000 and 10,000 feet, the airport can handle simultaneous takeoffs and landings in all conditions, minimizing delays. The airport has an annual capacity of 200,000 operations. Tenants include Boeing, which has an aircraft manufacturing facility at the airport; and North Bay Produce, an international, grower-owned, year-round, fresh produce marketing and distribution cooperative headquartered in Traverse City, Mich. MidAmerica is a Joint Use Airport partnering with Scott AFB, the home to the U.S. Transportation Command, a multi-service organization, and Air Mobility Command, the USAF’s component command for airlift. MidAmerica and the 375th Air Mobility Wing operate Scott AFB/MidAmerica St. Louis Airport. □

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New Heated T-Hangars Coming Soon To Wittman Regional Airport

OSHKOSH, WIS. – Wittman Regional Airport (OSH) began construction of 20 new T-hangars in February. Like many general aviation airports, available hangar space is extremely limited in Oshkosh with a waiting list of 50-plus aircraft owners.

These T-hangars will be the first airport-owned hangars built on the airport in more than 20 years. The two 10-unit buildings will be constructed on the east ramp directly south of the intersection of Taxiways J and E. The project will also entail earthwork, taxi-lane construction, and utility and stormwater features. Funding for the project is provided by a combination of county, state, and federal grant money.

Each hangar unit will be sized to fit up to a light piston twin. They will have automatic bifold doors, concrete floors,

and will be insulated and heated. One of the buildings will have a public restroom for use by all tenants and visitors on the east ramp. As a part of the project site work, the airport will also be creating six shovel-ready hangar pad sites for up to 60 x 60 ft privately built hangars, with electric and gas connections nearby. Lots will be available for land lease this summer.

Westwood Professional Services of Appleton, Wisconsin, is the design/engineering firm for the project, Cardinal Construction of Fond du Lac, Wisconsin was selected to construct the buildings, and R&R Wash Materials of Ripon, Wisconsin is providing the civil site work. The project is scheduled to be completed in late summer. □

Coleman Jet Solutions Looking Onward To The New Year



HIGHLAND PARK, ILL. – Coleman Jet Solutions, established in November 2021, has finished its first business year strong, by assisting its clients in closing five transactions in the last six weeks of 2022. Coleman Jet Solutions is looking forward to carrying that momentum onward into 2023.

In addition, Coleman welcomed three new members to its team, further strengthening the company's core expertise in market intelligence, transaction management, and aircraft remarketing. In 2023, Coleman Jet Solutions will use these additional resources to improve existing client experience and to introduce the company to new clients that want a more robust and comprehensive solution that goes beyond buying and selling aircraft.

"2022 could not have been a better inaugural year for

our company," says Dave Coleman, President of Coleman Jet Solutions. "Not only did our sales numbers exceed expectations, we have successfully combined years of industry expertise, with new ideas and energy. Our plan is to make 2023 a break-out year, expanding our capability to support our clients beyond the transaction."

Coleman Jet Solutions, located on Chicago's North Shore, provides superior technical, regulatory, and financial guidance with uncompromising loyalty and unequalled results. The company's expertise in aircraft research, and aircraft evaluation and negotiations are for the sole benefit of its clients. For more information, visit www.colemanjets.com or contact Dave Coleman at dave@colemanjets.com or [847-748-8333](tel:847-748-8333). □

Ford International Airport Announces New Recipients for FLITE Grants

The Gerald R. Ford International Airport Authority has announced the next round of companies that will receive a total of \$171,000 in grant funding through the Ford Launchpad for Innovative Technologies and Entrepreneurship, or FLITE. FLITE, a partnership between the Grand Rapids, Mich. airport, Michigan Economic Development Corporation, Seamless Ventures, Southwest Airlines, Stantec GenerationAV and the West Michigan Aviation Academy, provides funding to encourage the design, development and pilot testing of new products and services in a live airport environment.

Among the five companies that will receive grant funding through this next round are Renu Robotics, which provides autonomous lawnmowers that change the way aviation facilities conduct vegetation management; Cyberworks Robotics, which retrofits autonomous navigation technology for OEM products; and Deaf AI, which provides training

machines with artificial intelligence to use sign language to improve the experience of communicating with those who are deaf or hard of hearing.

A new partnership for FLITE includes the West Michigan Aviation Academy, a tuition-free public charter high school that provides a unique educational opportunity for students to focus on high-growth employment fields in the aviation industry during their high school education.

"After the successful completion of two rounds of funding, FLITE has proven to be a key asset to the Gerald R. Ford International Airport and the state of Michigan's local entrepreneurial ecosystem," said Ford International President and CEO Tory Richardson, A.A.E. "It has become a leading platform in transforming the aviation industry through the introduction of new technologies that advance our ability to provide a world-class experience to all passengers and guests." □

AIRCRAFT

Classic Lear Jet Foundation Announces Arrival of Lear Jet 23-003 Back Home To Wichita



The foundation is made up of current, retired, and former employees who have admiration and affection for the airplane, the man, the company and its employees, the business jet industry, and the city where it all started in 1962.

Classic Lear Jet Foundation is a non-profit IRS 501(c)(3) corporation. Donors can deduct contributions they make under IRC Section 170.

For more information see <https://ClassicLear.org> or contact Rick Rowe at rick.rowe@classiclear.org or [316-305-5046](tel:316-305-5046). □

WICHITA, KAN – Classic Lear Jet Foundation, along with supporters Global JetCare, International Turbine Industries, Patton Trucking & Equipment, LLC, Aircraft Engineering Inc., Noble Jet Inc., and Tri-County Tree Experts have announced that the first-ever production Lear Jet delivered to a customer arrived back home to Wichita on February 27, 2023, for safe storage prior to restoration.

The aircraft was first put into service on October 13, 1964. Lear Jet Model 23, serial number 23-003, is being brought back to the city where it was built, to be restored to flying condition, and become a Living Flight History Aircraft. Classic Lear Jet Foundation will use 23-003 to educate people on the story of this airplane, its impact on business aviation, the Lear Jet company, Bill Lear, and the employees who had the passion to complete the dream of a "business jet."



GAMA Releases 2022 Aircraft Shipment & Billing Report

WASHINGTON, D.C. – The General Aviation Manufacturers Association (GAMA) released the 2022 General Aviation Aircraft Shipment and Billing Report during its annual State of the Industry Press Conference, February 22. Overall, when compared to 2021, all aircraft segments saw increases in shipments and preliminary aircraft deliveries were valued at \$26.8 billion, an increase of 6.0%.

“The general aviation manufacturing industry continues to show increasing strength despite workforce and supply chain challenges across our industry. Our product development across the spectrum of fixed-wing, rotorcraft and advanced air mobility vehicles is spurred by the recognition that our industry is the safety and sustainability technology incubator for global civil aviation. These safety, performance and sustainability efforts are built upon progress with lighter weight materials, new structural and wing designs, fly-by-wire control replacing heavy hydraulic systems, additive manufacturing reducing the number of parts, lighter weight and more reliable avionics, and engines and airframes that can fly on a 100% sustainable aviation fuel blend. Of course, the impressive list of progress doesn’t even begin to touch on the revolution of electric, hybrid and hydrogen propulsion

our companies are developing. As we look towards FAA reauthorization in the U.S., we will be looking for Congress to focus the FAA on improving their processes to facilitate the certification of new technologies, as well as support their validation efforts globally to deliver safety, performance, and sustainability benefits,” said Pete Bunce, GAMA President and CEO.

Airplane shipments in 2022, when compared to 2021, saw piston airplane deliveries increase 8.2%, with 1,524 units; turboprop airplane deliveries increase 10.4%, with 582 units; and business jet deliveries increase to 712 units from 710. The value of airplane deliveries for 2022 was \$22.9 billion, an increase of approximately 5.8%.

Piston helicopter deliveries for 2022, when compared to 2021, saw an increase of 7.2%, with 194 units; and a preliminary civil-commercial turbine helicopter increase of 7.6%, with 682 units. The preliminary value of helicopter deliveries for 2022 was \$4.0 billion, an increase of approximately 6.8%.

GAMA's complete 2022 year-end report can be found at gama.acro. □

Britten-Norman Islander BN2T-4S Type Approved By FAA



United Kingdom (UK) aircraft manufacturer, Britten-Norman, has gained United States Federal Aviation Administration (FAA) type certification for the Rolls Royce model 250-powered BN2T-4S Islander turboprop aircraft. The BN2T-4S is the larger variant of the piston BN2B Islander and comes with an increased MTOW of 8,500 lbs. Certification is included under FAA Type Certificate reference A17EU Revision 22.

This change is an important milestone for Britten-

Norman and compliments existing type certificates for the aircraft with the UK, Civil Aviation Authority (CAA), and European Union Aviation Safety Agency (EASA). The new certification opens new markets for the company in the U.S. and internationally. BN2T-4S Islanders are currently in manufacture at the company’s Solent manufacturing facilities at Daedalus and Bembridge in the UK. In addition to new aircraft, Britten-Norman also holds stock of factory refurbished, used aircraft.

Mark Shipp, technical director at Britten-Norman, comments: “Obtaining type certification for any aircraft is a major achievement and requires a huge amount of effort and hard work satisfying the regulator that the product is not only safe, but also meets the most stringent standards. The USA is the world’s largest aviation market, and the FAA is a hugely respected regulator of that market. We are very proud to have had the opportunity to work closely with the FAA to achieve this important goal and now look forward to the opportunities this will bring.”

The Islander continues to develop its successful proven track record as a thoroughbred workhorse. The aircraft is available in multiple configurations, including commuter, medevac, surveillance, and maritime patrol.

Britten-Norman is currently progressing type certification approval for the BN2T-4S Islander in India and Canada. □

North American Helicopter Adds K-MAX® Firefighter To Its Operations At MidAmerica St. Louis Airport



(L-R) Jessie Bailey and Nathan Husbyn

MASCOUTAH, ILL – North American Helicopter, a 55-plus year veteran charter operator that provides services to customers throughout the U.S., Canada, and the Caribbean from its home base at MidAmerica St. Louis Airport, debuted its newly acquired K-MAX® medium-to-heavy lift helicopter with an aerial firefighting demonstration on the airport grounds March 6. The K-MAX® chopper is designed to do one thing – pick up really heavy objects – and the test drops demonstrated firsthand the aircraft's unique capability to carry a significant quantity of water, which makes it a groundbreaking tool in the fight against forest fires across the nation and into Mexico.

During the demonstration, the rugged \$7 million, American-made K-MAX® helicopter – one of just 23 in the country and the only one currently in the Midwest – dipped its two Bambi Buckets into a nearby pond, where they collected nearly 700 gallons of water (the equivalent weight of an F-250 truck) and completed six short flight patterns, each

of which ended with the helicopter hovering approximately 100 feet above the ground and initiating a test drop to return the water to the pond. The aircraft is the first-of-its-kind in the St. Louis region with the capability to lift up to 6,000 pounds (2,722 kg) with unmatched performance in hot and high conditions. The MidAmerica St. Louis Airport-based helicopter is one of only 60 K-MAX® helicopters in the world!

North American Helicopter purchased the K-MAX® helicopter in the fall of 2022 from Kaman Air Vehicles, a division of Kaman Aerospace Corporation. This addition to North American Helicopter's impressive fleet is an important step in expanding the company's operational services and overall external lift capabilities to help benefit future firefighting efforts. When not fighting fires, the aircraft will be used to support the company's ongoing work with the electrical and gas utility sectors and the Department of Defense, while enabling it to also meet heavy lift needs in the construction industry.

“We’re excited about the sustained growth at North American Helicopter and their recent investments that will enhance future powerline projects, infrastructure building, and firefighting support in St. Clair County and far beyond,” said St. Clair County Chairman Mark Kern. “The diversity of operations occurring at MidAmerica Airport have significant impact on the local and regional economies, as well as contribute to the tremendous strength of the aviation sector in the state of Illinois.”

Bryan Johnson, Director of MidAmerica St. Louis Airport, said North American Helicopter established a presence at MidAmerica St. Louis Airport in 2021. “The acquisition and use of the K-MAX® by North American Helicopter demonstrates the diverse nature of the aviation/aerospace industry and the technology that is developed and used for specific needs,” said Johnson. “The company is another example of how business aviation has a direct economic benefit for the airport and the entire region.”

Founded in 1967, North American Helicopter has built a solid reputation on its commitment to safety and the professional, reliable service they have been proud to offer customers for more than five decades. Since its establishment, the company has grown from three choppers and a handful of full-time staff members to a team of 24 employees and 10 state-of-the-art aircraft, offering operational services, aerial firefighting, utility inspection, charter flights, scenic tours, helicopter emergency response, and aerial photography for business, government, and individuals.

Now operated by Chris and Jessie Bailey, the third-generation husband-and-wife ownership team purchased North American Helicopter 10 years ago, and it has since become certified as a Woman-Owned Small Business (WOSB) in Illinois and Missouri with pending approval for federal WOSB certification.

In February 2020, the couple invested more than \$2 million on a 19,000 square-foot facility that broke ground at MidAmerica St. Louis Airport during the early stages of the COVID-19 pandemic. The airport’s convenient location and available developable land provided North American Helicopter with the space needed to support the company’s



Bucket Test Drop

continued growth and build its new facility. Completed in 2021, it includes an oversized hangar with aircraft and maintenance services, extensive community office space and more. In late 2022, the company further expanded by purchasing Maine Helicopters, Inc., a utility helicopter company based out of mid-state Maine that was established in 1960. This extended their service territory while acquiring an existing customer base offering the same utility-type services that North American Helicopter provides.

“Over the last 10 years we have stretched our footprint from only the Midwest, all the way to New England and down the East Coast – really anything east of the Rockies we travel and service year-round,” said Jessie Bailey, President of North American Helicopter. “We’ve grown

our operations quite substantially, which is very exciting, and beyond its firefighting capabilities we plan to grow K-MAX® construction operations throughout the East Coast, establish U.S. Army Corps of Engineers connections in the area, and further build on relationships with utility customers in this region.”

For additional information on North American Helicopter and the new K-MAX® aircraft, visit northamericanhelicopter.com. To learn more about MidAmerica St. Louis Airport (BLV), visit flymidamerica.com or follow the airport on facebook.com/midamericabl.

MidAmerica St. Louis Airport is located in Mascoutah, Illinois, in the eastern portion of the St. Louis metropolitan area. With parallel runways of 8,000 and 10,000 feet, the airport can handle simultaneous takeoffs and landings in all conditions, minimizing delays. The airport has an annual capacity of 200,000 operations. Tenants include Boeing, which has an aircraft manufacturing facility at the airport; and North Bay Produce, an international, grower-owned, year-round, fresh produce marketing and distribution cooperative headquartered in Traverse City, Mich. MidAmerica is a Joint Use Airport partnering with Scott AFB, the home to the U.S. Transportation Command, a multi-service organization, and Air Mobility Command, the U.S. Air Force’s component command for airlift. MidAmerica and the 375th Air Mobility Wing operate Scott AFB/MidAmerica St. Louis Airport. □



Amelia Earhart Museum in Atchison, Kansas.
Amelia Earhart Museum Photo

Amelia Earhart Hangar Museum Announces Boeing & Bombardier As New Sponsors

*Located At Amelia Earhart Memorial Airport (K59), Atchison, Kansas
Amelia Earhart's Birthplace*

ATCHISON, KAN. (February 14, 2023) – The Atchison Amelia Earhart Foundation is proud to announce Boeing, the world's largest aerospace company, and Bombardier, a global leader in aviation, focused on designing, manufacturing and servicing the world's most exceptional jets for business and defense, have come onboard as sponsors of the new "Amelia Earhart Hangar Museum."

Boeing and Bombardier expand the museum's support from aviation and aerospace industry leaders including FedEx, Garmin and Lockheed Martin. The new state-of-the-art STEM and history museum located at Amelia Earhart Memorial Airport (K59) in Atchison, Kansas, Earhart's birthplace, will celebrate its grand opening on Friday, April 14.

"It's a tremendous honor to have the support of aviation leaders like Boeing and Bombardier who continue Amelia's enduring legacy



Amelia Earhart statue in front of museum.
Amelia Earhart Museum Photo

of innovation and share our vision to inspire future generations in the pursuit of flight," said Karen Seaberg, founder and president of the Atchison Amelia Earhart Foundation.

The Amelia Earhart Hangar Museum will be the first museum to blend interactive STEM and historical storytelling to celebrate Earhart's life as a trailblazing aviator who defied the odds to become the first woman to fly solo across the Atlantic Ocean.

"Amelia's courage and spirit of adventure will inspire the next generation of aviators, explorers and innovators to continue breaking new boundaries in aerospace," said Cheri Carter, vice president of Boeing Global Engagement. "Through this exciting partnership with the new Amelia Earhart Hangar Museum, we are proud to be part of sharing this incredible story and supporting and developing the innovators of the future." Boeing is the world's largest aerospace company and leading



*"Muriel," the world's last remaining Lockheed Electra 10-E.
Amelia Earhart Museum Photo*

manufacturer of commercial jetliners and defense, space, and security systems for customers in more than 150 countries.

"We are thrilled to support the new Amelia Earhart Hangar Museum and believe it will have a great impact on the community through its innovative and educational exhibits — inspiring young people to explore the many exciting possibilities and future career paths available in aviation and aerospace," said Tonya Sudduth, head of U.S.

Strategy, Bombardier. The company has its U.S. headquarters in Wichita, Kan., which includes Bombardier Defense, Flight Test Center, and Service Center. Across the U.S., Bombardier has line maintenance stations, manufacturing facilities, and multiple service centers.

The museum is also supported by many local and national philanthropic organizations including the Donn Lux Family, Guy Bromley Trust, Patterson Family Foundation, Regnier



Amelia Earhart standing in front of the Lockheed Electra 10-E she was flying when she disappeared in July 1937.

Amelia Earhart Museum Photo

Family Foundation, Fly With Amelia Foundation, Stauffer Jambrosic Foundation, Sunderland Foundation and William T. Kemper Foundation, among others. Support from the Atchison, Kansas community includes local employers Amberwell Health, Benedictine College, MGP Ingredients and others.

World's Last Remaining Lockheed Electra 10-E

The centerpiece of the Amelia Earhart Hangar Museum is “Muriel” – the world’s last remaining Lockheed Electra 10-E. Named after Earhart’s younger sister, Grace Muriel Earhart Morrissey, Muriel is identical to the plane Earhart flew on her final flight around the world.

Surrounding Muriel are 14 interactive exhibit areas that take visitors on an engaging and educational journey through Earhart’s life, from growing up in Atchison, Kan., to the height of her worldwide fame. Among the many museum experiences, visitors will have the opportunity to:

- Enter a full-scale replica of *Muriel’s* cockpit to experience what it was like to be inside the aircraft described as Earhart’s “flying laboratory.”
- Explore a digitized version of Amelia’s mechanic logbook.
- Try on Amelia’s various careers (via augmented reality) as a mechanic, nurse, pilot, and fashion designer.
- Go “above the clouds” to explore celestial navigation, radio waves, and atmospheric conditions.
- Trace 3D holograms to explore technological advances in aviation.
- Pilot a virtual reality flight in Earhart’s Lockheed Vega 5B to try navigating the same challenges Earhart faced during her 1932 transatlantic flight.

- Vote on theories about what happened to Earhart on her attempt to fly around the world.

The Amelia Earhart Hangar Museum is designed in partnership with Dimensional Innovations (DI), an award-winning, Kansas-based experience design firm. Each exhibit is carefully outfitted to meet National Curriculum Standards, Kansas Curriculum Content Standards, and Missouri Standards of Learning. Professionally developed *Teacher Guides* to support field trips are available.

Following the grand opening, the Amelia Earhart Hangar Museum will apply to become an Affiliate of the Smithsonian Institution.

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. In addition to leading the capital campaign to build the Amelia Earhart Hangar Museum, the foundation led the effort to bring the bronze statue of Amelia Earhart to the U.S. Capitol in Washington, D.C., to represent the State of Kansas in National Statuary Hall; the foundation was the sole funder. A “twin” bronze statue stands at the entrance of the new Amelia Earhart Hangar Museum. The Atchison Amelia Earhart Foundation is a 501(c)(3). To learn more about the new Amelia Earhart Hangar Museum, visit www.AmeliaEarhartHangarMuseum.org or follow “AEHangarMuseum” on [Facebook](#), [Instagram](#) and [Twitter](#). □

Fargo Air Museum Partners With NDSU Archives To Preserve Local Veteran History

FARGO, N.D. – The Fargo Air Museum hosted the first “Veterans Story Preservation Day,” February 6. The audio and/or video will be uploaded to the NDSU archives website. Local area veterans’ oral histories will be available for research and may be used as resources for academics.

The interviews were conducted in a private setting by the Fargo Air Museum Collections Manager, Max Sabin (fargoairmuseum.org).

“Without preserving our area’s history, there will be no way of knowing what life was like for veterans of the 20th century in the Fargo Moorhead area. We’re excited to partner with NDSU and use their digital archive system to reach a greater audience of academics, students, and historians,” said Sabin.

“It is important for us to preserve our veterans’ stories. By gathering their stories, preserving them, and making them available at the NDSU Archives, (this) ensures that future generations understand what these men went through to preserve our freedoms. Their call to duty and sacrifices should not be forgotten,” said Matt Tallant, Processing Archivist, North Dakota State University.

The Fargo Air Museum was founded with the nonprofit mission of promoting aviation through education, preservation, and restoration. The museum is home to aircraft of all eras. Visit www.fargoairmuseum.org for additional information. □

A Photo Review of the 2023 Annual Groundhog Chili Skiplane Fly-In February 4, 2023 - Brodhead Airport (C37) - Brodhead, Wisconsin Sponsored by EAA Chapter 431

Pilots and their guests flew in, drove in, and walked in for a mid-winter break to enjoy the beauty of crisp blue skies, fresh white fallen snow, and refreshing cold temps for some winter flying fun on skis!

Chili and all the fixins' were available inside the chapter building, and a fire pit roared outside for those who wanted to stay warm while visiting with friends or watching skiplanes land and takeoff.

EAA Chapter 431, which is celebrating its 50th anniversary in 2023, has long hosted the annual skiplane fly-in to get local pilots who do not winter down south, to enjoy some homemade chili and hangar flying. The fly-in usually falls around Groundhog Day, so the name has sort of stuck.

Dave Weiman Photos



Chapter 431 is currently accepting aircraft and project donations for possible completion, restoration training or for fundraising purposes. If you know of an orphaned or abandoned aircraft, please contact Mike Weeden, President, at president@eaa431.org.

Brodhead Airport also hosts a “Community Pancake Breakfast,” May 21, 2023; the Hatz/Pietenpol Fly-In, July 20-23, 2023; and the private, open-to-members-only, Midwest Antique Airplane Club “Grassroots” Fly-In, September 7-10, 2023.

Brodhead Airport has existed at its current location since 1946, when B-24 bomber pilot Maj. Bill Earleywine, returned home from World War II and rented a field south of town to establish a flight training and sightseeing business. Taylorcraft and Ercoupe dealerships were added soon after and Earleywine kept busy providing flight instruction and charter flights to Brodhead locals at what was then called “Bill’s Airpark.” The airport belonged to the family of Wheeler

Searles, also a local WWII pilot, who flew fighter/bomber missions in P-47s in Europe. Wheeler owned a Fairchild PT-19 that he kept at the airport.

In July 1947, tragedy struck when Earleywine and his brother, Derald, were killed when their plane crashed in a pasture just south of Brodhead Airport. The brothers were returning from the Wisconsin State Air Fair and Circus at nearby Rock County Airport in Janesville when the accident occurred. The accident caused the abrupt end of Earleywine Flying Service, but a handful of pilots continued to keep the airport open.

In the 1950s through the early 1970s, these local pilots kept the field mowed and pitched in to pay the rent while flying a few small airplanes at the airport. Robert Green, another local WWII pilot, who flew B-24s, owned a Taylorcraft and later, a Waco UPF-7. Jerry Edgar kept a Taylorcraft and later, a Piper Cherokee, at the airport. Don Mason had a Luscombe and Darrell Nelson owned a Cessna

Skot Weidemann Photos



150. Dick Wraight owned a Taylorcraft L-2. Bill Knight owned a Taylorcraft originally sold by Bill Earleywine, which is still based on the field and flown to this day.

At least one airshow was held during this period, featuring the world-famous “Cole Brothers” to celebrate the “Golden Age of Aviation.” The airshow was sponsored by the Progressive Pilots of Green County.

In 1973, a group of pilots and interested residents formed EAA Chapter 431. Shortly after, Wheeler Searles passed away, but not before arranging to give Chapter 431 members the option to purchase the airport from his estate. Two corporations were formed – Hawk Aire and Eagle Aire – to acquire the real estate, along with additional acreage to make a runway extension to the west.

Almost immediately, Chapter 431 members and other local pilots constructed new hangars and brought a variety of new aircraft to the airport.

In the years following, the two corporations were

merged, and now Hawk Aire owns the airport outright, with shareholders in the corporation made up of hangar owners on the field, along with a few non-pilots who helped with the original purchase in 1973. Since Brodhead Airport is privately owned, it receives no government funding from the City of Brodhead, Green County, State of Wisconsin, or the FAA.

Today, there are 56 hangars and nearly 75 airplanes flying or in various stages of construction. The little airport is now known around the country as one of the best grass airports in the Midwest and is host to several major fly-ins each year.

Brodhead Airport carries FAA designation C37, and while it is privately owned, it is open to the public and carries no landing restrictions. Its three grass runways are symbolized on the Chicago sectional chart with an open circle. It is in uncontrolled, or Class G airspace, underlying Class E, the least restrictive of controlled airspace. The nearest airspace requiring radio contact is at Southern Wisconsin Regional Airport (KJVL) in Janesville, Wisconsin, about 10 miles east

Skot Weidemann Photos



of Brodhead, where Class D airspace exits. The Dane County Regional Airport (KMSN) Class C airspace in Madison, Wisconsin, begins about 30 miles north.

Brodhead Airport is about 1 mile south of the city of Brodhead near the junction of state highways 11 and 81. The nearest hard surface airport is Monroe (KEFT) about 11 nm west. The nearest instrument approach is also at Monroe, while Janesville (KJVL) has full ILS capability. Madison (KMSN) and Rockford (KRFD) both offer radar service in the area.

Brodhead Airport is fairly flat with a few trees. The perimeter is mostly surrounded by irrigated fields and pilots should watch for irrigation rigs near the airport perimeter. There are no tall towers or obstructions that affect the traffic pattern. The six runway thresholds are displaced for controlling objects.

The airport elevation is 793 feet MSL. The traffic pattern altitude is 800 feet AGL or 1600 feet MSL. The active runway is dictated by surface winds. During busy times when winds are light or calm, Runway 27 is considered the active. During fly-ins, check surface markings as other runways may be closed. The Common Traffic Advisory Frequency (CTAF) is 122.9. Pilots are urged to monitor the frequency and announce their intentions and to be vigilant, as many aircraft using the field are non-radio equipped. Standard left-hand traffic patterns exist.

The runways are not plowed in winter and the airport is open to ski-equipped aircraft.

More information about Brodhead Airport is available at <https://www.eaa431.org/>

Located on Brodhead Airport is the always-expanding, interesting and entertaining, Kelch Aviation Museum.

The museum is open Wednesday through Sunday, 10 am to 4 pm. Admission is free. Larger groups requesting a guided tour should call for an appointment.

Based around the stunning vintage aircraft that the museum's namesake, Alfred Kelch, collected, the 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 Kelch Aviation Museum keeps that legacy alive through education, preservation, and good old barnstormer-style pizzazz.

The museum's 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're a Snoopy-and-the-Red-Baron fan or a researcher sleuthing out original aircraft blueprints, Kelch Aviation Museum has something to fascinate you!

The Alfred & Lois Kelch Aviation Museum, Inc. is a 501(c)(3) non-profit educational corporation and donations are tax deductible as allowed by law. For additional information, visit <https://www.kelchmuseum.org/> or call (608) 897-1175 or email info@kelchmuseum.org. The museum is available for rental for private events, including wedding receptions, and other social gatherings. □

Reno No More!

After nearly 60 years of air racing in northern Nevada, it was announced in March by the Reno Air Racing Association Board of Directors, that 2023 will be the last National Championship Air Races at Reno-Stead Airport in Reno, Nevada. Citing the region's significant growth amongst other concerns, the Reno Tahoe Airport Authority has made the decision to sunset the event. However, the board of directors is confident the event will continue. In fact, it is currently exploring several other possible locations to host the event in the future.

The event has generated hundreds of millions of dollars for the local economy, while instilling a love for flying in the community and becoming a valued partner to many charities and non-profits.

The last National Championship Air Races at Reno-Steid Airport will take place September 13-17. The 2023 event is set to return with more than 150 planes and pilots, as well as several hands-on displays and experiences including the GRADD-NVBAA STEM Education Discovery Zone, heritage displays, military demonstrations and static displays

and more. The event will also mark the third year of competition for the STOL (Short Take-Off and Landing) Drag which has become a phenomenon in the skies. □

NAA Announces Postponement of Pulitzer Aircraft Race

WASHINGTON, DC – The National Aeronautic Association (NAA) announced in January that the Pulitzer Electric Aircraft Race is being postponed from May 2023 to a later date yet to be determined.

The Pulitzer Electric Aircraft Race was introduced at the 15th Annual Electric Aircraft Symposium as a 1,000 nautical mile cross-country air race for zero-emission electric propulsion aircraft of all types including fixed-wing airplanes, rotorcraft and innovative multi-rotor aircraft designs emerging from the Advanced Air Mobility sector. The race is intended as a resumption of the Pulitzer air races first held by NAA in the early 1920s as the highlight of the popular National Air Races of that time. □

EAA Celebrates 70 Years

OSHKOSH, WIS. – The Experimental Aircraft Association, organized with three dozen Milwaukee-area aviation enthusiasts on January 26, 1953, is celebrating its 70th anniversary with more than 270,000 members (the most ever) and 900 local chapters focused on growing participation in aviation by sharing The Spirit of Aviation.

“EAA’s founder, the late Paul Poberezny, often said that he never expected this little Milwaukee airplane club to grow into what it has become, but it tapped into a basic aspiration – the freedom to fly,” said Jack J. Pelton, EAA’s CEO and Chairman of the Board. “For seven decades, EAA has allowed

people to passionately pursue that dream with imagination and innovation, as they found kindred spirits that created an aviation movement that has no equal in the history of manned flight. It is an anniversary to celebrate EAA as an achievement of the individual, as part of a greater group that supports those efforts.”

While the original founding group consisted primarily of those who built, restored, and modified their own aircraft, the organization soon encompassed people across all aviation interests – as Poberezny put it, “welcoming all who wished to participate.” □

Corsair Reunion Among Warbird Highlights Planned For EAA AirVenture Oshkosh 2023

OSHKOSH, WIS. – A reunion of the Chance Vought F4U Corsair aircraft, the unique gullwing fighter aircraft best known for its exploits off U.S. aircraft carriers, will be among the warbird highlights at EAA AirVenture Oshkosh 2023. The 70th edition of the Experimental Aircraft Association’s fly-in convention will be held July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

“With only about two dozen flying examples of the Corsair remaining in North America, the opportunity to bring together the largest-possible group of these unforgettable aircraft at Oshkosh was one we had to organize,” said Rick Larsen, EAA Vice President of Communities and Member Programs, who coordinates AirVenture features and attractions.

“This airplane recently marked the 80th anniversary of its introduction to the U.S. military and remains a favorite warbird among many enthusiasts. Our goal is to create a



Corsairs with folded wings parked along the Warbirds flightline at EAA AirVenture Oshkosh 2021.
EAA Photo/AI Sauer

memorable program with several activities that feature the Corsairs on the ground and in the air.” □

Top Airshow Performers Commit To EAA AirVenture Oshkosh 2023

OSHKOSH, WIS. – Some of the world’s top airshow performers have made commitments to fly at EAA AirVenture Oshkosh 2023 – the World’s Greatest Aviation Celebration – as part of the afternoon and night airshow lineups. Those performers include aerobatic champions and longtime Oshkosh favorites for the 70th EAA fly-in convention, scheduled for July 24-30 at Wittman Regional Airport. The event features nine airshows over seven days, including night airshows on July 26 and 29. Daily afternoon airshows

are presented by Daher and Pratt & Whitney, while night airshows are presented by Covington Aircraft (July 26) and PenFed Credit Union (July 29).

Among the performers and aircraft already on the schedule include:

- AeroShell Aerobatic Team (T-6s)
- Randy Ball (MiG 17)
- Vicky Benzing (Stearman)
- Bob Carlton (Super Salto)

Kevin Coleman (Extra)
Dell Collier (Jet Waco)
Susan Dacy (Stearman)
Kyle Fowler (Long-EZ)
Kyle Franklin (Piper Super Cub)
Michael Goulian (Extra)
RJ Gritter (Decathlon)
Greg Koontz (Decathlon)
Nathan Hammond (Super Chipmunk)
Rob Holland (MXS-RH)
Jerry Kerby (RV-8/T-28)
Lee Lauderback (P-51)
David Martin (Beech Baron)
Jessy Panzer (Pitts)
Jim Peitz (F-33 Bonanza)
Red Bull Air Force

Ken Reider (RV-8)
Bill Stein (Edge 540)
Skip Stewart (Prometheus 2)
Jim Tobul (F4U-F Corsair)
Hubie Tolson (Sukhoi SU-31)
Trojan Phlyers (T-28s)
Bernie Vasquez (Sea Fury)
Patty Wagstaff (Extra)
Scott Yoak (P-51)
Matt Younkin (Beech 18)

Along with these early confirmations, many more exciting performers will be announced, including some only-in-Oshkosh performers and aircraft. Exact days for each performer and complete daily airshow lineups will be announced as they are finalized. □

‘Vietnam Remembered: 50 Years Later’ To Be Featured At AirVenture Oshkosh 2023

OSHKOSH, WIS. – The people and aircraft that participated in the Vietnam War will be remembered 50 years after the end of direct hostilities, during EAA AirVenture Oshkosh 2023, July 24-30, at Wittman Regional Airport in Oshkosh, Wisconsin.

The 70th edition of the Experimental Aircraft Association’s fly-in convention will include specific programs and activities that involve the aircraft of that period, from all branches of service that were engaged during that period.

“The Vietnam era was a remarkable time for aviation innovation and development,” said Rick Larsen, EAA’s vice president of communities and member programs, who

coordinates AirVenture features and attractions. “It was a bridge from the early jet age to the aircraft that are still a foundational part of our armed forces. More important, this is an opportunity to recognize those who served, many of whom did not receive a grateful welcome when they returned from their service.”

In addition, the annual Yellow Ribbon Honor Flight is scheduled to return to the schedule on Friday, July 28, focusing on Vietnam veterans departing Oshkosh for a day trip to the monuments in Washington, D.C., prior to returning at the end of that day’s air show. □

EAA Ford Tri-Motor Tour Continues In 2023

OSHKOSH, WIS. – EAA’s annual tradition of touring a vintage Ford Tri-Motor across the country to give people a taste of the roaring ’20s, returns in 2023. As part of an agreement with the Liberty Aviation Museum in Port Clinton, Ohio, EAA will take the museum’s 1928 Ford Tri-Motor 5-AT-B on a tour with stops already scheduled in nine different states.

The first stop on the schedule is in Mt. Sterling, Kentucky, from April 6-9. Some other stops already confirmed include

Evansville, Indiana, from April 13-16, and Columbia, South Carolina, from May 11-14. The Tri-Motor will return to its home in Port Clinton for two stops on June 30-July 2 and September 1-3. The aircraft will also be in Oshkosh, Wisconsin, for the entire week of EAA AirVenture, July 24-30, allowing attendees to see the world’s largest fly-in from a different perspective. More stops will be added to the schedule online as they are finalized. □

Aeronautics Report

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

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

www.wisconsindot.gov



Pardon Our Dust: Annual Airport Construction Update

by Hal Davis
WisDOT Bureau of Aeronautics



Hal Davis



Paving Runway 01/19 at Price County Airport.
Photo courtesy of Becher-Hoppe Associates, Inc.

Anyone living in Wisconsin, or the Midwest for that matter, knows that the weather dictates many aspects of life. The old joke is, we have two seasons, winter, and road construction. On the airport though, the construction season is year-round. During the warmer months, crews often work into the night to avoid impacting airport users and to get all pavement work done before the days turn cold. Conversely, the cold winter months are the ideal time to tackle tree trimming and removal to ensure approach areas are free from obstructions. The frozen ground minimizes environmental impacts and is healthier for the trees. This past winter, trees were trimmed and removed at Amery, Ashland, Prairie du Chien, Price County, and Tomahawk airports as part of a unique state-funded program to restore and maintain existing instrument flight procedures in conjunction with

the Federal Aviation Administration's Next Generation Air Transportation System (NextGen) initiatives. In total, the Wisconsin Bureau of Aeronautics (BOA) funded projects at 34 airports last year. Included were 21 construction projects, eight equipment projects, three land projects, four planning projects, and design work for an additional 20 future projects.

2022 Recap

In 2019, rumors about closing the often-flooded Tri-County Regional Airport in Lone Rock percolated throughout our Wisconsin aviation community following an especially bad flood. Fortunately, this past summer a major project to alleviate future flooding was completed. The project reconstructed and raised the elevation of Runway 09/27. Perhaps more significantly, several water management improvements were made both on and off the airport to ensure proper drainage.



Newly raised and reconstructed Runway 9/27 at Tri-County Regional Airport, along with water management improvements.
Photo courtesy of Westwood



Perimeter fence at Stevens Point.
Photo courtesy of Westwood.

Elsewhere in Wisconsin, major runway reconstruction projects were completed at Boyceville Municipal Airport, Dodge County Airport, Fond du Lac County Airport, Iowa County Airport, Price County Airport, and Stevens Point Municipal Airport. No matter where you fly in Wisconsin, a freshly paved runway with bright new lights isn't far away.

After over 10 years of planning and coordination, a 5.5-mile-long perimeter fence was finally installed at Stevens Point Municipal Airport in 2022. The fence should help keep terrestrial wildlife off an airport that has a history of wildlife strikes. The project was especially complicated due to the need to relocate a very popular recreational trail and access road.

Hangar, and hangar area improvements, were also completed at Burlington, Manitowish Waters, and Oconto airports, and fuel farm upgrades were made at Baraboo and Wisconsin Rapids.

2023 Outlook

This summer is shaping up to be as busy as ever with several notable construction projects around the state. Runway rehabilitation projects are expected at Central Wisconsin, Green Bay, Mauston, Merrill, and West Bend. Some readers may recall that Central Wisconsin recently finished reconstructing Runway 17/35. The project will now shift attention to reconstructing Runway 08/26. The project will also decouple the runways by shifting Runway 08/26 further east, thereby fixing an infamous "hot spot," and improving airfield safety.

Apron improvements are planned for Appleton, Merrill, Monroe, and New Richmond this summer, while hangar, or hangar area improvements, are planned at Chippewa Valley, Kenosha, Lancaster, Platteville, and Wittman Regional Airport in Oshkosh. In addition, the multi-year, \$85 million south terminal expansion project at Dane County Regional Airport is expected to wrap up later this year. Meanwhile in Rhinelander, new boarding bridges will be installed.

Many of these projects will result in temporary and long-term runway closures. As always, check Notices to Air Missions (NOTAMs) before your flight to make sure there are no unwelcomed surprises. For more information on past and future airport development projects, including the Bureau of Aeronautics' Five-Year Airport Improvement Program, visit the Wisconsin Department of Transportation website at wisconsindot.gov and type in "*airport five-year plan*" in the search bar or call [\(608\) 266-3351](tel:6082663351).



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

Minnesota DOT Office of Aeronautics
395 John Ireland Blvd. • St. Paul, MN 55155-1800
651-296-3000



Ryan Gaug

MnDOT Aeronautics Update

by Ryan Gaug

Interim Director

MnDOT Office of Aeronautics

It's hard to believe it has been almost a full year since I was asked to step in as Interim Director of Aeronautics following the retirement of our previous director of many years, Cassandra Isackson. When I last wrote with an update, shortly after being tapped for a stint as interim director, I noted that one of my top priorities while leading the office through a transition was to do some hiring. And while there is still a lot of work to do in terms of recruiting for and filling positions, I am pleased to report that hiring is something we have certainly done. Over the past nine or so months we have welcomed many new faces to our Aeronautics team. And we continue to hire.

Also, at the time of this writing, the three positions at the top of our Aeronautics organizational chart (office director and two assistant directors) are occupied by people in interim roles. While we hope to have these positions solidified with permanent hires in the coming several months, I should note that I am grateful to the two individuals who agreed to step into temporary Assistant Director roles to help provide leadership on key initiatives – Mike Hartell and Kirby Becker. Mike has been with Aeronautics for many years overseeing our nav aids technicians and airport inspectors, while Kirby joined Aeronautics from MnDOT's Office of Transit and Active Transportation, bringing with him an excellent skill set to help address several near-term challenges and opportunities.

Given all these changes, new faces, retirements, and some internal organizational restructuring, I wanted to take a moment to remind our customers and partners how we are organized and point you toward some easy ways to identify an appropriate contact from our Aeronautics team.

One place you can find general contact information for specific MnDOT programs is on our [Programs webpage](#). For example, if you were looking to ask a question about registering your aircraft in Minnesota, you'd contact our long-time expert on these matters, Jana Falde, as shown on the screenshot below.

Aeronautics and Aviation

Aviation Program Contacts



Contacts for Specific Programs in Aeronautics

- Adopt-A-School - [Darlene Dahlseide](#)
- Aeronautical Chart - [Darlene Dahlseide](#)
- Aeronautical News and Tech Bulletin - [Jeff Flynn](#) - 612-427-3887
- Air Service Marketing - [Crystal Nickles](#) - 612-297-0248
- Air Transportation - Scheduling - [Linda Connor](#) - 651-234-7222; [Sheila Kvilyang](#) - 651-234-7220
- Aircraft Registration - [Jana Falde](#) - 651-234-7201

You may also want to check out our [Services webpage](#) that identifies contacts for the various services we provide. This page focuses on the person responsible for overall oversight and supervision of these services, and the teams responsible for working on them.

Aeronautics and Aviation

Office of Aeronautics Services

[Home](#) [Aviation A-Z](#) [Airports](#) [Pilots](#) [Drones](#) [Businesses](#) [Education](#) [Events](#) [Publications](#) [Licenses/Registrations/Forms](#) [Contacts](#)

Office of Aeronautics Services

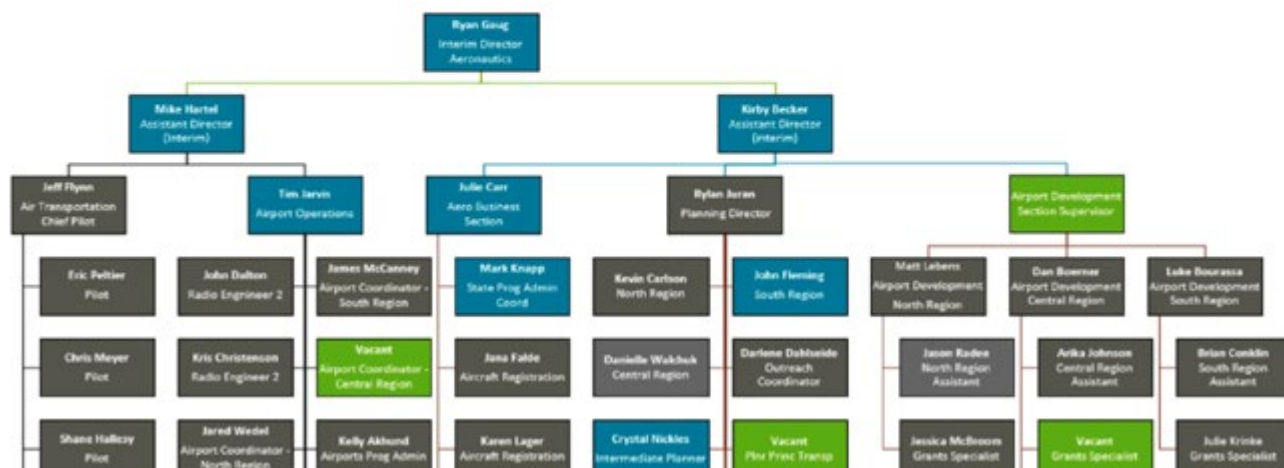
This office administers state and federal funds for municipal airport development, maintenance, and operation; regulates, inspects, and licenses aviation operations; enforces statutes and rules relating to aviation; registers aircraft and assists communities with aviation planning and air service issues. It also provides radio and visual navigational aids; electrical and lighting systems; collects and disseminates weather information for pilots; disseminates aviation education and safety information; conducts several programs to promote aviation; and furnishes air transportation service for state officials and employees performing official business.

Interim Office Director
Ryan Gaug
ryan.gaug@state.mn.us
612-422-8601

Acting Assistant Director
Kirby Becker
kirby.becker@state.mn.us
651-234-7255

One more helpful resource I'd like to share may come in handy when you know the name of the MnDOT Aeronautics employee you'd like to connect with, but aren't sure how to reach them. In those situations, the best resource is our [online employee list](#) which provides up-to-date names, numbers, and emails of all staff.

Finally, I noted earlier that when appropriate, we've been making adjustments to our overall organizational structure with a goal of promoting better flow of communications and information. If you love a good "org chart" like I do, then feel free to download and peruse the [MnDOT Aeronautics org chart](#).

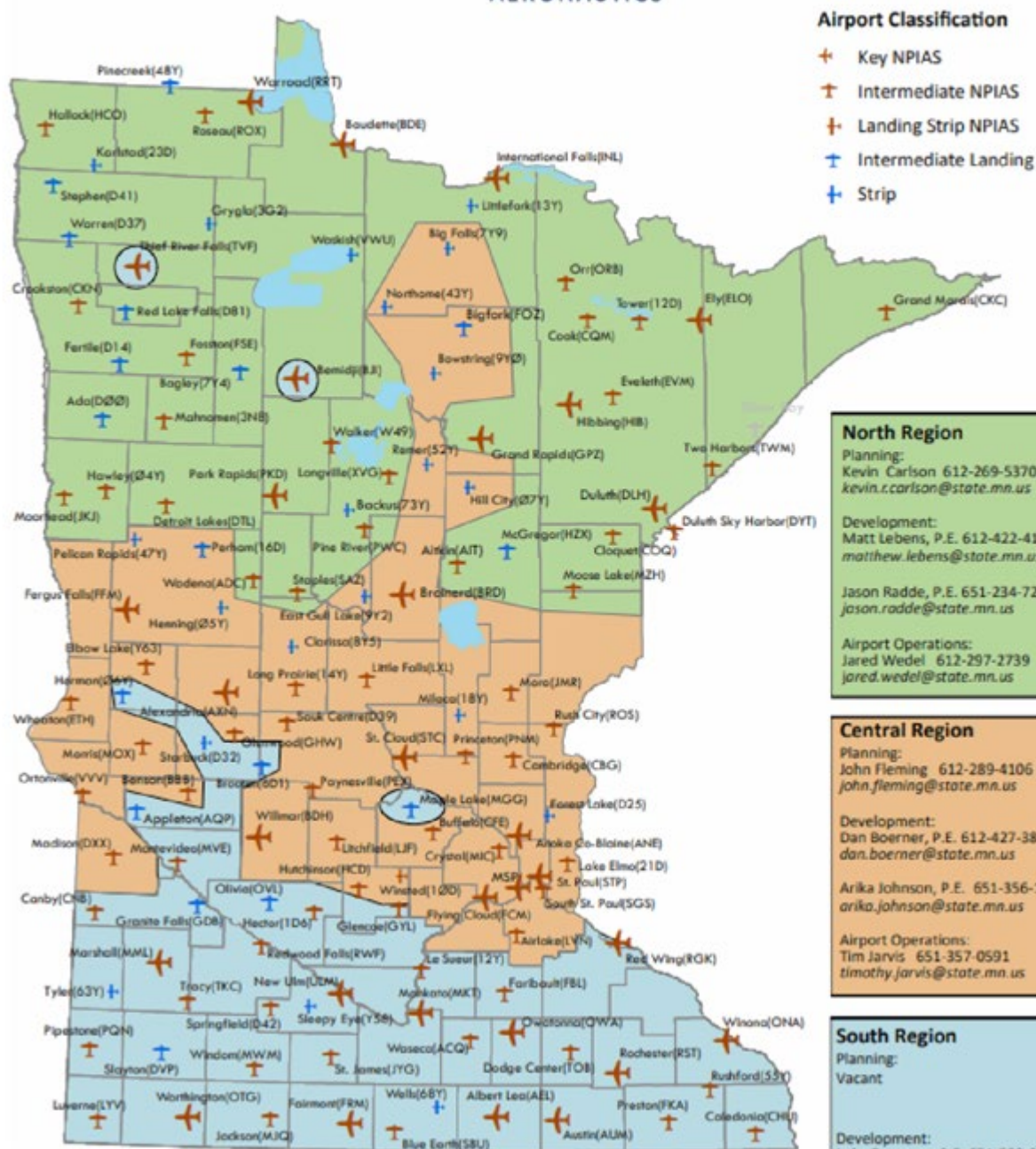


By clicking that link, you'll note our office is organized into five sections: Air Transportation (pilots), Airport Operations (more pilots, inspectors, and navaid technicians), Airport Development (engineers and grant specialists), Aviation Planning (planners, of course), and the Aero Business Section.

The Business Section is the group that most pilots, aircraft owners, and businesses located on airports are most familiar with. The MnDOT Aeronautics Business Section staff are responsible for handling all aircraft registrations in the state, so if you own a plane and have questions, they are there for you. When you send a check or are looking for a certificate to be mailed out to you, these are the people who handle it.

Collectively, the Airport Operations, Planning and Development Sections are here to help your local airport plan for the future, build and fund desired infrastructure, and inspect the airport environment to ensure it is safe and in compliance with state and federal rules. To help expedite the flow of critical information across these sections, we've further organized each section into regions so airports can get to know their Aeronautics "team."

For example, an airport manager or customer with a question about an airport in MnDOT's south region, will have a consistent set of experts to contact, all with experience and knowledge of the airport in question. Here is a link to download a handy map where you can quickly [identify the team assigned to any given airport](#).



Understanding how these teams are set up is helpful should you have a need to work on issues, concerns, or opportunities with our office and the airport. One of the best ways to get started is to reach out to your airport's regional coordinator (assigned to the Airport Operations Section) and they will assist with any coordination as necessary, depending on the topic. Regional coordinators can be identified on the map above at the "Airport Operations" contact and can also be identified on the [all employees' contact webpage](#).

Now that you know how to reach us, let me say that we can't wait to hear from you!

Wichita Aero Club Honors Dr. John Tomblin

Annual Trophy Gala raises approximately \$10,000 for educational initiatives.

WICHITA, KAN. – The Wichita Aero Club (WAC) honored Dr. John Tomblin as the recipient of the 2022 Wichita Aero Club Trophy at its annual gala in January. Dr. Tomblin is Senior Vice President, Industry and Defense Programs; and Executive Director, National Institute for Aviation Research. Also honored was Sam Bloomfield, Distinguished Professor of Aerospace Engineering at Wichita State University.

Introducing Dr. Tomblin at the event were Dr. Rick Muma, Wichita State University President, and John O'Leary, Airbus Americas Vice President of Engineering/Programs. U.S. Senator Jerry Moran also provided a recorded message to congratulate Dr. Tomblin.

"Instead of extravagance, John's hard work and professional reputation for success has funded valuable research that promotes digital transformation, supports our aviation and manufacturing industries, and provides unparalleled applied learning opportunities for our students. For all the research dollars John has brought to Wichita State, John is a formidable and passionate researcher himself. I don't think I'm being at all dramatic when I state that John Tomblin has changed the face of Wichita State and exponentially increased the impact that we have on our community, our state, and our entire country." (An excerpt from Dr. Muma's remarks.)



Trophy gala presentation (L to R): Dr. Rick Muma, Wichita State University President; Dr. John Tomblin, 2022 Trophy recipient; Ashley Bowen Cook, WAC Board Chair, Trophy Committee Chair and Greteman Group Vice President; Nicole Alexander, WAC President; John O'Leary, Airbus Americas Vice President of Engineering/Programs.
Lindsay Williams / VMG LLC Photo



NAA McDonald Distinguished Statesman of Aviation Award Presentation (L to R): NAA Board Members Nicole Alexander, Wichita Aero Club, and Duane Hawkins, Spirit Aero-Systems, joined Tina Wu, NAA Director of Membership, in congratulating Tony Mazzolini, 2022 recipient, and Dave Franson, 2020 recipient.
Lindsay Williams / VMG LLC Photo

"John enables people to do things that make a difference for the community, the industry, the university, and for each other. The passion of John's organization is inspired by John's leadership. John is high-energy, he is smart, ambitious, aggressive, and determined, and he demonstrates unwavering resolve. However, he is also incredibly humble, very self-aware, kind, giving and interested in you. John has that unique balance of willpower and determination and deep caring for people. It is this balance that empowers the organization." (An excerpt from Mr. O'Leary's remarks.)

More than 250 people turned out for the event at the B-29 Doc Hangar, Education and Visitors Center, which was emceed by Nicole Alexander, Club President, and Ashley Bowen Cook, WAC Board Chair, Trophy Committee Chair and Greteman Group Vice President.

WAC Trophy Gala raises funds for educational initiatives.

In 2008, more than 13,000 jobs had been lost due to the economic downturn. The original plan for a fundraising event was replaced with raising nearly \$32,000 for the United Way Laid Off Workers Fund. In 2010, WAC awarded its first trophy.

Based on the funds raised through this event and other WAC initiatives, the club has distributed more than \$100,000 in support of educational endeavors at all levels. This includes awarding college-level and technical college-level scholarships, and numerous grants ranging from elementary school projects to adult educational pursuits.

This year's gala raised approximately \$10,000 through attendance and the generous support of these sponsors: Airbus Americas, National Institute for Aviation Research, Spirit

AeroSystems, Textron Aviation, VSE Aviation, Lee Aerospace, Greater Wichita Partnership, and Mid-Continent Aviation Services. The venue host sponsor was B-29 Doc Hangar, Education & Visitors Center.

Also, during the event, WAC hosted the National Aeronautic Association for the opportunity to present Tony Mazzolini with the Wesley L. McDonald Distinguished Statesman of Aviation Award. Mazzolini was recognized for demonstrating leadership and perseverance in securing and restoring an iconic B-29 aircraft (Doc) as a tribute to the patriots whose commitment and sacrifice contributed to the preservation of freedom and peace during World War II and beyond. Mazzolini joins other distinguished statesmen and stateswomen of aviation with ties to Wichita including Dwane Wallace, Clay Lacy, Olive Ann Beech, Jack Pelton, and Dave Franson. □

GA Awards Program Announces 2023 National Recipients

VERSAILLES, KY – Every year for more than 50 years, the General Aviation Awards Program and the Federal Aviation Administration (FAA) have recognized aviation professionals for their contributions to General Aviation in the fields of flight instruction, aviation maintenance/avionics, and safety. The awards highlight the vital leadership roles individuals play in promoting safety, education, and professionalism throughout the aviation industry.

Recipients of the 2023 National General Aviation Awards are as follows:

Robert “Bob” Raskey, 2023 Certificated Flight Instructor of the Year.

William “Bill” Ross, 2023 Aviation Technician of the Year.

Dennis Miller, 2023 FAA Safety Team Representative of the Year.

The FAA will present the awards in July during EAA AirVenture 2023 in Oshkosh, Wisconsin, and their names will be added to the large perpetual plaque located in the lobby of the EAA AirVenture Museum. In addition to being recognized at AirVenture and recognized in the aviation media, honorees also receive gifts generously provided by sponsors and contributors.

Robert “Bob” Raskey of Ponce Inlet, Florida has been named the “2023 National Flight Instructor of the Year.” Raskey is a current FAA “Gold Seal” Flight Instructor; FAASTeam industry member; and B-777 Captain at United Airlines. He has over 40 years and over 23,000 hours of general, commercial, and military flight operations experience. Raskey has been a flight instructor and pilot examiner on various airplanes, helicopters, warbirds, and experimental aircraft.

Raskey's aviation experiences include flight instruction, developing flight training curricula, promoting aviation career pathways, and mentoring the next generation of aerospace professionals toward opportunities in commercial and military aviation. Raskey was an Instructor Pilot (T-38) with the United States Air Force, Combat Flight Lead and NATO Tactical Evaluator (F-16), and SAR (Search and Rescue) Combat pilot (HC-130) for over 20 years in the military. He retired from the USAF as a Lt Colonel and was awarded the USAF's “Aerial Achievement Medal” for combat flight operations during Desert Storm, Operation Enduring Freedom, and Operation Iraqi Freedom.

Raskey serves on the AOPA President's Steering Committee for the nationwide “Aviation High School STEM Curriculum Initiative.” This inspiring committee brings together industry leaders, educators, and the next generation of aviators to create defined aviation career pathways. These efforts have achieved the placement of this “Aviation STEM Curriculum” in over 300 High Schools.

William “Bill” Allen Ross of Irvington, Alabama, has been named the 2023 National Aviation Technician of the Year. Bill earned his Inspection Authorization (IA) in 2016 and has completed up to 12 annual inspections each year. Ross heads the Product Support Department at Superior Air Parts, where he has been employed since 2015 and assists mechanics, owners, and pilots with technical support. Ross is often called upon to assist in product analysis during NTSB accident investigations.

In his many recommendations for this award, Ross is described by his colleagues and other industry professionals as a selfless expert who sleeps, eats, and breathes aviation in all

facets of his life. While it is not required, Ross attends several IA renewals during renewal periods to further his education. Each year he attends many vendor-sponsored seminars and panels designed to make parts safer and more reliable for the aviation community.

In 2017, Bill Ross authored, and Superior Air Parts published, "Engine Maintenance 101" to dispel many of the myths in the industry regarding best practices for caring for aircraft engines. As of this release, the book has been distributed to over 15,000 people free of charge in both hardbound and electronic copies.

Since 2013, Ross has served on the industry advisory board for Western Michigan University College of Aviation for mechanic and pilot training. He has also served as a keynote speaker at many of these graduations over the years and enjoys mentoring the students who will one day join our industry as maintenance technicians.

In 2016, a mentee of Bill Ross', Adrian Eichhorn, completed a round-the-world trip. He credits Ross for his guidance, wisdom, and advice on his success and planning efforts for this trip, stating that both his many years of experience and maintenance knowledge helped him prepare and complete the flight with confidence.

Bill Ross is also a pilot and aircraft owner who enjoys flying his 1941 Stearman, and taking veterans and Young Eagles for their first flights. First-time flyers note that Bill Ross provides an enthusiastic and exciting full dose of how the aircraft works and potential aviation careers.

Bill Ross is a 1985 graduate of Alabama Aviation College, where he received his degree in Aviation Maintenance, and a 1994 graduate of the University of South Alabama. He holds an Airframe and Powerplant Certificate with Inspection Authorization, and a Commercial Pilot Certificate ASEL and AMEL. Today, Bill Ross continues to consult with hundreds of pilots every year. His knowledge and expertise have touched many within the aviation community.

Dennis Miller of Mishawaka, Indiana, has been named the 2023 FAASTeam Representative of the Year. He has been working as a FAASTeam representative since 2016, an endeavor that has proven to be a natural outgrowth of his passion for flying. After almost three years with the Grand Rapids District, Miller transferred to the Greater Chicago District and quickly established relationships with the general aviation community in northwest Indiana. He uses his knowledge and experience as a pilot and flight instructor to complement safety programs and stimulate discussions with other General Aviation pilots.

Dennis Miller's fascination with airplanes began as a young boy when his grandfather would take him to the South Bend (IN) airport to watch planes takeoff and land. "I remember spending several Thanksgivings sitting with my Uncle Bob, watching the movie, 'The Spirit of Saint Louis.'" Miller's uncle owned a Tri-Pacer, but Dennis' parents would not allow him to go for a ride, thinking it was too dangerous.

As a teenager, Miller finally had the opportunity to take

his first airplane ride. Jim Temple, a family friend and former mechanic with the United States Marine Corps, took him out in his Taylorcraft. The experience made Miller realize how much he wanted to learn to fly, and he began taking lessons at a local airport. Miller even used a portion of his unemployment check to cover the cost of lessons after being laid off from his job.

Miller received his Private Pilot Certificate in 1979 and went on to earn his Commercial Pilot Certificate and Instrument Rating. Over the years, Miller instructed a variety of students and became a Gold Seal Instructor upon completion of his AGI and IGI Certifications. From 2009 - 2022, Miller served as the Aerospace Superintendent for his local 4-H Club and enjoyed encouraging young people to seriously think about aviation-related careers. In that capacity, he hosted many guest speakers, planned tours of the local control tower and college flight school, and arranged several First Flight experiences through the local EAA chapter.

Miller has completed the Wings Basic Phase 1, Advanced Phase 1, and Master Phase 1 levels. He earned his Commercial Drone Certificate and has given a number of presentations on UAVs for the local 4-H club and the St. Joe Valley Cadet Squadron of the Civil Air Patrol.

Over the years, Dennis Miller has personally seen the best and worst of General Aviation. He was onsite following the tragic loss of American Eagle Flight 4184 in Roselawn, Indiana. Following this crash, Miller felt compelled to do more to bring safety to the forefront of every pilot's mind. As part of the FAASTeam, he has worked tirelessly to bring the message of aviation safety to any pilot who will listen. Miller feels greatly honored to be recognized for his contributions to the General Aviation community, and his impact is truly immeasurable. □

NAA President To Retire

WASHINGTON, DC – The National Aeronautic Association (NAA) has announced that Greg Principato will retire as its President and CEO effective September 15, 2023. Principato has served NAA since 2016. Previously, Principato served as President of the National Association of State Aviation Officials (NASAO), a position held by the late Henry Ogrodzinski from 1996 to 2014. Before his appointment at NASAO, Principato held a number of positions in aviation, starting in 1986, when he was assigned by then Virginia Governor Gerald Baliles to work on the legislative effort to establish the Metropolitan Washington Airports Authority. □

8TH ANNUAL! **BREEZY POINT** **AVIATION DAY**



BREEZY POINT
AIRPORT

COMMANDER
RESTAURANT

BIRCH
RESORT

BREEZY POINT
RESORT

GOOSEBERRY
ISLAND

SAT, MAY 6TH
10AM - 2PM
2023

- **MILITARY FLYOVER REQUESTED**
- **AIRCRAFT STATIC DISPLAY**
- **EMS VEHICLES & MEDI-VAC HELICOPTER DISPLAY**
- **LUNCH & DRINKS SERVED**
- **PILOTS & FRIENDS SOCIAL**
- **CLASSIC CAR SHOW**
- **ALL COLLECTOR CARS INVITED**
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Breezy Point
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Breezy Point is a private airport, Pilots **MUST** call for permission and visit our website for video pilot briefing **BEFORE** landing.
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Pilot CTAF 122.9 www.breezypointairport.com

CALENDAR

Email your calendar items to: dave@midwestflyer.com – Or Mail To – Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575
Include the DATE, TIMES, LOCATION (Include City, State & Airport Name & I.D.), and CONTACT PERSON'S TELEPHONE NUMBER, as well as that person's email address for reference. First 15 words FREE \$.75 for each additional word.

NOTAM: Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs.

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

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

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

APRIL 2023

- 12-13 WISCONSIN RAPIDS, Wis.** - Airport Operations & Land Use Seminar at the Hotel Mead. For more information about the seminar, and to register, visit wisconsindot.gov/avtraining. Registration deadline is April 5th.
- 23 OSHKOSH (KOSH), Wis.** - S.J. Wittman Birthday Fly-In Breakfast 7:30-11 a.m. All you can eat pancakes, sausage, scrambled eggs, milk, juice, coffee at Wittman Regional Airport Terminal. 920-810-1046. EEA252@gmail.com
- 26-28 ALEXANDRIA, MINN.** - Minnesota Airports Conference at the Arrowwood Resort & Conference Center. Sponsored by the Minnesota Council of Airports: [612-626-4965](tel:612-626-4965).

MAY 2023

- 2-4 HARTFORD, CONN.** - NBAA Maintenance Conference at the Connecticut Convention Center.
- 6 BREEZY POINT, MINN.** - 8th Annual Breezy Point Aviation Day. Aircraft Display & Classic Car Show. Call [218-838-3434](tel:218-838-3434). Pilots must register online: breezypointairport.com
- 6* EAU CLAIRE (KEAU), Wis.** - Pancake breakfast, bouncy gym for kids, aircraft displays at Chippewa Valley Regional Airport. [715-839-6241](tel:715-839-6241).
- 7* BARABOO (KDLL), Wis.** - Young Eagles Rally 8 A.M. - Noon at the Baraboo-Dells Airport Free Airplane Rides for 8-17 year olds. <https://youngeaglesday.org?5966>
- 13-14 BELLEVILLE, ILL.** - Scott AFB Air Show.
- 17* WATERTOWN (KRYV), Wis.** - "Salute to Veterans/Summer Kickoff" Fly-In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/salutetoveterans>
- 21* BRODHEAD (C37), Wis.** - Community Pancake Breakfast 7am to noon. Young Eagle flights -weather permitting. eaa431.org/

JUNE 2023

- 3* MILWAUKEE (KMWC), Wis.** - Flour Drop Contest at Timmerman Airport. Free admission & lunch. Contact 414-461-3222 or visit TimmermanAirport.com for details.
- 3* MANITOWOC (KMTW), Wis.** - Pancake breakfast & brat fry. Hangars full of goodies. 8 A.M. - 2 P.M. [920-323-6522](tel:920-323-6522) (Rain date 4th.)
- 8* FRIENDSHIP (63C), Wis.** - Hamburger Social 5-7 P.M.
- 10* FRIENDSHIP (63C), Wis.** - Young Eagles Rally 8 A.M. - Noon at Adams County Airport, Free Airplane Rides for 8-17 year olds. <https://youngeaglesday.org?5970>

- 16-17 WAUSAU, Wis.** - Wings Over Wausau Airshow. wausauevents.org/

- 17-18 COLUMBUS, OHIO** - Columbus Ohio Air Show 2023 at Rickenbacker International Airport.
- 21* WATERTOWN (KRYV), Wis.** - "Trivia Night" Fly-In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/trivianight>
- 24-25 DAVENPORT, IOWA** - Quad City Air Show at Davenport Municipal Airport. quadcityairshow.com
- 24-25 FLINT, MICH.** - Wings Over Flint 2023 at Bishop International Airport.
- 26-29 CHICAGO, ILL.** - Aviation Technician Education Council (ATEC). atec-amt.org/annual-conference.html

JULY 2023

- 1* ALGOMA (W128), Wis.** - Rio Creek Airport Fly-In and Hangar Dance. Porky Pancake Breakfast-Brats, Burgers, Booyah, Beer and More. Mark Jirikovek Polka Band and more music. Kids Archery Safety and Barrel Cart Rides. Antique Car and Tractor Show. Starting at 7:30 A.M. [920-255-0094](tel:920-255-0094)
- 1-2 TRAVERSE CITY, MICH.** - National Cherry Festival Air Show featuring the USAF Thunderbirds.
- 6-9 MUSKEGON, MICH.** - Wings Over Muskegon Air Show 2023. wingsovermuskegon.com
- 7-9 ISLE (MY72), MINN.** - Friday the 7th STOL Practice with Brats & Beer in the evening. Saturday 8th Competition STOL with Burger Fry in the afternoon. Sunday the 9th Pancake Breakfast. Camping available on the grounds with showers & bathrooms. [320-674-0065](tel:320-674-0065)
- 15-16 DULUTH, MINN.** - Duluth Air & Aviation Expo at the Duluth International Airport featuring the Blue Angels. duluthairshow.com
- 20-23* BRODHEAD (C37), Wis.** - Pietenpol Reunion and Hatz Fly-in. Food, fuel, forums, camping and campfire. eaa431.org/
- 20-25* NEW HOLSTEIN (8D1), Wis.** - Super Cub New Holstein Fly-In Week for AirVenture week. Activities, Food. Pre-register [414-253-0858](tel:414-253-0858) rcorfman@gmail.com
- 22-23 MILWAUKEE, Wis.** - Milwaukee Air & Water Show 10 A.M.- 5 P.M. at Bradford Beach Lakefront featuring the Blue Angels. mkeairwatershow.com
- 22-23 DAYTON, OHIO** - Dayton Air Show. daytonairshow.com
- 24-30 OSHKOSH, Wis.** - AirVenture 2023. eaa.org/airventure
- 29-30 SIOUX FALLS, SD** - Sioux Falls Airshow - South Dakota ANG at Joe Foss Field. siouxfallsairshow.com

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

AUGUST 2023

- 5-10 **MIMINISKA LODGE, ONTARIO (CPS5)** - Canada Fishing Fly-Out. Arrive on the 5th and depart on the 10th. (5 nights/4 days). Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com
- 6-10 **MIMINISKA LODGE, ONTARIO (CPS5)** - Canada Fishing Fly-Out. Arrive on the 6th and depart on the 10th. (4 nights/3 days). Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com
- 10-13 **MIMINISKA LODGE, ONTARIO (CPS5)** - Canada Fishing Fly-Out. Arrive on the 10th and depart on the 13th. (3 nights/2 days). Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com
- 12* **NEENAH (79C), Wis.** - Brennand Airport Fly-In. Food, aircraft displays, Young Eagles Rally, radio-controlled airshow at Noon, flight simulators, and more. Hamburgers, hot dogs, brats, chips, soda, and water available throughout the event. Runway closed from Noon to 1 P.M. for the RC airshow. [920-585-6698](tel:920-585-6698). For more information visit chapters.eaa.org/aaa41/brennand-airport-fly-in
- 12-13 **YPSILANTI, MICH.** - Thunder Over Michigan at Willow Run Airport. yankeearmuseum.org/airshow
- 13* **LINO LAKES, MINN.** - MSPA Pig Roast at Surfside Seaplane base starting at Noon. mnseaplanes.com
- 16* **WATERTOWN (KRYV), Wis.** - "Annual Corn Roast & Cornhole Tournament" Fly In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/cornroast>
- 19-20 **GARDNER, KAN.** - Kansas City Air Show featuring the Blue Angels. kcairshow.org
- 19-20 **CHICAGO, ILL.** - [Chicago Air & Water Show](#) at Lake Michigan

Lakefront.

- 26 **PAYNESVILLE, MINN.** - Paynesville Airshow 9 A.M. - 5 P.M. Follow on www.pexfriends.com Thomas.fread@gmail.com
- 26-27 **LINCOLN, NEB.** - Lincoln NE Air Show featuring the Blue Angels. lincolnairshow.com
- 28-29 **GREENFIELD, IND.** - Indianapolis Crossroads Air Show 2023 featuring the Blue Angels. crossroadsbsa.org/activitiesandevents/crossroads-air-show

SEPTEMBER 2023

- 2-4 **CLEVELAND, OHIO** - Cleveland National Air Show at Burke Lakefront Airport. clevelandairshow.com
- 9 **OSCEOLA, Wis.** - Osceola Wheels & Wings at L.O. Simenstad Municipal Airport. wheelsandwings.org
- 9* **MILWAUKEE (KMWC), Wis.** - Spot Landing Contest at Timmerman Airport. Free admission & lunch. Contact [414-461-3222](tel:414-461-3222) or visit TimmermanAirport.com for details.
- 15-17* **EAST GULL LAKE, MINN.** - MSPA & MnDOT Safety seminar at Madden's resort. mnseaplanes.com
- 20* **WATERTOWN (KRYV), Wis.** - "Rock River Rumble" Fly-In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/rockrivrumbler>
- 20-22 **APPLETON, Wis.** - Wisconsin Aviation Conference hosted by Appleton International Airport at Hilton Appleton Paper Valley Hotel. wiama.org

OCTOBER 2023

- 17-19 **LAS VEGAS, NEV.** - NBAA Business Aviation Convention & Exhibition. nbaa.org



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Wisconsin DOT sites to checkout in relation to AVIATION

SCHOLARSHIPS IN REGARD TO AVIATION

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/education/aved-scholar.aspx>

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<https://wisconsindot.gov/Pages/doing-bus/aeronautics/education/aved-degree.aspx>

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<https://wisconsindot.gov/Pages/doing-bus/aeronautics/education/aved-youth.aspx>

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August 5-10* MIMINISKA LODGE, ONTARIO (CPS5) - Canada Fishing Fly-Out. Arrive on the 5th and depart on the 10th. (5 nights/4 days). Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com

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Edward E. Leineweber
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eleineweber@fuhrmandodge.com

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Sheltair & Avfuel Release Application For Second Annual Scholarship Program

ANN ARBOR, MICH. – Sheltair Aviation, a leading aviation services company, and Avfuel Corporation, a leading global supplier of aviation fuel and services, have announced the availability of the 2023 Future Takes Flight Scholarship Program application. The second annual scholarship will again provide \$30,000 in educational funds, awarding six \$5,000 scholarships to aviators across three categories: two for learning to fly or advanced pilot ratings; two for aviation technicians; and two for continuing education. By splitting funds across these three areas, the companies are able to better

support the future of business aviation through a broad scope of educational and professional development opportunities.

Scholarship applications and further details are available at Avfuel.com/Scholarships. Applications are due June 1, 2023. A team of Avfuel and Sheltair executives will then evaluate the applications to select the year's six recipients based on essay submissions and with special consideration given to those facing financial hardship. The scholarship recipients will be notified in September and announced at NBAA-BACE. □

EAA Ray Aviation Scholarship Program Reaches 300 Pilots

OSHKOSH, WIS. – More than 300 young people have reached their dream of earning their pilot certificate with support from the EAA Ray Aviation Scholarship program. The scholarship program is funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the program, EAA is able to provide deserving youth up to \$11,000 to help cover flight training expenses. EAA is receiving \$1.8 million from the Ray Foundation for 2023. More information on the EAA Ray Aviation Scholarship program can be found at EAA.org/RayScholarship.



A group of EAA Ray Aviation Scholarship recipients at Wittman Regional Airport, Oshkosh, Wisconsin. EAA Photo



WAI Receives \$100,000 Grant From William Penn Foundation

Women in Aviation International (WAI) has received a \$100,000 grant from the William Penn Foundation Special Gifts Program to support the organization's work to increase the number of women involved in all aspects of aviation.

For the last 60 years, the introduction of women into the industry has been largely stagnant. Aviation's current gender balance limits the industry's ability to attract the best possible talent. As a result, aviation faces a shrinking talent pool and a loss of access to the innovation, creativity, and risk management that a more diverse aviation community provides.

With this gift, the William Penn Foundation has demonstrated that they are visionaries who understand that they can play a vital role in strengthening aviation around the world.

With more than 16,000 members active in nearly 160 chapters in 90 countries, Women in Aviation International is the largest nonprofit organization in the world dedicated to increasing the number of women who are involved in all aspects of aviation and aerospace. The organization's programs focus on inspiring women and girls to pursue careers in aviation and aerospace, investing in aviation's current and future workforce, and developing an inclusive and sustainable industry.

Women in Aviation International is a nonprofit 501(c)(3) organization dedicated to providing networking, mentoring and scholarship opportunities for women and men who are striving for challenging and fulfilling careers in the aviation and aerospace industries. For more information, contact WAI at waihq@wai.org or visit WAI.org. □



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Arrive on the 6th and depart on the 10th.

Trip #3: August 10-13, 2023 (3 nights/2 days).

Arrive on the 10th and depart on the 13th.

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