

# **MIDWEST FLYER**

**MAGAZINE**

*JUNE/JULY 2023*



*Published For & By The Midwest Aviation Community Since 1978*

[midwestflyer.com](http://midwestflyer.com)



HANGAR  
CONSTRUCTION  
SPACE  
AVAILABLE  
at  
Airlake (LVN)  
and Crystal  
(MIC).



Please contact  
**Kelly.Gerads@**  
**mspm.org**  
for details.

# MAC general aviation airports proudly delivered 342,136 operations in 2022



## Upcoming events:

- July 23 - 24: AirExpo at Flying Cloud Airport
- July 10: Pan-o-Prog Fly-in Breakfast at Airlake Airport
- July 24 - 30: EAA AirVenture Oshkosh

Scan for more  
about our airports



Please visit [metroairports.org](https://metroairports.org) for information about MAC general aviation airports



# KEEP YOUR HEAD IN THE CLOUDS.



We'll be your feet on the ground.

Being a member of AOPA is more than a huge list of pilot benefits. It's more than the aviation experts waiting to answer your questions and all the safety and training resources. Joining AOPA empowers general aviation with a louder voice, keeping skies safer and open to pilots everywhere.

**Amplify your power to fly. Join AOPA today.**  
**[AOPA.org/Join](https://AOPA.org/Join)**



**ON THE COVER:** "Where the Water Meets the Sky." Using an iPhone SE, Gary Mueller of Sugar Camp, Wisconsin, captured a low ceiling reflecting off glassy calm water and his 1946 Cessna 120 on the Rainbow Flowage in Oneida County, Wisconsin. Mueller took the photo on August 15, 2022, at 9:42 a.m. The aircraft's fuselage is polished aluminum, and its wings are fabric-covered. The aircraft is equipped with Edo 1400 straight floats and powered by a Continental 85 hp engine with O-200 cylinders. Mueller has owned the aircraft for 17 years. He bases it on Indian Lake in Sugar Camp, Wisconsin.

*Gary Mueller Photo*

## HEADLINES

Aviation Heroes Honored At Hoover Trophy Reception .....	24
Minnesota Trades Group Awards Scholarships .....	38
Minnesota Airports & FBOs Encourage Minnesota Transportation Conference Committee To Use General Funds & Not The Airport Fund For AWOS.....	40

## COLUMNS

<b>Ask Pete:</b> One Float At A Time & Bonanza Aerobatics - <i>by Pete Schoeninger</i> .....	11
<b>Aviation Law – On Your Side:</b> Is It An Accident Or An Incident, And Do I Need To Report It? - <i>by Gregory J. Reigel, Esq</i> .....	7
<b>Destinations:</b> Stanley, ID – Shhh... Let's Keep It Between Us - <i>by Yasmina Platt</i> ...	27
<b>Dialogue:</b> Should Your Fly-In Have A Rain Date? - <i>by Dave Weiman</i> ...	5
<b>Flight Experiences:</b> Threading the Needle - <i>by Dean Zakos</i> .....	17
<b>From AOPA Headquarters:</b> What You Don't Know Can Help You! - <i>by Mark Baker</i> .....	23
<b>High On Health:</b> FAA Basic Med Report To Congress - <i>by Dr. Bill Blank, MD</i> .....	9
<b>Instrument Flight:</b> Let's Chat With Air Traffic Control - <i>by Michael J. (Mick) Kaufman</i> .....	12
<b>Minnesota Aeronautics Bulletin:</b> MnDOT Aeronautics Appointments & Services - <i>by Ryan Gaug</i> .....	42
<b>Pilot Proficiency:</b> Making Sense of Emergency Checklists - <i>by Richard Morey</i> .....	14
<b>The Left Seat:</b> Preparing For A Cross-Country Flight - <i>by Bob Worthington</i> .....	21
<b>Wisconsin Aeronautics Report:</b> International Aviation Art Contest 2023.....	50

## FEATURES

South Dakota Wing of the Civil Air Patrol Uses Missing Horse Search For Advanced Training - <i>by Dave Weiman</i> .....	30
Up North At The Minnesota Airports Conference - <i>by Dave Weiman</i> .....	34
Relief At Last... AeroCreeper Will Make Maintaining Your Aircraft Much More Comfortable - <i>by Dave Weiman</i> .....	61

## SECTIONS

At Our Airports .....	46	Fly-Ins & Airshows .....	49
Awards & Recognition .....	52	Museums .....	48
Calendar .....	60	People In The News.....	56
Classifieds.....	62	Products & Services.....	58



24



27



30



38



# Should Your Fly-In Have A Rain Date?

by Dave Weiman

I recently planned to attend a fly-in, but weather was a factor. Visibility was good, but the ceilings were 800 overcast, and it was raining. I would have flown 350 nm with the chance of not getting in, and if I arrived, I would have been wet the entire day. Not what I consider a great way to spend a Saturday. So, I opted not to go, as did many others. Had Sunday or the following Saturday been a "rain date," chances are I would have attended.

That brings up an interesting question... Should fly-ins have a rain date?

Airshows have long realized the importance of holding two-day, rather than one-day events, partially because some spectators can attend on Saturday and others on Sunday... partially because the cost of production is so great that the event needs to spread its costs – and risks – over two days and



a larger crowd... and partially in the event of poor weather on one of the two days. But I have also been to airshows where the entire weekend has been rained out. Those airshows really take a hit, because they still have fixed costs, such as performer fees and lodging, insurance, and food.

Recruiting volunteers for a fly-in can be a concern, but if the event is held once a year, and the fundraising cause worthy, most organizations should be able to recruit and retain volunteers for a rain date if the volunteers know that date in advance.

In no way am I suggesting that fly-ins hold two-day events, although we are seeing more and more organizations holding more than one fly-in each year, which certainly puts the odds of having good weather for at least one of the two events in their favor.

Whether or not your fly-in has a rain-date, "communication" is essential.

Posting updates on a website helps, but when in doubt,

***CONTINUED ON PAGE 8***

Over 40 years of reliable maintenance!

Kevin Dunrud & Tim Hieb  
Owners

info@bolducaviation.com

**Horizon**  
AIRCRAFT ENGINE SERVICES, INC.  
dba Bolduc Aviation

## Hours of Operation

Monday - Friday  
8:00 AM - 4:30 PM

bolducaviation.com  
763 - 780 - 1185

## Specializing In Engine Overhaul & Repair

### Services include (but are not limited to):

- Precision electronic engine component balancing
- Cylinder overhaul and repair
- Cylinder grinding .010, .015
- Continental starter adapter overhaul
- Cleaning of all engine parts
- Magnaflux and zyglol inspection of parts
- Rebush and line boring of counterweight bushings
- Reconditioning of connecting rods and rocker arms
- Overhaul and/or 500-hr inspection of magnetos, float type carburetors and turbo controllers
- Ultrasonic inspection of Continental crankshafts
- Reconditioning of crankcases and crankshafts
- Engine inspections and test running



FAA Repair Station #YZ8R163C • Anoka County Airport • 8891 Airport Road • Box 8A • Blaine, MN 55449

## EDITOR/PUBLISHER

Dave Weiman

## PRODUCTION DIRECTOR

Peggy Weiman

## WEB DIRECTOR

Stacy Wilk

## PHOTO JOURNALISTS

Chris Bildilli, Brad Thornberg

## CONTRIBUTING EDITORS & PHOTOGRAPHERS

Randy Arneson	Gary Mueller
John Bachman	Gregory J Reigel
Mark Baker	Pete Rosenbery
Dr. Bill Blank	Max Sabin
Rebecca Boone	Pete Schoeninger
Hal Davis	David Tulis
Ryan Gaug	Bob Worthington
Michael Kaufman	Dean Zakos
Richard Morey	

## ADVERTISING & EDITORIAL

Call: 608-772-1776

Email: dave@midwestflyer.com

## ISSUE CLOSING DATES

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

## COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. Copyright 2023 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

## READERSHIP

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

MIDWEST FLYER MAGAZINE  
6031 Lawry Court  
Oregon, WI 53575-2617 USA

[www.midwestflyer.com](http://www.midwestflyer.com)

## Index To Advertisers

Academy College.....	39
Air Charter.....	62
Aircraft Avionics Sales & Service.....	63
Aircraft Interiors.....	63 & 66
Aircraft Fuel Cells.....	48
Aircraft Fuel Sales.....	63 & 66
Aircraft Hangar Doors.....	58
Aircraft Hangars For Rent.....	20 & 62
Aircraft Maintenance.....	5, 33, 63 & 66
Aircraft Owners & Pilots Association (AOPA).....	3
Aircraft Propellers (Sales & Maintenance).....	19
Aircraft Rental.....	63 & 66
Aircraft Sales.....	62 & 63
Aircraft Sheet Metal Repair.....	66
Aircraft Towbars.....	66
Airlake Airport.....	2
Airport Engineers & Consultants.....	9, 13, 16, 29, 40 & 57
Airport Fuel Systems.....	26
Airport Restaurants.....	61
AIR-PROS.com.....	62
Anoka County - Blaine Airport.....	2
Avfuel Corporation.....	63
Aviation Insurance.....	7 & 62
Aviation Insurance Resources.....	62
Beaver Aviation, Inc.....	33
Becher-Hoppe.....	16
Bolduc Aviation Specialized Services.....	5
Bolton & Menk, Inc.....	57
Brackett Aircraft Co., Inc.....	66
Canada Fishing Fly-Out.....	62 & 65
Cape Air.....	39
Commot Air.....	39
Cooper Engineering.....	29
Crystal Airport.....	2
Eagle Fuel Cells.....	48
Flight Training.....	39, 63 & 66
Flying Cloud Airport.....	2
Fuhrman & Dodge S.C.....	62

Garmin.....	63
Go Jet Airlines.....	39
Horizon Aircraft Engine Services, Inc.....	5
Jet Room.....	61
Lake Elmo Airport.....	2
Leading Edge Air Foils LLC.....	66
Maxwell Aircraft Service.....	19
Mead & Hunt.....	9
Metropolitan Airports Commission.....	2
Mid-Continent Aircraft Corp.....	62
Midwest Flyer Magazine.....	66
Miminiska Lodge, Ontario, Canada.....	62 & 65
Minneapolis-St. Paul International Airport.....	2
Minnesota Aviation Trades Ass'n (MATA).....	38
Minnesota DOT Office of Aeronautics ...	42 - 45
Minnesota Petroleum Service.....	26
Mooney Aircraft Spatial Interior Upgrades.....	63
Morey Airplane Company.....	62
Red Wing Aviation (RWA).....	39
Rotax Independent Service Centre.....	66
St. Louis Downtown Airport.....	59
St. Paul Downtown Airport.....	2
Schweiss Doors.....	58
Shell.....	66
Short Elliott Hendrickson Inc. (SEH).....	13
SkyWest Airlines.....	39
Southern Illinois University-Carbondale.....	53
Southern Wisconsin Regional Airport.....	60
Spring City Aviation.....	60
Thunderbird Aviation.....	39 & 66
Timmerman Airport.....	41
Tricor Insurance.....	7
United Express.....	39
Westwood PS.....	40
Wilderness North.....	62 & 65
Wiley Properties.....	20
Wisconsin Aviation, Inc.....	33, 62 & 63
Wisconsin DOT Bureau of Aeronautics ..	50 - 51
Worthington, Bob (One Pilot's Story).....	21

## ACT NOW....

## FREE SUBSCRIPTION OFFER!

Please encourage your friends, colleagues and employees to sign up for a **FREE SUBSCRIPTION** at [MidwestFlyer.com](http://MidwestFlyer.com). Click **SUBSCRIBE NOW!** We also accept "group" subscription requests from flying clubs, flight schools, fixed base operators and EAA Chapters. For additional information, email [dave@midwestflyer.com](mailto:dave@midwestflyer.com)

**If Your Business Is Not Listed Above Call 608-772-1776**

**Or Email [dave@midwestflyer.com](mailto:dave@midwestflyer.com)**

**[www.midwestflyer.com](http://www.midwestflyer.com)**

**DISCLAIMER:** *Midwest Flyer Magazine* is a publication of Flyer Publications, Inc. *Midwest Flyer Magazine* endeavors to only accept reliable advertisements from legitimate businesses and organizations, but shall not be responsible for the reliability of advertisements, their contents, nor the businesses and organizations they represent. The publishers reserve the right to decline or discontinue any advertisement without explanation. Furthermore, the information provided may be the expressed opinion of the authors only, and readers are advised to seek the advice of their personal flight instructor and others, and refer to the Federal Aviation Regulations, FAA Aeronautical Information Manual and other publications and materials regarding any flight or other procedures discussed herein. Use of any information contained herein is at the reader's own risk and discretion.

# Is It An Accident Or An Incident, And Do I Need To Report It?

by Gregory J. Reigel, Esq

© Copyright 2023. All rights reserved.



Greg Reigel

An airman was recently involved in an aircraft “mishap.” Afterwards he asked me whether he needed to make any type of report to the Federal Aviation Administration (“FAA”) or the National Transportation Safety Board (“NTSB”). My lawyerly answer was “it depends.” But after the airman provided me with a more detailed explanation of what had happened, I was able to tell him he did not need to make any type of report about the “mishap” to either the FAA or NTSB. Reporting to his aviation insurer was a different matter!

Unfortunately, this is not an unusual scenario. More than a few airmen are either uncertain of or unfamiliar with the reporting requirements of 49 CFR Part 830 (“Part 830”). And despite this unfamiliarity, many of these airmen also do not discuss the issue with an aviation attorney prior to making the decision whether to report.

Why does this matter? Most, if not all, airmen do not want to attract the unwanted attention of the FAA. But if an airman reports an aircraft incident when he or she is not otherwise obligated to make the report, then that will be the result. Knowing when a report is required, and when it is not, can save an airman a lot of unnecessary grief.

## Who Do You Notify?

Section 830.5 of the regulations governing accident and incident reporting to NTSB requires that the operator of an aircraft provide notification of any “accident” and certain “incidents” immediately. It is important to note that the operator must notify NTSB, not the FAA. The NTSB is a federal agency separate from the FAA and it has the authority to investigate aircraft accidents and reportable incidents. Although the NTSB may, in certain situations, delegate some of its accident investigation duties to the FAA, the notification required by Part 830 must be made to the NTSB, not the FAA.

In these instances, the pilot must notify the NTSB immediately. Section 830.6 states that the initial notification must include the following information:

- (1) Type, nationality, and registration marks of the aircraft.
- (2) Name of owner, and operator of the aircraft.
- (3) Name of the pilot-in-command.
- (4) Date and time of the accident.
- (5) Last point of departure and point of intended landing of the aircraft.

- (6) Position of the aircraft with reference to some easily defined geographical point.
- (7) Number of persons aboard, number killed, and number seriously injured.
- (8) Nature of the accident, the weather, and the extent of damage to the aircraft, so far as is known.
- (9) A description of any explosives, radioactive materials, or other dangerous articles carried.

In addition to the initial notification, a written report of an accident must be made on NTSB Form 6120 and filed with the nearest NTSB field office within 10 days of the accident, or for a reportable incident only as requested by an authorized representative of the NTSB. The form is available from the NTSB field offices and can also be obtained from the local FAA FSDO.

## Who Must Provide The Notification?

The rule defines an “operator” as “any person who causes or authorizes the operation of an aircraft” which can include the owner, lessee, or anyone flying or using the aircraft. Please note that this does not necessarily mean, and in many

**TRICOR<sup>®</sup> INC.**  
INSURANCE

**GET CLEARED  
FOR TAKEOFF**  
from our aviation insurance experts

**ONE STOP FOR ALL YOUR AVIATION  
INSURANCE NEEDS**

**(800) 210-8242 • TRICORINSURANCE.COM**

LEADING PROVIDER OF PERSONAL & BUSINESS INSURANCE



instances will not be, the pilot. An aircraft owner or FBO can make the report even if the pilot does not.

However, if someone other than the pilot makes the report, Section 830.15(b) also requires that the crewmembers, if they are physically able at the time the report is submitted, attach a statement providing the facts, conditions, and circumstances relating to the accident or incident as they appear to him or her. If the crewmember is incapacitated, he or she must submit the statement as soon as he or she is physically able.

### *Is It An Accident, Incident or Neither?*

Although the terms “accident” and “incident” have commonly understood meanings, for purposes of Part 830, it is necessary to understand the meanings defined in Section 830.2 in order to determine whether the situation is an accident, a reportable incident, or neither. Under Part 830, an “accident” is “an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.” Although “death” is easily understood, the rule provides specific definitions for the terms “serious injury” and “substantial damage.”

A “serious injury” is defined as “any injury which:

- (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received;
- (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- (3) causes severe hemorrhages, nerve, muscle, or tendon damage;
- (4) involves any internal organ; or
- (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.”

“Substantial damage means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.”

Substantial damage does not include: “Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowlings, dented skin, small, punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires,

flaps, engine accessories, brakes, or wingtips.”

An “incident” is defined as “an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.” However, Section 830.5 does list a number of exceptions where the NTSB must still be notified.

### *Conclusion*

As you can see from the rule, the definitions are very specific. Under the rule’s definitions, minimal bent metal or your typical gear-up landings do not trigger the notification and reporting requirements. However, if you find yourself in a situation in which a “mishap” has occurred, it is important that you familiarize yourself with and compare the facts of your situation to Rule 830.

Why is this important? First, because it is a law with which aircraft operators must comply. And, although I am not aware of any enforcement or civil penalty actions based upon a failure to provide notification of an accident or incident, such an action is possible.

Second, an aircraft mishap can be costly and embarrassing enough without drawing undue attention to it with an unnecessary report to the NTSB or FAA. Certainly, if your “mishap” fits within the definition of an accident or reportable incident, you need to comply with Part 830. However, if it does not, you do not need to provide notification or a report to the NTSB.

The FAA has pursued enforcement actions against airmen arising out of reported aircraft “mishaps” when Rule 830 did not otherwise require that the airmen report the incident. By understanding the obligations imposed by Rule 830, you can ensure your compliance and avoid any unnecessary attention from the FAA if you are involved in an aircraft “mishap.”

*EDITOR’S NOTE:* Greg Reigel is an attorney with Shackelford, Melton, McKinley & Norton, LLP, and represents clients throughout the country in aviation and business law matters. He has more than two decades of experience working with airlines, charter companies, fixed base operators, airports, repair stations, pilots, mechanics, and other aviation businesses in aircraft purchase and sales transactions, regulatory compliance including hazmat and drug and alcohol testing, contract negotiations, airport grant assurances, airport leasing, aircraft-related agreements, wet leasing, dry leasing, and FAA certificate and civil penalty actions. For assistance, call [214-780-1482](tel:214-780-1482), email: [greigel@shackelford.law](mailto:greigel@shackelford.law), or Twitter [@ReigelLaw](https://twitter.com/ReigelLaw) ([www.shackelford.law](http://www.shackelford.law)). □

---

### **FLY-IN RAIN DATES FROM PAGE 5**

the event sponsor should have a telephone number for pilots to call to confirm.

We welcome your feedback and willingness to share your opinion or fly-in’s policy with fellow readers.

Does your fly-in have a raindate, and if so, is that raindate

the following day or the following weekend or when, or does your organization hold more than one fly-in each year?

Please email me your comments at [dave@midwestflyer.com](mailto:dave@midwestflyer.com), and include your name, the name of the event, sponsoring organization, airport, city, and state.

*Thank you!* □



# FAA Basic Med Report To Congress

by Dr. Bill Blank, MD



Dr. Bill Blank

**B**asicMed became effective May 1, 2017. Part of the law authorizing it required the FAA in conjunction with the National Transportation Safety Board (NTSB) to monitor its effect on General Aviation and report the results to Congress. The first required report was submitted to Congress on March 10, 2023. It covers March 1, 2017 through December 31, 2019. Here are its conclusions:

- The implementation of BasicMed did not impact the estimated number of GA aircraft. There was a modest four-year growth trend from 2013-2016, followed by stable numbers.

- The implementation of BasicMed does not appear to significantly reduce the slow, long-term decline in the number of active GA pilots. Estimated aircraft flight hours demonstrate an equivalent rate of growth, both before and after the implementation of BasicMed.

- Almost 70 percent of BasicMed pilots have never held a pilot certificate above private pilot status. Less than 30 percent of BasicMed pilots held commercial or airline transport pilot (ATP) certificates as their highest certificates at one point in their aviation career.

- BasicMed pilots are older on average than airmen maintaining Third-Class Certification, and the

pre-implementation Third-Class population.

- BasicMed allowed more than 18,000 airmen to conduct operations in aircraft that qualify for BasicMed. These airmen did not hold a medical certificate in the six months prior to qualifying for BasicMed and would not have been permitted to operate any aircraft other than balloons, gliders, or light sport aircraft without a medical certificate.

- Over half of BasicMed airmen had their last medical certificate examination between three and five years prior to registering for BasicMed, and 67 percent of BasicMed airmen had expired medical certificates at the time of registering for BasicMed.



- BasicMed airmen are much more likely to have required a Special Issuance. Referencing the meaning and purpose of a Special Issuance, this reflects a potentially elevated risk of incapacitation among the BasicMed population in the context of reduced FAA oversight. Mitigation is dependent upon airmen receiving regular care from primary and specialist physicians.

- No difference was found in the risk of airmen with BasicMed and airmen with Third-Class Medicals in regard to having an aviation accident from the start of BasicMed in 2017 through the end of 2019.

- No difference was found in accidents between airmen with BasicMed and airmen with Third-Class Medicals in the phase of flight in which their accident occurred.

- No difference was found among airmen with BasicMed and those with Third-Class Medicals in fatal versus non-fatal outcomes.

- No difference was found in autopsy findings among airmen injured who held BasicMed and Third-Class Medicals.

- When restricted to medically-related death, BasicMed airmen had an age- and Special-Issuance adjusted risk of mortality over the study period, which was 53 percent higher than airmen who maintained Third-Class Certification.

- BasicMed airmen had an age- and Special-Issuance-adjusted risk of death from stroke or myocardial infarction three times the risk for airmen who maintained Third-Class Certification. These conditions pose an increased risk of sudden incapacitation.

- BasicMed airmen had twice the age- and Special-Issuance-adjusted risk of death from cancer, than airmen who maintained Third-Class Certification.

FAA's Conclusion: This report summarizes the findings of the first three years of operations under BasicMed. The FAA determined that while BasicMed did not impact small aircraft activity, it also did not significantly impact aviation safety.

While the data collected in this study provides a limited initial analytic impression of BasicMed, several more years of operational data with considerations of causation factors will be necessary to validate the conclusions of this report.

The Aircraft Owners & Pilots Association (AOPA) supports BasicMed. It notes that the past 3 or 4 years have been the safest in GA history, and that there has been a 30% increase in the number of holders of Third-Class Medical Certificates.

My personal opinion is that BasicMed has been successful and solved the problems in certification it was designed to solve without compromising safety. Here is a link to the whole 32-page report: [https://www.faa.gov/sites/faa.gov/files/PL\\_114-190\\_Sec\\_2307\\_Effects\\_Regulatory\\_Changes\\_to\\_Medical\\_Certification\\_Certain\\_Small\\_Aircraft\\_Pilots.pdf](https://www.faa.gov/sites/faa.gov/files/PL_114-190_Sec_2307_Effects_Regulatory_Changes_to_Medical_Certification_Certain_Small_Aircraft_Pilots.pdf)

*Happy Flying!*

*EDITOR'S NOTE:* Columnist William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Dr. Blank holds an Airline Transport Pilot Certificate and has 6000 hours. He is a Certified 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. □

---

**Read previous issues of  
*Midwest Flyer Magazine*  
or specific article, at  
[midwestflyer.com](http://midwestflyer.com) - Archives**



# One Float At A Time & Bonanza Aerobatics

by Pete Schoeninger

© Copyright 2023. All rights reserved!



Pete Schoeninger

**Q** Occasionally I see floatplanes lift one float a few seconds before the other while taking off. Why?

**A** Sometimes, more often than not, when heavy, a floatplane pilot will accelerate to nearly stall speed, then lift one float. Doing so reduces the water drag from two floats to one float, allowing a little more acceleration to just past flying speed, allowing lift off.

**Q** I see 100LL avfuel for sale at anywhere from \$4.50 to \$7.00 per gallon within a 200-mile radius of my home airport. Why so much variation in aviation fuel prices?

**A** A large part of retail fuel prices is the cost of method of delivery to your airplane. A 100LL self-service facility that only has one pump, one tank, and one hose has relatively few expenses. But often the location of storage tanks requires fuel to be delivered to airplanes by a dedicated truck. This means there is a truck to buy, maintain, insure, and have a qualified driver (lineman) on duty, whether or not there are lots of customers. These costs must be included in the price of fuel. Additionally, there may or may not be an office with coffee, restrooms, newspapers, heat and lights, receptionists, weather computers, etc., none of which are free, and must be included in the price per gallon.

Most 100LL fuel is delivered to airports via 8000-gallon capacity tanker trucks. The wholesale cost, and trucking costs do not vary a lot between vendors. But with a fluctuating market, if an FBO mis-times a purchase, they may pay as much as \$.50 per gallon more than the competitor down the road who buys a few months later, or earlier.

**Q** A few years ago, you wrote that a used Piper Warrior was possibly a better buy than a Cessna 172, even though they offer similar performance and weight carrying. Do you still have that opinion?

**A** Yes, if you do not need the spin certification that the C172 provides, and the Warrior does not. The C172 also allows easier access in and out of the cockpit with its two doors, but two doors let in a little more noise versus the one door on a Warrior. The Warrior has more fuel capacity than older C172s. I've owned and flown both and a good version of either is much better than a beater of the other. There were lots more C172s sold than Warriors, so there are fewer used Warriors available, but they are worth the look.

According to the Spring 2023 Aircraft Bluebook ([www.aircraftbluebook.com](http://www.aircraftbluebook.com)), the difference in retail price for an "average" 1975 model C172 versus a 1975 Warrior is about \$40,000. The difference increases a little with newer models to about \$50,000 in 1985 models to \$60,000 for a 2005 model. The Warrior was somewhat overshadowed by the

Piper Archer, a good airplane that is 95% identical to the Warrior, except it has a larger engine and carries more and sold better.

**Q** I occasionally keep my C182 at my farm. A friend has suggested that I file a form 7480 with the feds to let them know about my little strip, which really is just a big hayfield. I'm told this is only for registration. I'm not about to ask the feds to approve my strip as an airport. I am not a fan of big government looking over my shoulder. Is there a reason why I should consider this?

**A** With the avionics you undoubtedly have in your C182, such as ADS-B, the feds can watch you, like it or not. If they see you going off a radar screen into an area that does not have a landing strip, they may wonder if you've crashed, or are up to some illegal activity. I suggest you consider getting an opinion from your state aeronautics office. They are usually very helpful with issues like this, and probably have a "feel" for how similar situations (airplane at home) are reported in your area.

**Q** Someone told me that in almost every case when an airframe manufacturer offers a model with two different engines, the more powerful version almost always outsells its weaker version. If this is true, could you give an instance?

**A** Cessna manufactured the C172 with either 160 or 180 hp engines from 1998 thru 2012, when the 160 hp model was discontinued. The 180 hp version continues to be in production to this day. In older models, Piper offered the Cherokee Six with either 260 or 300 hp engines from 1966 thru 1978, at which time, the 260 hp version was discontinued. Beech offered the C33 Bonanza for a while with 225 and 285 hp engines, and the 285 hp version was the sales winner!

**Q** Did Beech ever make a Bonanza certified in the aerobatic category?

**A** Yes, in 1968, 1969, and 1970. Their model number was E33C and F33C, and about 30 aircraft were built.

*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](mailto: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. □

# Let's Chat With Air Traffic Control

by Michael J. "Mick" Kaufman

© Copyright 2023. All rights reserved!



Michael J. Kaufman

**A**s new pilots, we need to learn a new language...let's call it "pilot talk." When we have a new addition to our family, we must learn to talk baby talk, but that is a bit different than pilot talk. It has been a proven fact that we humans are not good at multi-tasking, and it also needs to be known that women are better than men when it comes to this. I find this especially true when teaching instrument pilots who are

first taught to fly the airplane on an approach and then on that 250 nm cross-country required by FAR 61. (d)(2)(ii)(A), they must communicate "CHAT" with ATC.

In the early days of flying, pilots needed to know Morse Code. Early commercial flights needed a radio operator and, in many cases, also a navigator. I learned Morse Code as an amateur radio operator, which was very handy in identifying VORs, ILSs and NDBs. Today, our navigators can decode ILS and VOR signals and verify we have the correct facility in our boxes for an approach. In the future, we will receive our clearances and re-routes digitally, and they will go directly to the navigator, hopefully, with our human confirmation.

In this article, we will cover one of the many different aspects and situations requiring communication with an ATC facility, both IFR and VFR, beginning with a simple IFR airborne clearance pickup. For this scenario, you are going on a 250-mile flight in the Midwest with the departure airport having weather of 3500 overcast and 6-mile visibility, departing from a Class G airport. You check weather and file your flight plan on Foreflight and receive the confirmation email telling you what to expect for routing, which you then program into your navigator. I usually pick a published waypoint or fix within 25 miles of my departure point in the direction of my destination to start my routing. It is not necessary to do this, but it is a habit from the past, and it works well for me. You takeoff VFR and plan to pick up your clearance airborne. I need to emphasize the importance of making sure you can depart VFR safely.

It is now time for me to share with you my patented *Chat with ATC* protocol.

**Who am I calling?**

**Who am I?**

**Where am I?**

**What do I want?**

**Miscellaneous.**

This is a format which I developed over my many years of flying that I have never seen published before in any article except ones I have written, so I am claiming patented rights. Let's see how it works in this situation and other situations as well.

**Who am I calling?**

**Who am I?**

**Where am I?**

**What do I want?**

**Miscellaneous.**

**Chicago Center**

**This is Bonanza N43XYZ**

**3 miles north of KLNK**

**I want to pick up my IFR**

**Clearance to KEGV**

**Climbing through 2,500 VFR**

So, what you have done in this chat was to give ATC all of the information that is usually needed in a logical order for them to get back to you and put you into the system. Their reply to you will begin with them identifying you in their system.

**ATC: Bonanza XYZ, squawk 3622 and ident. Remain VFR!**

**Bonanza: Bonanza XYZ squawking 3622 and identifying.**

**Will remain VFR.**

Once identified, ATC will give you your clearance, at which point I use the acronym "CRAFT" to help me organize my flight, which was not one of my ideas, and I do not know who has patent rights on that one. Here is how it works and what order you can expect the clearance after being identified by ATC.

**C: Clearance limit**

**R: Route of the flight**

**A: Altitude cleared to**

**F: Frequency and/or facility**

**T: Transponder code if needed**

Be ready to write down your clearance once ATC has identified you:

**C: Bonanza XYZ is cleared to the EGV airport.**

**R: Direct DLL, then as filed.**

**A: Climb and maintain five thousand.**

**F: Contact Madison Approach on 135.45.**

**T: Transponder code (You have already been given a code.)**

We have just covered one aspect of "Let's Chat With ATC," but it is necessary to discuss some important aspects of the flight planning that preceded this exchange.

**DO NOT** depart an airport VFR unless you know the weather and terrain will allow you to do so safely. I have



gotten burned with marginal VFR weather and have been denied a clearance due to an IFR aircraft on an approach. Also, many accident reports have shown aircraft flying into rising terrain at night or in marginal VFR conditions. Check your approach charts and DPs (obstacle departure procedures) as part of good preflight planning. Also check to see if there are any restrictions on taking off from a particular runway, and if an instrument approach is not authorized at night at the airport.

There are many items to consider when flight planning and communicating, and experience is of utmost importance. I chose one situation in this article, and I will continue to show different communication situations in future articles.

When you pick up your clearance in the air, you eliminate having a void time to deal with as part of the clearance. Void times can be cumbersome in certain situations, especially if there is no cell phone coverage at the airport or in your aircraft. In those situations, you are often rushed to get your clearance in the airport terminal, must run to your aircraft, taxi like you're on your way to a fire, do an abbreviated checklist, and takeoff before the clearance void time. In situations like these, I would ask ATC for a "block of time window" for departure, instead of a void time. If you are fortunate enough to have a cellphone connection and a Lightspeed headset with Bluetooth with the app on your iPad, you can get your clearance through your cell phone prior to departure and verify it on the app if there is a question. You do this after your runup when the next step is takeoff.

On your initial call-up using my patented communication protocol, you will be giving ATC the information necessary to process your requests without unnecessary back and forth chatter. You will sound like a true professional pilot and free up the frequency quickly, as it can be busy at

times.

Instrument flying can be challenging, and humans are not good at multitasking...walking and chewing gum at the same time is difficult for some people. Flying an approach and making a request and reading back clearances quickly and smoothly frees up brain power to do the number one task – "FLY THE AIRPLANE."

A superior pilot is one who uses his superior knowledge to avoid situations which might require his superior skills (author unknown).

*EDITOR'S NOTE:* Michael J. "Mick" Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training" organization. He conducts pilot clinics and specialized instruction throughout the U.S. in many makes and models of aircraft, which are equipped with a variety of avionics. Mick is based in Richland Center (93C) and Eagle River, Wisconsin (KEGV). He was named "FAA's Safety Team Representative of the Year" for Wisconsin in 2008. Readers are encouraged to email questions to [captmick@me.com](mailto:captmick@me.com), or call [817-988-0174](tel:817-988-0174).

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



AIRPORT PLANNING, ENVIRONMENTAL,  
DRONE TECHNOLOGY, ARCHITECTURE,  
DESIGN AND CONSTRUCTION

**SOLVING YOUR MOST  
COMPLEX AIRPORT  
CHALLENGES.**

Building a Better World for All of Us®  
Engineers | Architects | Planners | Scientists

Kaci Nowicki | 651.894.2508 | [sehinc.com/subscribe](http://sehinc.com/subscribe)



# Making Sense of Emergency Checklists

by Richard Morey

© Copyright 2023. All rights reserved!

**F**lows, Checklists, and Carburetor Ice. Thankfully emergencies rarely happen. When they do, quite often the pilot is taken by surprise and may be unprepared to immediately deal with the situation. General aviation pilots seldom spend time on emergency drills. This article will give you suggestions to make emergency (and other) checklists more user friendly, to incorporate flow into your checklists, and will make suggestions as to how to practice emergency procedures, as well as ways in which emergency procedure practice can be incorporated into every flight. Let us begin.



Richard Morey

In an emergency, we may or may not have time to go to a checklist. As discussed in the “Startle Effect” article (June/July 2022, *Midwest Flyer Magazine*, <https://midwestflyer.com/?s=Startle+Effect>) and seminars, acknowledging that something may go wrong and planning for that unlikely eventuality will reduce reaction time and make a good outcome more likely. Knowing that something can happen is not enough. To become good at anything, we need to practice and repeat. We also must make sure that what we practice is correct. What we do and practice must make sense. For that to happen, we need to understand what the actions call for, and actually do. The order in which these actions are taken should allow the pilot to easily remember and execute the steps.

A good place to start your practice is with the aircraft’s manual or pilot’s operating handbook (POH), and the emergency checklist. This will ensure that the procedures practiced are correct as far as the manufacturer recommends. With older aircraft, the manuals were often quite brief and not terribly detailed. If that is the case, then exploring owner groups and online resources may be your best option. Owners of classic aircraft may have to do even more research and, in some cases, simply develop checklists based on best practices.

Familiarize yourself with the checklists. This can be as simple as reading over the lists. I recommend doing this in the aircraft sitting in the seat you normally occupy when flying. Read the checklist, stopping to touch the controls mentioned at each item. Make sure the order and what you are accomplishing at each point makes sense.

Do the checklist items make sense? Does the order “flow” well for you? If not, take the time now to think about what is being accomplished at each step.

Does the order make any difference?

For example, let’s examine the Cessna 152 Pilot’s

Operating Handbook checklist for engine failure during flight with the option for restart. We will go over the action and the reason for that action:

1. **Airspeed – 60 KIAS**
2. **Carburetor Heat – On**
3. Primer – In and Locked
4. Mixture – Rich
5. Ignition Switch – Both (or START if propeller is stopped).

Notice that the first two items are in bold print. Cessna uses bold print to indicate items that should be memorized:

Item 1, Airspeed – 60 KIAS is best glide, Vg. Every pilot should have memorized the best glide speed for the aircraft they fly. Going to best glide will maximize the aircraft’s time in the air, normally a good thing during an emergency.

Item 2, Carburetor Heat – On. One of the most common causes of engine roughness or failure on carbureted engines is carburetor ice. Applying carburetor heat could melt the ice that may have formed on the butterfly valve in the carburetor and solve the issue. More on carburetor heat later.

Item 3, Primer – In and Locked. If the primer is unlocked and out even slightly, the engine could be sucking additional and unneeded fuel into the engine’s induction system through the primer. This could cause the mixture to be far richer than it should be. That is, more fuel than the air taken in is able to burn efficiently. Making sure the primer is in and locked will prevent excessively rich mixture due to syphoning fuel through the primer.

Item 4, Mixture – Rich. Just the opposite of the primer being locked. If for some reason the aircraft is running lean, as in there is not enough fuel for the air being taken in for it to burn efficiently, then the engine could run rough, lose power, or stop. Enrichening the mixture solves that potential issue.

Item 5, Ignition Switch – Both or start if the engine has stopped. If for some reason the ignition switch has been turned off, turning the ignition back on while the propeller is wind milling should send spark to the engine combustion chambers via the spark plugs. If the engine is getting spark and fuel and air in the proper ratio, then the engine should restart. If the propeller has stopped turning, then engaging the starter should start the engine unless there are other issues. Once you understand the reasons for doing the checklist items, the process makes more sense.

How does the checklist “flow” in your mind? If the order seems awkward, then how can you make the checklist work better for you? The memorized items – best glide, and carburetor heat – need to stay in the order Cessna has on the checklist. Cessna has decided that these two items require “immediate action” and as such, need to stay in the specified order. For the other items, would it really matter if enrichening the mixture comes before checking the primer? For those not familiar with Cessna 152s, the primer is on the





The instrument panel on a Cessna 152.

far left side of the lower panel, next to the ignition switch and the carb heat, and throttle and mixture are located in the center. After establishing airspeed, the right to left flow of carburetor heat, mixture, then primer and ignition may make the process easier to remember. As you can see from the picture of a Cessna 152 panel, the carburetor heat, mixture, primer then ignition order keeps the pilot's attention in the same sector, rather than having to jump back and forth.

This is a simple example of making an emergency checklist make sense and flow. If you go through this process with all the emergency checklists, and normal ones as well, then you will be much more likely to remember the steps when an emergency occurs.

This process works for all makes of aircraft. There is nothing illegal in creating your own checklist, starting with the manufacturer's checklist and change out the order of the non-critical checklist items. It is easy to create a Word document and save it, so as to be able to print out additional copies or modify the document if needed. Laminate the printout and keep a copy in your aircraft for easy reference. Again, be sure to include all items on the manufacturer's checklist.

The reality is that engines seldom suddenly quit unless they run out of fuel. An engine in trouble will almost always give indications, such as rough running or loss of power. What you often read or hear when discussing engine emergencies is the following:

"Through proper scan and being aware of what could go wrong, the alert pilot should be able to determine something is wrong long before the engine quits." Not terribly helpful in and of itself, is it? Unfortunately, there is not a "rough

running engine" checklist, at least not in the Cessna manuals.

As an exercise, we are going to create a rough running engine/loss of power emergency checklist. To do so we must understand what could cause an engine to lose power and/or run rough. We will use the checklist for a carbureted Cessna for our example.

One of the most likely reasons for a carbureted engine to lose power is the formation of carburetor ice. Loss of power will occur well before carburetor ice causes the engine to run rough. What happens when an aircraft is trimmed for level flight and power is reduced? If your answer is the aircraft will descend, you are correct. If the aircraft is on autopilot, then you might notice the autopilot calling for nose up trim, or the autopilot trim adding

nose up trim, depending on the type of autopilot. In this case, loss of power and nose up trim results in a slower airspeed.

For our rough running engine checklist, Item #1 is loss of altitude (or loss of airspeed, if on autopilot) not associated with downdrafts, apply carburetor heat. If there is carburetor ice, adding carburetor heat will result in a rough running engine. As the ice melts and is passed through the engine, the engine will then smooth out and an increase in power will be noted. Putting the carburetor heat control to the off position once the engine is running smoothly, should return the engine power to the level set initially prior to carburetor ice forming. The longer the carburetor ice is allowed to form, the greater the loss of power. Eventually, the engine will start running rough. If enough ice is allowed to form, the engine may initially quit when carburetor heat is applied. Keep the carburetor heat in the "on" position and the engine will start up again once the water passes through the engine.

Checklist Item #2: Rough running engine or power loss. Check fuel on and on both. If on both, switch to a single tank. If still rough, try opposite tank. It is possible, however unlikely, for the fuel valve to be accidentally bumped into the off position. The likelihood of this happening is greater if you have a creative flight instructor onboard. Still, checking the fuel selector is a good idea. Changing tanks may smooth out a rough running engine if there is water contamination in one of the tanks. First, check one side, then if the engine does not smooth out, switch to the other.

Checklist Item #3: Check mixture. If lean, enrichen. If rich, lean. Flying with either a too rich or too lean mixture may result in a rough running engine or loss of power.

Checklist Item #4: Check throttle. The throttle may have

slipped back, resulting in power loss. With a rough running engine, changing the power setting could improve the roughness.

Checklist Item #5: Do a magneto check. It is very possible that one magneto has stripped its gears and is firing out of sequence, which causes the engine to run rough or miss. If the engine runs rough on both magnetos, really rough on one, and smooths out on the other, then fly it on the smooth magneto and land as soon as practical. If that does not work, return the ignition switch to both.

Checklist Item #6: Check the primer. If the primer is in and locked, try giving the engine a shot of prime. If this results in more power, continue to prime the engine as needed to make a safe landing. Back before paper engine air filters were required to be replaced every 500 hours, we had a customer's air filter come apart during flight. This resulted in part of the filter being ingested into the carburetor. The piece of filter ingested blocked air flow causing the loss of most of the power of the engine. This occurred only a few miles from the airport. By using the primer, the pilot in essence became a crude, manually operated fuel injection system. Pumping the primer gave the aircraft enough power to make it back to the airport.

This list is in more detail than the manufacturer's. It is based on the aircraft's manual but goes into more detail. As shown, it does not flow though. How do you think we could improve the order to make the list flow better?

Visualize an inverted L with the bottom of the L being the fuel selector which is located on the floor or at the bottom of the center pedestal.

1. Check Fuel Selector On (go back to switching tanks at the end of the checklist).

2. Mixture rich if leaned, or lean if rich.

3. Throttle Checked and Varied.

4. Carburetor Heat On

5. Magneto Check

6. Primer Check

The inverted L check can be accomplished almost as fast as it can be read. If any action results in the engine running smoother or power being restored, stop the checklist, and continue the flight. Use your judgment in deciding whether to continue the flight. Flying on one working magneto is not recommended, but one magneto will most likely get you to the nearest suitable airport.

Practicing emergency procedures can easily be incorporated into each flight. Make a pre-takeoff emergency briefing prior to each flight.

Pattern work? Try taking the power off opposite your landing spot with the goal

of making the runway safely without adding power. A brilliant practice that was mentioned at a recent FAA safety seminar is to set your watch or phone alarm to go off sometime during your flight. When the alarm goes off, assume an emergency has occurred. Go through the appropriate flow, memory items, identify an emergency landing spot and go through the associated checklists.

Emergencies do happen. When they do, there is often little time to go through a checklist. Knowing this, it is important not only to have the immediate action items memorized, but to have the checklist in a format that makes it easier to accomplish and remember during a stressful event. The order of a checklist may be adjusted to allow for a better flow, as long as the immediate action items stay in the order specified by the manufacturer. Practice emergencies! You will not get better without practice. Be safe!

*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](mailto:Rich@moreyairport.com) or by telephone at **608-836-1711**. ([www.MoreyAirport.com](http://www.MoreyAirport.com)).

*DISCLAIMER:* The information contained in this column is the expressed opinion of the author only. 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. □

AIRPORT PLANNING • ENGINEERING • REAL ESTATE  
SURVEY • DRONE IMAGERY AND MAPPING



**BECHER HOPPE**

Contact: Karl Kemper, PE  
Airport Services Manager  
[kkemper@becherhoppe.com](mailto:kkemper@becherhoppe.com)

715-551-5507 • [www.becherhoppe.com](http://www.becherhoppe.com) • Wausau, Wisconsin





## Threading the Needle

by Dean Zakos

© Dean Zakos. 2023 All Rights Reserved.

I loved being in the air.

I was 26 years old, tall and gangly, in 1972. I was the newbie First Officer sitting in the right seat of a Grumman Gulfstream G-159. The aircraft was owned by a large consumer products company. Our day started early at our home base, Milwaukee's Mitchell Field. Nine of our 14 seats were filled on this flight. Businessmen using the corporate airplane. We climbed out at about 1,900 feet per minute into scattered fair-weather cumulus and took in the expanse of a blue-green Lake Michigan as we turned on course to the south. The destination was Jackson, Mississippi (KJAN), where we would overnacht. Then, on to El Paso, Texas (KELP). At the end of day two, back to Jackson, overnighting again. Returning to KMKE the following morning.

It was summertime. The 24- and 36-hour prog charts showed a low-pressure system developing over the southwestern United States. The leg from El Paso back to Jackson looked like it may be a challenge, with several lines of showers and thunderstorms, some severe, forecast to move across west, central, and east Texas along our line of flight.

I wanted to look sharp for the captain on this trip. I had flown with him a few times before. Occasionally, as the First

Officer; more frequently, as the “relief” pilot to spell the captain or the FO on longer trip segments. On flights when I flew as the relief pilot, the captain would often refer to me as “ballast.”

I had about 30 hours in the G-159. I had a lot to learn. I knew it – and the captain knew it.

The captain's name was O'Brien. Everyone called him “Obie.” He was a hard drinking, hard talking Irishman, with a penchant for fifths of Jameson, foul-smelling cigars, and randy limericks, of which he seemed to have a never-ending supply.

Regardless of his taste in jokes, I held him in high regard. Obie soloed in civilian life in the late 1930s and was well positioned for a flying slot in the Army Air Corps at the start of World War II. He flew B-25 Mitchells for the Fifth Air Force in the Southwest Pacific. I am told he became adept at low-level strafing of Japanese shipping and dropping parafrog bombs on jungle airfields. He earned a Distinguished Flying Cross and several Air Medals. If asked, he would say he was only doing his job – the same as everyone else. I was not so sure. Was just any pilot capable of leading and flying missions, often in rotten weather, and at mast height or treetop level, all while getting shot at?

Obie stayed with the flying game after the war, trying the airlines both in the United States and in South America. A few brief stints in Africa and the Middle East. He seemed

to like to move around. His only constant companion was his old, worn-leather liquor case, which he made sure was carried on and off each flight. That was one of my primary responsibilities as FO. Obie had seen a great deal of the world out of a cockpit window, and all the weather the world could throw at him.

My logbook and career were a little thin at this point. I had some interest in airplanes growing up, but no passion. I did well in my high school classes; played some sports; chased some girls. In college, I studied electrical engineering, but excelled mostly at shooting pool, drinking beer, and staying out late. My grades suffered. I questioned my commitment. I heard about a ground school being offered for thirty dollars. Curious, I signed up, attended the classes, and passed the written test.

There was a small airport close by – one paved runway and one turf runway. I soloed at age 20 in a Piper J3 Cub in 1966 on Mother's Day. Five dollars (wet) per hour for the airplane rental and five dollars per hour for the instructor. From the moment of that solo, I knew what I wanted to do with my life.

I next traveled to California to attend a flying school to pick up my commercial and instrument ratings. With 250 – 300 hours, the small commuter airlines would start to look at me. The flying business then is like it is now - there is an ebb and flow to it, and timing is everything. My timing was lousy, and I missed out on the airline jobs out there.

Instead, I found a job instructing in the Chicago area. While building time, I picked up my multi-engine rating in a Piper Apache. I remember clearly how little airspace there was to worry about at the time. No Chicago Class Bravo. No TFRs. The airspace restrictions we see today sort of crept up on us over time. I am not complaining about the present system, but looking back, there was a freedom to take off and go that simply does not exist today.

In late 1968, I thought I was on the way to my airline career. I had an interview scheduled with Air Wisconsin in Appleton. Unfortunately, Uncle Sam had other plans for me. I enjoyed a deferment from the draft until my classification was changed to 1A that November. A letter inviting me to join the U.S. Army (well, actually, insisting) quickly followed. I trained as a mechanic on AH-1G Cobra attack helicopters.

I received orders in August 1969 to report to the Bien Hoa airbase in South Vietnam, with refueling stops in Alaska and Japan on the way over. I had a window seat on the arriving flight, and I still remember my disbelief, while looking down as we crossed the Vietnamese coastline, how a country with such beautiful blue ocean water, white sand beaches, and lush tropical greenery, could be in the midst of a real shooting war. The other first impression in-country was sticking my head out of the transport on landing and feeling like I was stepping into an oven. The heat was oppressive. I got used to it.

The guys who had been there awhile could always tell who was new. The experienced hands recognized which shells whistling constantly overhead were incoming or outgoing; I

ducked for cover until I learned to figure it out. I was a Crew Chief in the First Cavalry Division, C battery, 2nd Battalion (the "Blue Max Battalion"), 20th Artillery Regiment. We were responsible for 12 Cobras. I was lucky; I returned to the States 13 months later.

After my discharge, I went back to flight instructing, this time in the Milwaukee area. In 1972, I learned of a part-time corporate flying job. Obie must have seen something in me during the interview. With cigar smoke billowing above his small desk and filling the mostly bare office, he peppered me relentlessly with questions. I would be flying single pilot in a Cessna Skymaster and flying some FO on the Gulfstream G-159. Obie was "old school." I quickly learned that, as captain, he expected little of me. "Sit down, shut up, and don't touch anything," was pretty much the standard he established for right-seaters. There was no formal training on the Gulfstream. "Get in, and pay attention," Obie gruffly told me.

In the mid-1950s, Grumman wanted to get into the post-World War II corporate aircraft market. They did not have an airplane to offer. Initially, the designers looked at converting the Grumman S-2 Tracker, a design sold to the Navy as a light, twin-engine transport for use on aircraft carriers. However, it was too small, had high-mounted wings, and relied on piston engines. Grumman knew the civilian market wanted a low-wing turboprop-powered aircraft with stand-up headroom. So, they got out a clean sheet of paper and designed a classic corporate aircraft. The G-159 was intended for a crew of two and a typical corporate layout of 10 to 14 passengers. A high-density layout could seat up to 24 passengers. There was a lavatory and a galley. The Gulfstream line was born.

For the G-159, designed to fly high and fast, Grumman chose the Rolls-Royce Dart Mk 529-8X or -8E turbine engines rated at 2,110 shp each, with four blade, constant speed, fully-feathering props. The Dart engines had been in use on British airliners and developed a great reputation for reliability. These engines were loud. Turboprop engines, generally, are often described as emitting a high-pitched whine. The Darts generated a high-pitched scream. The volume level and sound were both unique. If you were standing next to one when it was spooling up without hearing protection, it would make your ears bleed. The Darts gave the G-159 good power and a 302-kt cruise speed, were economical to operate, and had excellent range. Service ceiling was 33,600 feet.

One unusual feature of the engines was the "fuel trimmers," which allowed us to fine-tune the amount of fuel going into the turbines. This was a particular advantage for altitude changes and hot starts. The fuel trimmers were located on the FO's side of the center console. You could flick the switches up or down to add or decrease fuel, all the while keeping a close eye on turbine temps and RPMs. Using them correctly and getting the timing right was part art, part science.



The avionics in our panel, typical of the time, consisted of dual Collins nav/coms, dual Collins flight directors, dual horizontal situation indicators, a transponder, DME, and an ADF. We also had a two-axis autopilot and weather radar.

The G159 was 64 feet long, with a wingspan of 78.5 feet. MTOW was 35,100 lbs. The wings were straight and mounted low. It had a swept vertical stabilizer and straight horizontal stabilizers. It sat on retractable tricycle landing gear, with two wheels on the nose and two on each main. Also, and unusual for the time, the G-159 had an internal APU, which provided for ground power for air conditioning and other systems prior to engine start.

It was a good-looking airplane. I did not have many opportunities to log time in the G-159, but it was nice flying and real solid, as you would expect from Grumman, with no quirks or surprises.

Completing the leg to KJAN was uneventful. The next day, Obie let me take the leg into KELP. I knew I could fly the G-159, but there is a psychological hurdle moving from FO to handling the controls. On final to 26L, I was on speed and glidepath. The hot, mid-morning West Texas air was bumpy, but I did my best to maintain as smooth a ride as I could. Despite my nerves, I brushed the G-159 onto the runway like the professional I hoped to be. Obie did not say anything, but I thought he was pleased with my performance.

The business meeting in El Paso was going to run late into the day. We planned on a departure at 2130 local time. Obie and I spent the day in the pilots' lounge at the FBO. Not a lot to do between breakfast, lunch, and dinner. We arranged with the caterer for some cheese and sausage trays and ham and turkey sandwiches for our passengers when they boarded the airplane, as they would not have the opportunity for dinner prior to returning to the airport.

I checked on the weather about once each hour. Talked to Flight Service three times over the course of the day; the last time to file our flight plan and obtain an updated briefing. The briefer was thorough, and his comments made it clear he wanted me to understand the severity of the weather we may encounter along our route of flight. My hope was that things would improve by the time of our departure, but my expectation was that they would not. Beginning at about

1600 that afternoon, lines of thunderstorms, with tops to 40,000 feet, were firing up across Texas. I relayed the expected weather and the briefer's comments to Obie.

If the "go/no go" decision were mine to make, I think I may have opted to stay on the ground. Obie, on the other hand, looked at the current and forecast weather, and carefully weighed our options. We had a capable airplane, with on-board weather radar. We had airports we could divert to, if necessary. Obie did not ask me for my opinion; he simply said to have the airplane ready to go when the passengers arrived.

The rain, hard and steady only an hour ago, had eased up, and as we walked out to the airplane, the lights on the perimeter of the FBO ramp and the adjacent blue taxiway lights, reflected and shimmered in glassy pools of puddled water. We opened the door and hydraulic airstair on the port side of the G-159 and boarded the passengers. Obie took his place in the left seat. He was going to fly this leg. I settled in and requested our clearance. We ran the checklists. The time was 2120.

We taxied out. The rain was lighter now and intermittent, making thin rivulets that ran across the front and side windshields, smearing our view of the faded centerline and taxiway lights as we rolled along. We had asked for and received clearance to depart on 8R, in the direction we were headed. I looked up and saw a few breaks in the clouds. I thought I glimpsed a few stars above the scattered layers. Perhaps, this will not be so bad after all.

Rotation speed was 111 kts. We filed for Flight Level 210. Our clearance limit was to climb to and maintain FL110, with "expect further clearance" to FL170 in 10 minutes. On course heading was 086 degrees. Expected time en route was approximately three hours. We were on our way.

We climbed above several scattered layers on our way to our filed cruise altitude. Often, when you are near clouds, you get a real sense of speed in a fast airplane. In the gathering gloom, I watched as the clouds around us, illuminated first by our landing lights and then by our strobes reflecting off their surfaces, rapidly streamed by as we climbed through them. The first 90 minutes of the flight were routine.

The autopilot was engaged. It held heading and altitude for us. Obie, smoking a fat cigar, was working the weather

**PROP SHOP**

NEW & USED PROPELLERS FOR SALE  
REPAIRS ★ EXCHANGES ★ OVERHAULS  
★ GOVERNOR EXCHANGES ★

**Maxwell Aircraft Service**

Propeller Rating Class 1 & 2, Limited Accessory FAA Approved Station # UF2R211L

CRYSTAL AIRPORT, MINNEAPOLIS, MINNESOTA

**CALL 1-800-964-4247 OR (763) 533-8611**

radar. The screen was a monochrome green. Intensity of storm cells was shown only in variations of green. Lighter green for weaker cells; darker green for stronger cells. Obie controlled the range, the tilt of the radar dish, and used a “contour” knob to allow more details of a stronger storm cell to be displayed. The contour knob was spring-loaded, so that if you took your fingers off of it, the knob would roll-back to its default position. I was told this was a safety feature, so that the operator would not forget to return the knob to the default setting if his head happened to hit the ceiling. The radar screen, in glowing shades of florescent green, showed a solid line of weather ahead.

I was monitoring the engine instruments and, when I looked up, I could just barely make out in the darkness the line of towering cumulonimbus in the distance. My guess was about 15 to 20 miles. As we flew on, the storm clouds rose up like canyon walls in front of us, starkly outlined by the lightning illuminating them. If you have not seen clouds lit by lightning at altitude – it is a sight to behold. Out of the black nothingness, silently and unpredictably, the clouds flicker and come alive with light. Wild electricity jumps and slashes, defines their shapes, gives them distinct contours, and produces a pallet of colors (grays, blues, purples, golds, yellows, whites) an artist would have a difficult time trying to capture on canvas. Had it not been so terrifying, I would have better appreciated the stunning beauty I was witnessing.

Obie lowered his seat and took some slack out of his seat and shoulder belts. I noticed and did the same. He then asked that I make sure the “Fasten Seatbelts” sign was illuminated in the cabin.

I turned the panel lights down. The remaining light in the cockpit now came from the recurring flashes of lightning, framed haphazardly through the cockpit’s windows, or from the dim orange glow of Obie’s stinking cigar. I was watching a master at work. Sitting almost sidesaddle, his left forearm resting on top of the panel, Obie would look up from the center panel stack, completely relaxed, take a slow drag on his cigar, then down at the radar screen. Expertly working

the contour knob on the radar, he would contemplate the picture for a moment, then with careful deliberateness move the heading bug a few degrees right or left. A few moments later, he would repeat the process, tweaking the contour knob, making his decision, and then turning the heading bug right or left again as he thought best. We were in the thick of the line now, with lightning lighting us up repeatedly. The accompanying thunder was almost inaudible due to the noise of the straining turboprops just feet away from the cockpit. Strangely, there was little rain and almost no turbulence pounding the airframe.

We flew on this way for about 15 to 20 minutes. With one final heading change, and Obie’s stogie reduced to a small stub, we were suddenly through the storm cells. We had broken out. We were only off of our original heading by about six degrees. It was clear and a million in front of us. I had no idea there were so many stars in the night sky over Texas.

Obie and I sat in silence. Then, and I am still not sure if Obie was talking to me or merely thinking to himself out loud, I heard him quietly say, “Damn few of us left.”



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. □



**Mike Wiley**  
Office: 763.425.2315  
Mobile: 612.490.7052

---

**Hangar Spaces Available at Crystal Airport**

- Separately partitioned, T-shaped aviation hangars
- Hard-surface runway and control tower
- Fueling and maintenance available onsite
- Site dimensions starting at 42 ft x 34 ft



# Preparing For A Cross-Country Flight

by Bob Worthington

[www.BobWorthingtonWriter.com](http://www.BobWorthingtonWriter.com)

© Copyright 2023. All rights reserved!



Bob Worthington

**P**reparing for a cross-country flight is not like flying for the "\$100" hamburger. At least it should not be. By cross-country, I am not referring to a hundred miles or so... I am looking at several hundred or maybe thousands of miles. This means one or more days in flight, covering different geological areas and often, vastly different weather patterns.

Much of how I prepared for lengthy flights has today been replaced with modern technology, saving space and weight. But what I did 40 years ago still applies today... the difference is how it is done. The same information is needed. How you get it has changed.

Later in my flying career, my wife and I would guide a group of planes through Canada, and into and around Alaska. From my home base (Las Cruces, New Mexico) and back, I would log around 8300 miles over three weeks. These trips were the most extensive cross-country flying I ever did. Most of my flights over the past 40 years were cross-country, ranging from 5 to 800 miles, to well over a thousand. I became well-versed in planning and executing long-distance and safe aerial excursions.

Preparing for cross-country trips would begin weeks before departing. First, I needed to ensure the plane was ready for several days of extended flight, that everything worked properly, and no scheduled maintenance was looming. I would also examine where I would be flying, so I would know what survival equipment, and navigation and airport information would be required. Starting a few weeks before departure, allows you time to determine what is essential, and what you are missing, so you can get what you need.

A major consideration is "weather." I usually start following weather patterns a week before departure to understand what could be expected. I should mention that by doing this, I never encountered any completely unpredicted weather. Sometimes it would be worse or better than expected, but I always knew what could happen.

Also understanding the terrain, geography, and traffic conditions where you intend to fly helps with your planning. For example, flying safely in the western mountains means early morning flights in the summer because winds or rain are often encountered in the afternoon. Flying in the northeast can become extremely complicated. Airspace around Washington, D.C., New York City, and Boston can become saturated with traffic, requiring Air Traffic Controllers to divert you where you may not want to go. This adds extra time to your flight planning.

Are you flying on a budget? Are expenses of no concern? The answers often dictate where you will stop for fuel and overnight. Stopping at smaller airports may mean savings on fuel. Overnighing in a city may be more complex and expensive, but more services will be available. Especially overnight accommodations. If overnight stops are in small communities with few hotels, it might be best to call ahead to reserve a room.

One must be prepared to find out that your best plans are out the window. Sometimes harsh weather may force you to stop where you did not want to stop, and you must spend a day or two waiting for it to clear. Sometimes mechanical issues require a layover, spending time on the ground, waiting for the problem to be fixed. Doing so may require alterations in your trip due to time constraints.

Are your iPads/surface computers up to date with the navigation information? Do

you have coverage where you intend to fly and adjacent areas?

One night I was flying IFR from Montreal, Canada, to my parents' home in Connecticut. I had to make an unintended stop in Albany, New York to disembark a last-minute passenger. I had some approach plates for an instrument landing, but not for the runway in use. I requested a PAR (precision radar approach) in which the controller provides both heading and altitude guidance in landing. The landing was uneventful.

The only equipment needed for a PAR approach is a two-way radio. I used to practice these approaches often as air traffic controllers loved to as well. But with GPS approaches today, PAR approaches are becoming a lost art.

Approach surveillance radar (ASR) approaches provide heading guidance only. For airports to provide either

## One Pilot's Story

Bob Worthington,  
Author of "The Left Seat"

Find out how to  
get your copy of the  
book and movie at

www.BobWorthingtonWriter.com

service, they must have the proper equipment (military airports do). These approaches are not common today. (The airports that can provide this service are listed in the U.S. Terminal Procedures publication).

A frequent problem with electronic flight devices is power. Being out of power was never an issue for me, as I carried extra batteries and had a solar charging device on top of the instrument panel.

Survival gear was discussed in my previous column, so I will not repeat that here. Keep in mind that your survival gear should be appropriate for where you will be flying, as well as the time of the year. Weight and balance are a consideration, especially for long trips in small aircraft.

I would schedule extra days for extensive cross-country trips to accommodate harsh weather delays or unexpected mechanical issues. My wife and I seldom reserved any overnight rooms in advance. Why? Two reasons. First, we would not always reach our planned destination for a variety of reasons. Second, we had membership in the Hilton Honors program, and upon landing, I could call my Hilton 800 number and (almost always) get a room for the night at a Hilton property.

While not all my cross-country excursions have gone as planned or expected, none have been disasters. The key is to plan the trip way in advance of your departure to ensure that you are ready.

Just as important is to build flexibility in your planning. If something goes awry, do not let it destroy your trip. Anticipate delays and enjoy unexpected stops.

Most of my 7,000-plus flight hours were cross-country trips. Some were less than a day, while others took a few weeks. But our planes, capable of long IFR flights, allowed my wife and I to visit friends and family across the U.S. frequently. With two people onboard, there was ample room (and weight) to allow sufficient personal baggage.

My cross-country flights have taken my wife and I as far south as Key West, in all lower 48 states, north of the Arctic Circle, to Alaska and most of Canada, as well as Mexico and the Bahamas. Flights out of the U.S. require extra work, flight planning, and responding to government regulations of both the U.S. and the foreign country. AOPA can help with foreign travel.

Cross-country flying is utilizing your plane to the utmost. With proper planning, each trip can be a memorable experience... a way to travel which most people will never experience.

**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](http://www.borderlandsmedia.com)). Facebook: **Bob Worthington Writer**. Website: [www.BobWorthingtonWriter.com](http://www.BobWorthingtonWriter.com). Bob Worthington has placed excerpts about combat flying in Vietnam (from his books)

on his website. Here is a direct link to those excerpts: [www.BobWorthingtonWriter.com/combat-flying-in-vietnam/](http://www.BobWorthingtonWriter.com/combat-flying-in-vietnam/).

**DISCLAIMER:** The information contained in this column is the expressed opinion of the author. Readers are urged to seek the advice of others, including their personal flight instructor, 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 and content of this column, or any other column or article published in this publication.

**EDITOR'S NOTE:** I am sad to report that pilot, author, and *Midwest Flyer Magazine* columnist, Bob Worthington, passed away May 9, 2023, at the age of 86. When my phone rang this afternoon, I had been editing his column, and caller ID indicated it was "Bob." So as usual, I cheerfully answered, stating "It must be telepathy, Bob... I was just thinking of you." But it wasn't Bob... Rather it was Bob's daughter, Susan, to break the news to me that Bob had passed away.

I knew that Bob's health had been declining since the middle of February when he was admitted to the hospital after he passed out and injured his shoulder because of an erratic heartbeat. Bob had been exposed to Agent Orange while serving in Viet Nam, and his heart had been affected by the chemical. Unfortunately, he ended up back in the hospital for the same issue (minus his injured shoulder) at the end of April, but this time he was not improving. On Tuesday morning, May 9th, Bob passed away peacefully surrounded by his three daughters, Susan, Julie, and Karen.

Bob remained mentally sharp and active to the end, with the fighting spirit of the soldier he was. Especially with this last column, he wanted to make sure we got it in time and that it read well.

As recent as April 24, I received an email from Bob asking for my feedback on his selection of a photo for the cover of his next book, "Forty Years In The Sky," A Pilot's Guide to General Aviation. I and photojournalist, Skot Weidemann, offered to assist him in finding a more suitable photo, but in the end, his publisher apparently found the photo he needed. The book will be out within the next 9 months, so be sure to look for an advertisement promoting it in future issues of *Midwest Flyer Magazine*.

Preceding Bob in death was his wife – and proofreader – Anita, who passed away in 2021 from multiple health issues.

Peggy and I met Bob and Anita at one of many AOPA Expos around the country decades ago, and our friendship flourished. The last time we spoke, Bob was working on an easier way for us to get on and off our "Slim Cycles," which if you recall, were the topic of his column in the June/July 2022 issue. He worked to stay fit to the end.

Feel free to access the many articles Bob wrote for us over the years in the "Archives" section on the *Midwest Flyer Magazine* website: <https://midwestflyer.com/?cat=7123> He would be honored if you would.

I will miss Bob's column, but more importantly, I will miss his friendship. RIP Bob and thank you for all you have done for us and *Midwest Flyer Magazine*.





## What You Don't Know Can Help You!

by Mark Baker  
AOPA President & CEO

I recently had the pleasure of hosting an all-hands meeting of AOPA staff at our HQ, and what a gathering! It was great to see everyone together and celebrate what we do for our members and the general aviation community every day: protect your freedom to fly.

Talking with the scores of people on-hand for this special day reinforced what I have known during my 10 years with AOPA: how extraordinary, talented and dedicated our AOPA team is, and the wealth of benefits we bring to you every day.

While many of our members take advantage of the valuable range of services we provide, some are connected with us in very specific ways – help with a legal issue, a love for our publications and videos, or learning through our safety content. I just want to remind all of our members how your AOPA membership truly is one of the most valuable assets in aviation.

Just consider how we surround and protect you – at home, at the airport, in the air, and everywhere in between.

For starters, our government affairs team in D.C. and in regions across the country spends every day protecting your freedom to fly – freedoms against a lack of transparency by airports and FBOs, keeping your airports open in the face of threats, making it less painful to register your aircraft, making sure flight training is defined as just that, and working to increase hangar availability to our local airports, just to name a few ways.

Having the support of our Pilot Protection Services, and legal and medical teams, can make all the difference in the world when you're faced with a serious, and often very unnerving, issue. The team has incredible experience, expertise and resources to help you navigate your way forward.

Our Pilot Information Center and Member Services teams get hundreds of calls from members each day, and provide valuable support on virtually every aviation situation or issue. Let these teams be your first (and probably last) call for whatever is on your mind.

With the skies as busy as I have ever seen them, safety is



Mark Baker

paramount – it's in our DNA. No doubt many of you keep tuned to the valuable and timely content that our Air Safety Institute provides on a weekly basis. We're proud (of all of you!) that we are in the safest time ever for GA, but we never rest.

I know that virtually all of our members stay up to date and engaged through our different media channels: Pilot and Flight Training magazines, digital and social media, video and podcasts. Our media products are always adapting to ways that you consume content. AOPA has a robust and dedicated team solely focused on bringing you news and features about everything going on in GA today.

Our teams are always looking at new ways to enhance your connection to AOPA, which I trust is among your most valued aviation relationships. We always have an open mind and ear about product or service ideas.

Speaking of enhancing your experience, how about the nearly 12,000 rusty pilots that our You Can Fly team has helped to get back in the skies? There's nothing like getting your certificate – it's a whole other thrill to get back into the cockpit after some time off, however long it's been!

Our You Can Fly teams can also help you get better and more economical access to airplanes through flying clubs; we have helped form more than 220 clubs since we started out just a few years ago. And for those currently in flight training or just getting started, our AOPA Flight Training Advantage platform makes training more efficient and a better experience for student and instructor.

I also need to give a shout out to our You Can Fly High School STEM team – more than 16,000 students are enrolled in the curriculum just this year across 43 states. Since we started, we've engaged more than 50,000 students, and more than 70 percent of the first graduates say they are actively pursuing an aviation career. We offer this valuable curriculum free of charge to educators; if you'd like to know more, contact our team!

And if you have that certificate and are itching to buy an airplane, our Aircraft Financing team can help you navigate the world of putting a beautiful bird in your hangar.

I mention these benefits not simply to create a list, but to give all of our members a complete view of how we protect your freedom to fly in so many ways. Please let us know how we can make your membership and flying experiences more rewarding and exciting.

*Blue Skies!*





Aviation heroes.  
AOPA Photo by David Tulis

## Aviation Heroes Honored At Hoover Trophy Reception

*Aircraft Owners & Pilots Association*

**A**OPA honored general aviation advocates, safety experts, and industry leaders during the R.A. “Bob” Hoover Trophy reception March 22, 2023, at Signature Flight Support’s Hangar 7 at Ronald Reagan Washington National Airport. Aerobatic pilot and airshow performer, Sean D. Tucker, emceed the event and dubbed the evening’s winners “heroes of general aviation.”

AOPA bestowed the **“R.A. “Bob” Hoover Trophy**” on retired **Sen. James Inhofe** (R-Okla.). The trophy, which was first presented to Hoover himself in 2016 and carries on his legacy, is “a tribute to aviators whose airmanship, leadership, mentorship, and passion for aviation inspire a love of flight in others.” Inhofe, a longtime pilot with more than 11,000 hours, has been a tireless general aviation advocate for decades.

“If you look at the past winners of the Hoover Trophy, you will notice a few common traits with Bob – leadership, inspiration, giving, adventure, and breaking barriers. This year’s winner has no shortage of those important traits and has truly embodied the spirit of aiming high,” AOPA President Mark Baker said of Inhofe.

In 1991, Inhofe retraced Wiley Post’s 1931 circumnavigation, making him the first member of Congress

and only senator to have flown around the world. The legislation that he introduced and championed has had an impact on every pilot flying today. He supported the General Aviation Revitalization Act of 1993 to bring about a renaissance of GA manufacturing. Inhofe introduced the “Hoover Bill” in 1999 to allow FAA certificate holders to appeal immediate revocations of their certificates to the National Transportation Safety Board – this measure came in response to the FAA’s immediate revocation of Hoover’s medical certificate without cause. He also fought GA user fees and air traffic control privatization; led the Pilot’s Bill of Rights; supported third class medical reform, creating BasicMed; extended the Volunteer Protection Act to volunteer pilots; worked to reduce checkride wait times with designated pilot examiners; supported aviation STEM curriculum in schools; and required development of a system to bring real-time status of special-use airspace into cockpits. Inhofe also led the move to establish the National Center for the Advancement of Aviation Act (NCAA) to address the aviation workforce shortage. He has also supported private-sector efforts to develop an unleaded fuel.

“I could always count on him. I always knew he was going to be advocating for aviation, in particular general aviation in the Senate, and I always had an ally,” said Rep. Sam Graves (R-Mo.), chairman of the House Transportation and





(L/R) AOPA President & CEO Mark Baker, retired Sen. James Inhofe, and airshow performer, Sean D. Tucker.

*AOPA Photo by Rebecca Boone*

Infrastructure Committee, during an interview about Inhofe receiving the Hoover trophy.

During his 36-year career on Capitol Hill, retired **Rep. Peter DeFazio** (D-Ore.), always advocated for GA, even though he isn't a pilot. AOPA honored him with the **"Joseph B. "Doc" Hartranft Award,"** named for AOPA's first president. The award is given each year "to elected or appointed government officials for their significant contributions to the advancement of GA."

While announcing DeFazio as the winner, Baker said that leaders like the representative "allow us to pursue this wonderful passion that we all cherish and share."

"He knows just how important aviation is, and he knows how important general aviation is," said Rep. Graves of DeFazio during an interview about his being honored with the Hartranft award. DeFazio served on the Transportation and Infrastructure Committee his entire career. He became chairman of the committee in 2019, and also served as chairman of the Aviation Subcommittee.

DeFazio was a founding member of the General Aviation Caucus because "there was and has been not enough focus on general aviation," he said. He supported the effort to establish the NCAA in the House, supported third class medical reform, and opposed GA user fees and ATC privatization.

**Mike Dale**, former president of Jaguar Cars and chairman

of the Culpeper Airport Advisory Committee, was honored with the "Sharples Award," named for Laurence P. Sharples, AOPA's first chairman of the board. The award "is given to those who may not work directly in aviation but who have made extraordinary contributions to GA."

Dale breathed new life into the Culpeper Regional Airport in northern Virginia. He convinced Culpeper County officials to build new hangars and repeal the property tax on aircraft, which attracted more aircraft to base at the airport.

Former Culpeper County Administrator Frank Bossio said Dale "made the business plan super viable by looking at it from the guy who was the CEO of a real company who had to sign real checks and real paychecks every week."

Dale grew the airport airshow's attendance to more than 5,000 and organized businesses to lead hands-on STEM activities at the airport.

"He's a great leader, he's a great human being, and a great friend, and I can't think of anybody better to get this award than Mike Dale," Bossio said when asked about Dale's experience leading to this award.

The founder of 99th Squadron Inc., **Ramone Hemphill**, received the **"Brigadier General Charles E. McGee Aviation Inspiration Award."** The award is given "to an individual who, like General McGee, persevered to overcome challenges en route to learning to fly while inspiring others

along the way” and demonstrates “leadership in aviation and showcase[s] the opportunities in aviation to youth and young adults.”

The nonprofit organization, named for “the famed Black unit that included pilots from the Tuskegee Institute training program,” is based at Valkaria Airport in Brevard County, Florida, and Hemphill works to make youth, particularly those of color, in the county aware of the airport and aviation as a career opportunity.

“What I’d like is for it to grow in terms of actual pipelines into more of a workforce development thing, whether it’s generating more pilots, whether it’s generating more folks when it comes to aircraft mechanics getting their A&Ps, and air traffic controllers. We’re trying to really, really fully establish those avenues. That’s the biggest thing we could ask for is for our cohort of students as they graduate from high school, for them to have a path forward if that’s what they want in the aerospace industry,” Hemphill said of the program.

AOPA Air Safety Institute Senior Vice President Richard McSpadden presented the “**GA Safety Award**” to the **National Air Traffic Controllers Association (NATCA)** for delivering “exceptional safety contributions for those of us in the air and on the ground.”

NATCA helps to break down pilot/controller barriers by developing safety materials; fostering a safe, collaborative aviation culture; and supporting training programs “that advance pilot knowledge and skills and enhance controller knowledge of general aviation aircraft performance characteristics,” according to a video overview of the association that was played during the reception.

Each day, NATCA controllers and specialists are responsible for coordinating more than 70,000 flights in U.S. airspace, the busiest, most complex airspace in the world. Controllers also assist pilots in distress to help them work through weather problems, mechanical issues, and other situations to help them get safely to their destination or find another suitable landing area.

AOPA Senior Vice President of the AOPA Foundation, Elizabeth Tennyson, presented the inaugural “**Future of Flight Award**” to **Textron** and its CEO, Scott Donnelly. The award “recognizes outstanding dedication to strengthening aviation in all its forms.”

The Textron family of businesses comprises Bell, Textron Aviation, Textron eAviation, Industrial, Textron Systems, and Finance, and includes recognizable brands such as Bell, Cessna, and Beechcraft. The company invests in its workforce and offers internships and co-ops, as well as leadership development programs.

Textron made a **\$1 million commitment** to the AOPA Foundation in 2022 to support the You Can Fly High School Aviation STEM Curriculum.

“Their tremendous support of programs like You Can Fly showcases their commitment to helping the next generation discover the incredible opportunities available in aviation and aerospace and ensures more people have the chance to experience the excitement of our industry,” Tennyson said.

The AOPA Foundation You Can Fly programs and initiatives are designed to get more people flying and keep them flying through introducing high school students to aviation careers, improving flight training, making flying more accessible through flying clubs, and helping lapsed pilots get back in the left seat as pilot in command.

The recipients of all these prestigious awards embody AOPA’s mission to protect the freedom to fly.

*EDITOR’S NOTE:* See this article in its entirety at [AOPA.org](https://www.aopa.org)



## Pathways Into Aviation Programs In Minnesota

### Flight Training

Lake Superior College – Duluth, Minnesota  
*Accredited Program*

Minnesota State University – Mankato, Minnesota  
*Accredited Program*

Rochester Community & Technical College  
Rochester, Minnesota

### Aircraft Maintenance Technician

Lake Superior College – Duluth, Minnesota  
*Accredited Program*

Minneapolis Community & Technical College  
Minneapolis, Minnesota  
*Accredited Program*

Northland Community & Technical College  
Thief River Falls, Minnesota  
*Accredited Program*

### Aviation Management

Lake Superior College – Duluth, Minnesota  
Minnesota State University – Mankato, Minnesota

### Unmanned Aircraft Systems

Northland Community & Technical College  
Thief River Falls, Minnesota

### K-12 CTE Teacher's License

St. Cloud State University – St. Cloud, Minnesota  
*Accredited Program*



### Minnesota Petroleum Service

#### MPS Aviation Refueler

- Powder Coated or SS
- Power Rewind Hose Reel
- Aviation Filtering System
- Metering System

Phone: 763-780-5191  
Toll Free: 888-797-7677  
E-Mail: [sales@mnpetro.com](mailto:sales@mnpetro.com)



[www.mnpetro.com](http://www.mnpetro.com)





Author Yasmina Platt

## Stanley, ID – Shhh... Let's Keep It Between Us

*by Yasmina Platt*

© Copyright 2023. All rights reserved!

**I**daho may be known for its seaplane and backcountry flying, but one does not have to be a seaplane pilot or have a STOL airplane with Alaskan bush tires to visit Idaho. (Skis would be fun in the winter though.) Let me tell you about Stanley in Central Idaho, for example.

Stanley is in a valley surrounded by high mountainous terrain (the beautiful Sawtooth Mountains), although the airport is higher than its downtown area. Like several airports in the state, Stanley Airport (2U7) is owned and operated by the State of Idaho, Division of Aeronautics. It is not maintained in the winter, although it does seem like a great

airport to visit with skis. The airport has one runway: 17/35, which is 4,300 by 150 feet. But there's a trick... only the first 1,600 feet on the north end is paved...the rest is dirt. Keep in mind, the airport sits at 6,403 feet MSL (Mean Sea Level), so check density altitude and weight and balance prior to departure!

Stanley Airport is only 1 mile away (up the hill) from downtown. While a courtesy car may not be available at the airport, walking into town is definitely an option, as is a local taxi. During the winter, cleats/crampons/spikes and a snowmobile may be an even better option!

Stanley Airport does not have many facilities or amenities, but it does have a pilot shelter on the northwestern end. While the chart supplement does not say whether 2U7 offers



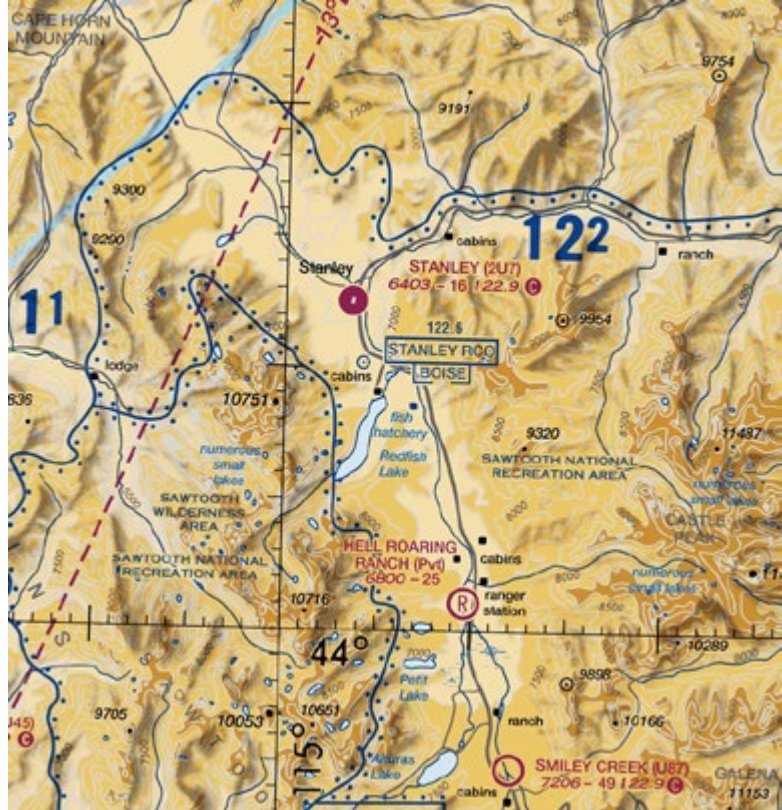


As far as scenery, I really enjoyed landing a floatplane on Sullivan Lake and admiring Pewee Falls (both in Washington state, actually) from the air. Although a local travel brochure stated that the waterfall can only be seen from a kayak on the water, we proved them wrong!

fuel or not, I have seen an avgas tank at the airport before. Don't count on it though...check first! The Idaho Aviation Association offers great, up-to-date information about the status of airstrips around the state.

Once on the ground, the outdoor activities are endless! Stanley is surrounded by over 1,000 miles of untouched wilderness. Here are some of the area's favorites:

- The Redfish Lake area for swimming, hiking (up to the Bench Lakes, for example), snowshoeing, snowmobiling, camping, canoeing, and boating.
- Goat Lake for hiking or snowshoeing.
- Sawtooth Lake and Alpine Lake for hiking or snowshoeing.
- Alice Lake, amongst others along the way, for hiking and backcountry camping, maybe from Pettit Lake.
- Stanley Lake for hiking or snowshoeing, swimming, snowmobiling, Jeep-ing or ATV-ing, canoeing, etc.
- The Kelly Creek Loop for snowmobiling.
- Park Creek for cross-country skiing.
- Hot Springs: Boat Box, Sunbeam, or Mountain Village Resort.
- The Stanley Winterfest in February.



Source: FAA



The airport is only 1 mile (up the hill) from downtown Stanley, Idaho. While a courtesy car is sometimes available, walking into town is definitely an option, as is a local taxi. During the winter, cleats, crampons, spikes, and a snowmobile may be even better modes of transportation.

X-Source: Google Earth





A few aircraft parked on the ramp in Stanley, Idaho.

*John Bachman Photo, Google Maps, July 2020*



- Rafting or fishing the Salmon River.
- Learning history at ghost towns Custer and the Yankee Fork Gold Dredge.
- You are many miles from “civilization” as we know it, so stargazing is pretty great!
- Many, many miles for (regular) biking and off-roading in the summer and fat (tire) biking and snowmobiling in the winter.

Looking for wildlife anywhere and everywhere? Stanley, Idaho is the place to go.

The Stanley Chamber of Commerce website has more suggestions: <https://stanleycc.org/>

Even though Stanley is considered one of the coldest places in the country, winter is such a fun and beautiful time to visit.

Stanley has a few lodging options, but camping is also allowed at the airport, according to the 2023 Idaho Airport Facility Directory.

Let's keep the Stanley secret between us! And, as the locals say, let's also keep it weird!



Yasmina Platt

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







The South Dakota Wing of the Civil Air Patrol has four Cessna 182Ts, and two Cessna 172Ps, hangared at four locations around the state.  
Civil Air Patrol Photo

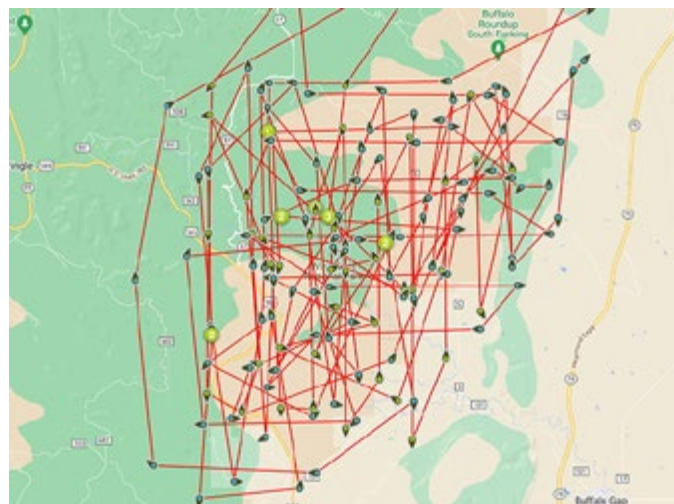
## South Dakota Wing of the Civil Air Patrol Uses Missing Horse Search For Advanced Training

by Dave Weiman  
© Copyright 2023. All rights reserved.

**T**he South Dakota Wing of the Civil Air Patrol (CAP) was part of an effort to find a missing horse that broke free from a wilderness camp in Wind Cave National Park on May 2, 2023. Wind Cave National Park is in the southwestern corner of South Dakota in Custer County. It's known for its vast, underground Wind Cave, with chambers. Many of the cave's walls are rich in honeycomb-shaped calcite formations known as "boxwork." The park's prairie and pine forests are home to bison, elk, and pronghorn antelope. Trails include Rankin Ridge, with views of the Black Hills.

After a series of Facebook postings, someone suggested that the owner of the horse contact the Civil Air Patrol for assistance. The owner had already contacted National Park officials, and a group search was initiated.

The search allowed CAP members to refine their air-to-ground visual search from fixed-wing aircraft, photography drones, and their ground team.



This chart shows these superimposed sorties over Wind Cave National Park that the South Dakota CAP aircrews flew in conjunction with Finley's search. It illustrates how detailed CAP's coverage can be. When sorties are done at different times of the day, with different light angles, it can help the visual searching. Wind Cave rules had the CAP flying at 1500 feet AGL. In other circumstances, their visual searching and photography is often done at 1000 feet, which can make for challenging flying, especially around mountains.

Civil Air Patrol Chart





This image was taken during the Civil Air Patrol's search in Wind Cave Park. It shows a drone crew with one of their search/photo drones.

*Civil Air Patrol Photo*

"The incident was an unusual situation, but one that was similar to a missing person search," said Craig Goodrich, the Civil Air Patrol Incident Commander, and Vice Commander of the South Dakota Wing. "This mission was a good opportunity to practice searching for a missing person. It also allowed the CAP to work closely with the National Park Service and other agencies, which will enhance all our abilities to work together if we need to look for a missing person at Wind Cave or in the southern Black Hills in the future."

The CAP Wing was already in training mode for May under Air Force auspices when they got the call to help in the search.

"The Civil Air Patrol does not usually search for missing livestock," said Col. Michael Marek, South Dakota Wing Commander. "But we already had training funds scheduled for use this month. We can always use more practice at visual searching in terrain like Wind Cave."

The horse's owner, Gin Szagola, 22, of Waxhaw, North Carolina, was riding across the United States and camping in the park at the time. The horse, "Finley," a 5-year-old Mustang gelding, got away

in the middle of the night, pulling a long picket rope. The National Park Service, Custer County Search and Rescue, other agencies, and volunteers began searching for Finley right away, but he was nowhere to be found.

Visitors to the park eventually spotted Finley walking along Highway 385, about two miles from where he went missing a week earlier and led him to the park office where he could be reunited with Gin. Finley appeared to be in good health when found.

In the summer of 2021, Gin contacted a long (distance) rider who goes by the name of "Sea" (<https://freerangerodeo.com/>) about her interest in crossing the United States on horseback. Sea offered to have Gin move to her farm in the San Juan Islands to learn about horsemanship, while she worked odd jobs babysitting and housekeeping to save up money for her journey. Gin had not ridden prior to this.

"It was really Sea who kickstarted my long-riding dreams with this opportunity," said Gin. "Growing up, my family bounced around a lot from apartment to apartment. Horseback riding felt out of reach.

"I remember once in high school I inquired about mucking stalls at a barn in exchange for lessons, but the barn wound up being too far away for it to pan out."

Long-distance riding is not Gin's first cross-country adventure. She has done quite a bit of cross-country on foot and bicycle as well.



Gin Szagola reunited with her horse, "Finley," after a one-week search that involved the Civil Air Patrol and National Park Service.

*National Park Service Photo*





The view from Rankin Ridge in Wind Cave National Park, South Dakota.

*National Park Service Photo*

“I walked across America from Delaware to California over nine months in 2019, and cycled across America from Charleston, S.C., to Los Angeles, Calif., then back from Seattle, Wash., to Detroit, Mich., over four months in 2021.

“I cross the country for the love of adventure. It is a life unlike any other. Living on the road keeps your body fit, your mind sharp. It allows you to discover so much about yourself and the world. You connect with so many people you wouldn’t have otherwise connect with. It’s incredibly challenging at times, yes, but that is the secret to it being something worth pursuing.

“It’s rewarding because it’s work. Even if you have a rotten day, every day you’re moving... you’re making real, measurable progress. Even if you have only gotten a mile further, you’re a mile closer to your goal. All the wonder of the United States is around the next bend. You get to see the little things, to appreciate having less. Driving from Point A to Point B, just isn’t the same. And while there is a barrier to entry, it is mostly in your head, and there is a great beauty in that – that this life is waiting for you if you want it enough.

“Part of the reason I am riding across America now is because I hope to become a veterinarian, which means I would have six more years of schooling in store for me! And by the time that’s over, I’ll be at an age most people settle down and have a family which I very much want, too. So, I figure it’s better to get adventuring out of my system while I’m young, before I have too many roots planted.”

Gin will be a junior in college this fall, majoring in Biology. Gin and Finley had to take the winter off because they couldn’t cross the Rockies before snowfall, so they lived in Chadron, Nebraska, while Gin completed some college classes online and worked part time at Ace Hardware.

Where did you get “Finley?”

“I got Finley from a corral in Tennessee that holds adoption events for Mustangs. The Bureau of Land Management, which oversees Mustangs on federal lands, sends truckloads there every few weeks. Finley was originally captured in August of 2021. He is from an area of public land just south of Burns, Oregon, known as the “Palomino Butte” herd management area.



How did “Finley” get away from you?

“Finley was picketed in the backcountry with a hobble (collar) around his front right pastern (ankle), attached to a 50 ft rope. The rope was then connected to a carabiner on a 12-inch stake. Over the last year, I have contained him using this method more than a hundred times with success. It’s critical when I am traveling, so he can graze. In this instance, I happened to doze off nearby, unexpectedly, for no more than 10 to 20 minutes, when he pulled his stake – I’m not sure why – and escaped. It was a terrible stroke of luck.

“The reality is that horses are like dogs and cats. Sometimes they get lost. You accidentally drop the leash or open the front door and ‘Fido’ bolts. Normally you find them wandering nearby. Sometimes you don’t, despite your best efforts. I was shocked when Finley wasn’t found immediately, hung up or grazing within the vicinity of his last known location.

“Staking a horse out, as opposed to tethering them to a stationary object, has its pros and cons. A stake can be pulled in the event of an emergency. That way, if your horse spooks, they are less likely to injure themselves. I opted for a rope with a 244 lb. working load limit for this same reason, so it had the potential to break. I use quick release knots whenever tying, as well, and have kept an ID tag in Finley’s mane. In the future, I will have a GPS locator on him, too. Because while this might have been a freak incident, I am always interested in taking whatever precaution I can going forward, in a world where you can’t prevent everything.”

I understand park visitors found Finley 2 miles from your campsite and contacted National Park officials, who were able to get Finley to the park office area, correct?

“Yes. Finley was spotted Tuesday morning, May 9, around 7:00 a.m. in the vicinity of Wind Cave Canyon Trailhead, adjacent to the maintenance station on Highway 385. Two hikers made contact with him first. Almost immediately, others spotted him from the road. As the bird flies, he was two miles from his last known location.

“He was headed in the direction we entered the park. He had his hobble intact with a foot of rope remaining on it. I remain convinced he was trapped somewhere in the woods for days before freeing himself of the rope. A park staff member ultimately lured him up with the sound of a granola bar wrapper crinkling, and they were able to use a dog leash as a makeshift halter to secure him.”

I have never been to the park, so what is the terrain like?

“Wind Cave National Park is a mixture of open prairie and wooded terrain. There is a variety of wildlife... prairie dogs and buffalo being the two most notable. There are numerous small yet steep canyons throughout the land which makes it difficult

to cover on foot effectively. My days searching were spent painstakingly going up and down one hill after another. The majority of these drainages you cannot see from the road. Often, you cannot see one from the next.”

Were you riding through the park or along the highway on your trip?

“Both. We entered the park along Highway 365 and met up with the Centennial Trail.”

Gin Szagola is incredibly grateful for the assistance provided by the South Dakota Wing of the Civil Air Patrol, the National Park Service staff at Wind Cave National Park, the hikers who spotted her horse along the highway, and those who brought him to safety.

### About The Civil Air Patrol

Established in 1941, the Civil Air Patrol (CAP) is the official auxiliary of the U.S. Air Force and as such is a member of its Total Force. In its auxiliary role, CAP operates a fleet of 555 single-engine Cessna aircraft, and more than 2,700 small Unmanned Aircraft Systems (sUAS), and performs about 95% of all search and rescue operations within the contiguous United States as tasked by the U.S. Air Force Rescue Coordination Center (AFRCC). Often using innovative cellphone forensics and radar analysis software, CAP was credited by AFRCC with saving 108 lives during the past fiscal year. CAP’s 56,000 members also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state, and local agencies. As a nonprofit organization, CAP plays a leading role in aerospace education using national academic standards-based STEM (science, technology, engineering, and math) education resources. Members also serve as mentors to over 23,000 young people participating in CAP’s cadet programs. Visit <https://sdwg.cap.gov/>, <https://www.cap.news/>, or <https://www.gocivilairpatrol.com/> for more information about the Civil Air Patrol.

*EDITOR’S NOTE:* Special thanks to CAP Col. Michael Marek, Tom Farrell of the National Park Service, Gin Szagola, and Jenifer Oimoen for their assistance with this article, and of course, “Finley!”

**BEAVER AVIATION, INC.**  
Now a Wisconsin Aviation Company

**WISCONSIN  
AVIATION**

**SPECIALIZING IN:**

- Annual Inspections
- Aircraft Restorations & Repairs
- Pre-purchase Inspections

**Great Turn-Around Time!**



Eric Nelson, A&P with Inspection Authorization ([EricN@WisAv.com](mailto:EricN@WisAv.com))  
**Dodge County Airport • Juneau, Wisconsin • 920-386-2636**



## Up North At The Minnesota Airports Conference

*Article by Dave Weiman*

*Photos by Peggy Weiman*

**T**he 2023 Minnesota Airports Conference was held April 26-28 at the Arrowwood Resort and Conference Center in Alexandria, Minnesota. The conference was sponsored by the Minnesota Council of Airports and Minnesota DOT Office of Aeronautics, with support from the University of Minnesota Airport Technical Assistance Program (AirTAP).

The keynote speaker at the opening luncheon was Tim Eggebraaten with the topic of “Finding Your Beat, the Rhythm of Life.”

Eggebraaten has been a police officer since 1992 and had many different roles during his career with the Detroit Lakes, Minnesota Police Department – DARE Instructor, Patrol Sergeant, Investigative Sergeant, K-9 Handler, and Chief of Police. He retired in 2016 after 24 ½ years in law enforcement and 3 years as a correctional officer.

Like everybody else, Eggebraaten faces the challenges of balancing family life with the rigors of his career and trying to keep himself physically, mentally, and spiritually healthy. Eggebraaten began talking about his leadership journey in

2016 and found that talking with others about personal and emotional topics helped in his own healing process, and he learned that others could benefit from knowing that they are not alone in their own journey.

The Minnesota DOT Office of Aeronautics staff, and its newly appointed director, Ryan Gaug, discussed funding, policy, staffing, and other news.

MnDOT completed its state aviation system plan (MNSASP) in late 2022. As part of this effort, numerous follow-on studies were identified to assist MnDOT in achieving its goals. One primary goal of this effort was developing an updated project selection and prioritization model for state funding of airport projects. This session provided an overview of this process and reviewed future application within the overall MNSASP hub.

Pavement solutions to airfield maintenance was discussed. Representatives of the construction industry described new pavement rehabilitation and reconstruction techniques for runway pavement.

Pavement maintenance is an essential component in fiscally responsibly managing a safe and efficient airport. The lifecycle of both concrete and bituminous pavement depends on many factors, which drive the timing and type





Members of the MnDOT Office of Aeronautics staff: (L/R) Darlene Dahlseide, Outreach Coordinator; Tim Jarvis, Aviation Representative; Luis Canelon-Lander, Radio Engineer.



of maintenance method necessary to extend their useful lives. During this session, attendees heard from three airport sponsors who have recently completed different forms of pavement maintenance projects at their airports. They shared how they prepared for their respective pavement maintenance projects. Session highlights included CIP level planning, cost estimating, funding, phasing, project execution, and an overview of the latest pavement maintenance best practices, such as crack and joint sealing, seal coats, micro surface treatments, mill and overlays, and full pavement reconstructions.

The installation, preventive maintenance and aiming requirements of Precision Approach Path Indicators (PAPIs) was discussed, as were hangar and ground leases.

The topic of airport wildlife management – plans and reality – focused on FAA's requirements and components of an airport wildlife hazard management plan to include recommended practices, lessons learned, and local and national training opportunities.

A general aviation round table discussion brainstormed

solutions to airport challenges, and attendees learned about different ways to complete projects by networking with their peers.

Preparing an airport to upgrade its nav aids was discussed, including how to start the process and the funding required.

Most airport managers and staff must report to governing groups including commissioners and council members. In addition, airport managers have an opportunity or need to seek additional funding for aviation facilities through elected officials. These conversations can be intimidating when politics and airport management are not the manager's full-time job. This session provided helpful tips for effective communication and collaboration with local decision-makers.

A highlight of each Minnesota Airports Conference is an update from Bryan Ryks, Executive Director/CEO of the Metropolitan Airports Commission (MAC). MAC operates Minneapolis-St. Paul International Airport (KMSP) and six reliever airports: Airlake (KLVN), Anoka County-Blaine (KANE), Crystal (KMIC), Flying Cloud (KFCM), Lake Elmo (21D), and St. Paul Downtown (KSTP).





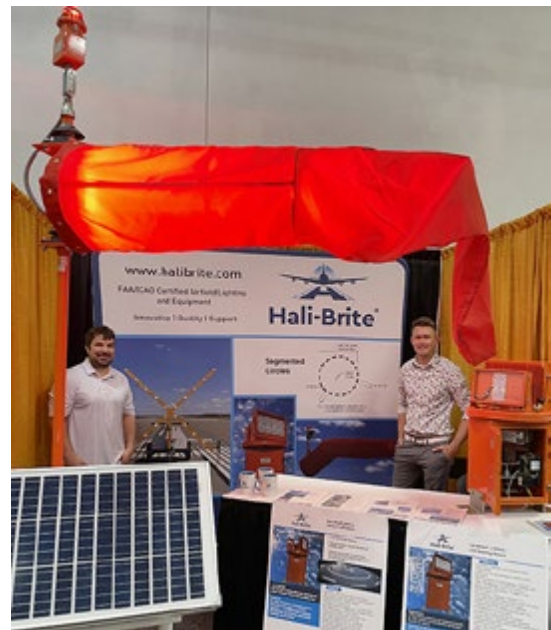
“Project of the Year Awards” went to South St. Paul Municipal Airport for the reconstruction of Runway 16/34... Ely Municipal Airport for its construction of partial parallel Taxiway A and connector Taxiway A2... and Thief River Falls Regional Airport for its airfield lighting replacement.

Duluth International Airport (KDLH) received this year’s “Outstanding Leadership in Airport Planning, Environment & Strategic Initiative Award” for its Vision 2040 Master Plan

and Part 150 Noise Study.

The Chair of MCOA is Pam Schroeder, Manager of Fillmore County Airport (KFKA) in Preston, Minnesota. Vice Chair is Andrew Wall of South St. Paul Municipal Airport (KSGS). MCOA Directors include Barrett Ziemer of Range Regional Airport; Joe Hedrick of Thief River Falls Airport; Steve Wright of Brainerd Regional Airport; Mark Hagen of Detroit Lakes Airport; Bill Towle of St. Cloud Regional





Airport; Kurt Claussen of Rochester International Airport; Dave Beaver of Owatonna Regional Airport; Eric Rudningen of Willmar Municipal Airport; Joe Grabianowski of Mankato

Regional Airport; Mark Papko of Duluth International Airport; and Joe Harris of the Metropolitan Airports Commission, Reliever Airports. Mark Knoff is Executive Director.

Representing AirTAP was Katherine Stanley and Samantha Redmond.

Platinum sponsors included Mead & Hunt, Bolton & Menk, SEH, Karvacko, KLJ, and TKDA.

The Minnesota Aviation Trades Association (MATA) again held its annual meeting at the conference this year. Mark Nelson of Hawk Aviation in Rush City, Minnesota is President. He is supported by a board of directors including Joe LaRue of Prairie Air, Vice President; Nancy Grazzini-Olson of Thunderbird Aviation, Treasurer; Kreg Anderson of Alexandria Aviation, Secretary; Bill Mavencamp of Wright Aero, Director; Dave Weiman of *Midwest Flyer Magazine*, Director; Joe Birkemeyer of NorthPoint Aviation, Director; and Mike Beard of Bollig Engineering, Director. Gene DePalma of Wipaire is Executive Director.

The 2024 Minnesota Airports Conference will be held at Breezy Point Resort in Breezy Point, Minnesota. □





(L/R) Scholarship recipient, Jacob Martin of Elbow Lake, Minn.; Bill Mavencamp of St. Cloud Aviation, who served on the MATA Scholarship Committee as Chairman; and scholarship recipient, Ashley Tingley of St. Cloud, Minn.

*Dave Weiman Photo*



Ryan Gaug, who was recently appointed the Director of Aeronautics with the Minnesota DOT Office of Aeronautics, was invited to introduce himself to members of the Minnesota Aviation Trades Association (MATA) at their annual meeting. Gaug encouraged members to contact his office for assistance and welcomed their ideas.

*Dave Weiman Photo*

## Minnesota Aviation Trades Group Awards Scholarships

ALEXANDRIA, MINN. – Members of the Minnesota Aviation Trades Association (MATA) awarded two \$1,000.00 flight training scholarships at their annual meeting,

April 27, 2023, during the Minnesota Airports Conference at the Arrowhead Resort & Conference Center in Alexandria, Minnesota. The recipients were Ashley Tingley of St. Cloud,

### Minnesota Aviation Trades Association *Promoting & Protecting General Aviation!*

Support your local aviation businesses, so they may remain strong to support you in flight training, aircraft maintenance, fuel sales, and hangar rental:

- Thunderbird Aviation, Eden Prairie & Crystal, Minnesota
- Einarson Flying Service, International Falls, Minnesota
- Hawk Aviation, Rush City, Minnesota
- Horizon Aircraft Engines, Blaine, Minnesota
- Maxwell Aircraft Services, Crystal, 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](mailto: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**

Minn., and Jacob Martin of Elbow Lake, Minn.

In her essay submitted with her application, Ashley Tingley said: "One thing I have learned in this industry is that there are endless amounts of resources, tools, and people to help. I'm forever grateful for choosing this next step in my career, and I can't wait to share what led me to this point."

"When I was growing up, my father told me, 'Do what you love, and you'll never work a day in your life.'" I never understood this until my first job with a logistic company. I knew nothing about commercial airlines, logistics, and cargo. I was so excited when I confirmed the interview. Near the end of the interview, my manager looked up at me with a surprised look on his face and said, 'My apologies... We have the wrong Ashley.' I couldn't believe what was happening. He paused and continued: 'But we would love to welcome you to our team!' This was officially the start of my aviation career, and I was ready.

"I enjoyed every second of the work – the people, the live animals, and everything in between. This was a new world of 'organized chaos,' and I left with so much respect for this work. It taught me the importance of safety and relationships. Since then, I have been working with an amazing team here at St. Cloud Aviation. My goals are currently to work on my private pilot certificate and build hours. In the future, I would like to work for a company that can fly disabled veterans on hunting and fishing trips. I believe giving back to the

Minnesota veterans will be extremely rewarding for those who served, and to their families.

"In summary, I'm very happy to be part of this industry that has led me to share these goals with you, and with so many others along the way. I hope my story can motivate others to continue to do what they love. Thank you!"

In his essay submitted with his application, Jacob Martin said: "In the summer of 2021, my fiancée, an Elbow Lake, Minnesota native, was finishing up her schooling at North Dakota State College of Science in Wahpeton, North Dakota, and was looking for work in agriculture around her hometown, and we would soon be moving to the area. I had been working in kitchens since I was 17 and was looking for a career change, and this felt as good of a time as any. We came down for Flekkefest and she suggested I go check out the airport and talk to Joe LaRue of Prairie Air at Elbow Lake Municipal Airport (Y63) and see if I could get a job there. Nonsense! The only aviation-related thing I've done up until this point professionally was making \$100 cheeseburgers for hungry pilots.

"They were offering airplane rides that day, so my fiancée and I decided to take one together. Neither of us had been in a general aviation aircraft before. We got the last spot on the list and waited about an hour watching all the planes takeoff and land, until it was finally our turn. Coming around the side of the hangar was a spiffy V35 Bonanza, and behind the



# ACADEMY COLLEGE

- ▲ FAA Approved 141 Flight School
- ▲ ATP-R Approved
- ▲ Financial Aid and Veteran Benefits Available to Those Who Qualify

## Start Flying on Day One!

- ▲ Commercial Aviation BS
- ▲ Commercial Pilot AAS
- ▲ Aviation Business AAS
- ▲ Aircraft Dispatcher Diploma

IN PARTNERSHIP WITH



admissions@academycollege.com ✈ 952-851-0066 ✈ www.academycollege.edu



yoke was none other than Joe LaRue, owner of Prairie Air. He dropped off his passengers and asked who his next passengers were going to be. It was me and my fiancée! She introduced me to Joe (whose families had gone to church together growing up) and he was excited to have us fly around with him. During the flight I chatted with Joe about how I had always wanted to fly, and he was more than happy to show me how his plane worked. After this first flight, I was hooked; I needed to fly... I needed to be in aviation.

"For the first time in my life, I decided to take a real leap and asked Joe if he needed more help around the airport. In September of 2021, I began work at Prairie Air as a general laborer, however, Joe let me know about an A&P apprenticeship program that would be opening up shortly. Loving to just be around airplanes and helicopters, I leaped at the opportunity.

"Even though I knew nothing about wrenching on things, let alone aircraft, Joe has given me the confidence to develop the skills I need to achieve that goal. With that confidence gained, I could finally tell myself, I could learn how to fly. In June 2022, I took my first flight lesson out of Alexandria Aviation at Chandler Field (KAXN) in Alexandria, Minnesota, and in September with 12 hours logged, I made my first solo flight.

"I wish to pursue my pilot's license, not only for my own

personal goals, but to help out the aviation business that helped me and help Minnesota aviation grow.

"Prairie Air's goal is to be the number one service center for Robinson Helicopters in the United States, and we have customers from all over the nation. At Prairie Air, there is only one other pilot other than Joe, and with the frequency of field trips and how busy we all get, having another pilot available would be extremely beneficial, and a role I wish to take on. This, I believe, would help expand our business and name further and help put Minnesota on the map as a go-to destination for helicopter maintenance.

"I fly as much as I can, but between finances and with what I can manage to fit in between my work schedule and the tight availability of instructors and aircraft, I've only been able to fly a couple times a month. With this scholarship, it will majorly alleviate the financial stress side of things, make scheduling easier, help me get over the hurdle of finishing the last of my cross-country hours, and get me ready for my check-ride. I hope you consider me worthy of this scholarship."

*EDITOR'S NOTE:* As a condition of the scholarship, both recipients are required to take flying lessons at a MATA-member flight school, which they are already doing.

For additional information about the Minnesota Aviation Trades Association, membership, and scholarship opportunities, go to: <https://www.mata-online.org/> ☐

---

## Minnesota Airports & FBOs Encourage Minnesota Transportation Conference Committee To Use General Funds & Not The Airport Fund For AWOS

ST. PAUL, MINN. – Members of the Minnesota Aviation Trades Association (MATA) and Minnesota Council of Airports reached out to members of the Minnesota Transportation Conference Committee concerning certain aspects of the budget for the MnDOT Department of Aeronautics (HF 2887).

Members spoke strongly in favor of the Governor's proposed budget, which positions the House to invest general fund surplus dollars into upgrading and maintaining "critical airfield technology" (line 3.22 in the House version). The Senate version appropriates those upgrade funds from a forecasted surplus in the statutorily dedicated State Airport Fund. "We respectfully request that those dollars NOT come from the Airport Fund," said Mike Beard of MATA and a

former state legislator.

The bulk of those upgrades are for the Automated Weather Observing System (AWOS) that exists at most rural airports across the state. While these are located at general aviation airports, they also feed real-time weather information into the National Weather Service, and the information they generate helps inform the larger general public about current and near-term weather conditions. Many farmers, construction companies, trucking companies and others can and do dial into their local AWOS for current and relevant weather information as they plan their workdays. As such, an appropriation from the General Fund surplus is a reasonable and relevant use of those dollars, preserving the State Airport Fund for direct capital improvement grants to Minnesota's 133 small town airports for aviation-specific projects, such as runway reconstruction, safety enhancements, and other brick and mortar projects.

Thanks to the General Fund appropriation, smaller communities can meet the federal fund match for the BIL and IIJA monies. This is a very helpful appropriation, and we are glad for the Governor's and the Legislature's support for this need. ☐

**Westwood**  
www.westwoodps.com  
ENGINEERING • ARCHITECTURE • ENVIRONMENTAL

Airport Engineering Services  
Aaron Stewart, P.E.  
920-735-6900  
Appleton, WI

# Spot landing contest!

**Join us** Sept 9, 2023, 10 am



**Free admission! Free lunch!**

Contact 414-461-3222 or visit [TimmermanAirport.com](http://TimmermanAirport.com) for details.







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 Gaug, Director**

Minnesota DOT Office of Aeronautics  
395 John Ireland Blvd, MS 410 • St. Paul, MN 55155  
651-234-7200 or (toll free) 1-800-657-3922

## MnDOT Aeronautics Appointments & Services

*by Ryan Gaug*

*Director – MnDOT Office of Aeronautics*



Ryan Gaug

I am pleased to report that after a year as Interim Director of the Office of Aeronautics, following the retirement of our previous director, Cassandra Isackson, I have been appointed “Director.” One of my top priorities as Director is to complete filling positions vacated by members of our team who have retired, so if interested in joining our team, I encourage you to contact our office for a list of available positions and qualifications.

“With my appointment as Director, I can now work toward filling the office’s assistant director positions with permanent hires. The two Assistant Director positions are currently held through temporary assignments by 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 remind our customers and partners how we are organized and point you toward some easy ways to identify an appropriate contact from our team.

One place you can find general contact information for specific MnDOT programs is on our Programs webpage at [dot.state.mn.us/aero](http://dot.state.mn.us/aero).

For example, if you are looking to ask a question about registering your aircraft in Minnesota, you would contact our long-time expert on these matters, Jana Falde, as shown on the screenshot below.

### Aeronautics and Aviation

Aviation Program Contacts

Home Aviation A-Z Airports Pilots Drones Businesses Education Events Publications Licenses/Registrations/Forms Contacts

### Contacts for Specific Programs in Aeronautics

- [Aeronautical Chart](#) - [Darlene Dahlseide](#)
- [Aeronautical News and Tech Bulletin](#) - [Jeff Flynn](#) - 612-427-3887
- [Air Service Marketing](#) - [Danielle Walchuk](#)
- [Air Transportation - Scheduling](#) - [Linda Connor](#) - 651-234-7222; [Sheila Kvilvang](#) - 651-234-7220
- [Aircraft Registration](#) - [Jana Falde](#) - 651-234-7201
- [Airport Directory](#) - [Kelly Akhund](#) - 612-718-9158
- [Airport Electrical and Lighting Systems](#) - [Casey Carlson](#) - 651-600-8656
- [Airport Improvement Program \(AIP\)](#) - [Dan Boerner](#) - 612-427-3858
- [Airport Inspections - 5010 Program](#) - [Kelly Akhund](#) - 612-718-9158
- [Airport Layout Plan \(ALP\)](#) - [Kevin Carlson](#) - 612-269-5370
- [Airport Licenses](#) - [Kelly Akhund](#) - 612-718-9158
- [Airport Maintenance](#) - [Dan Boerner](#) - 612-427-3858
- [Airport Land Use Zoning](#) - [Rylan Juran](#) - 612-403-6758

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.

#### Office Director

Ryan Gaug

[ryan.gaug@state.mn.us](mailto:ryan.gaug@state.mn.us)

612-422-8601

#### Acting Assistant Directors

Kirby Becker

[kirby.becker@state.mn.us](mailto:kirby.becker@state.mn.us)

651-234-7255

Michael Hartell

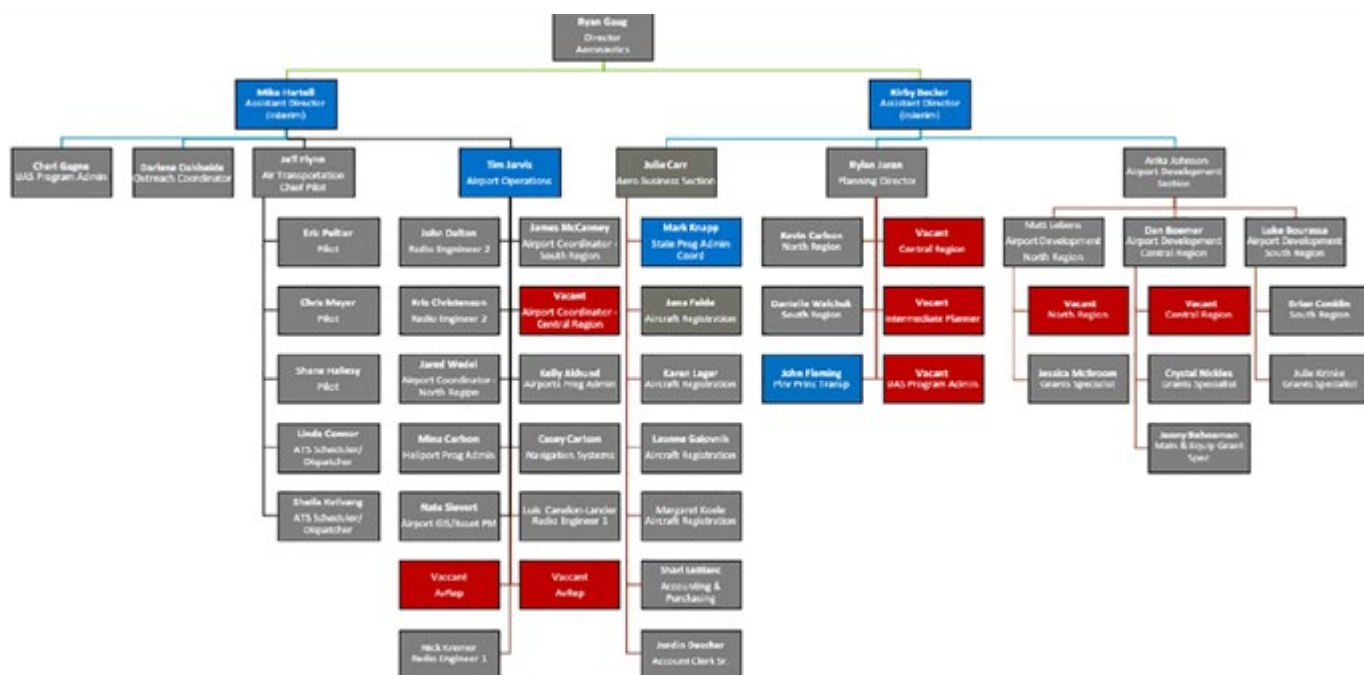
[michael.hartell@state.mn.us](mailto:michael.hartell@state.mn.us)

651-485-3698

One more helpful resource I would like to share with you may come in handy when you know the name of the MnDOT Aeronautics employee you would like to connect with but are not 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 have been making adjustments to our overall organizational structure with a goal of promoting a 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 will 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 Aero Business.

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

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 have further organized each section into regions so airports can get to know their Aeronautics “team.”

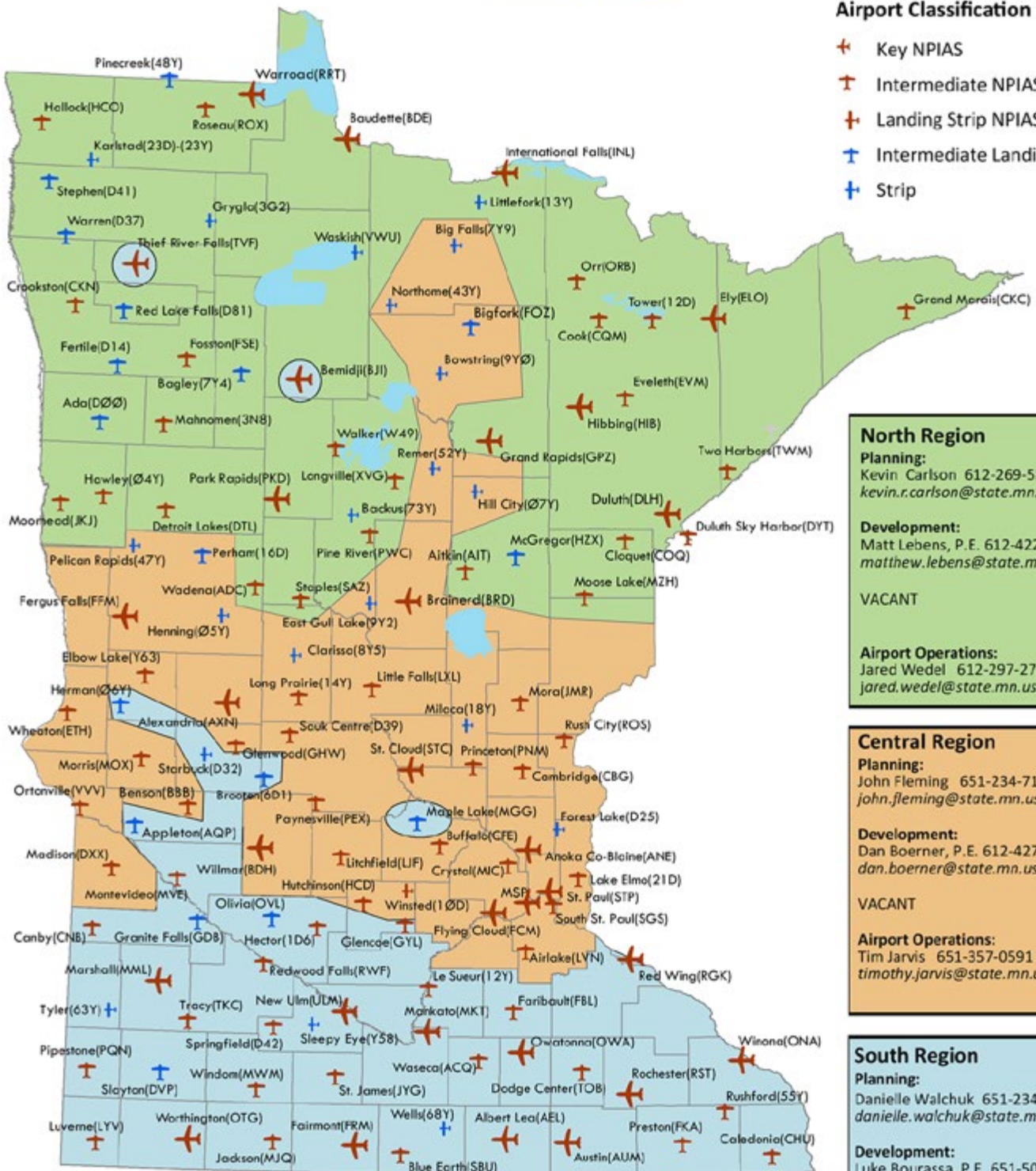
For example, an airport manager or customer with a question about an airport in MnDOT’s south region, will have a consistent set of experts to contact, all with experience and knowledge of the airport in question. Here is a link to download a handy map where you can quickly identify the team assigned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

Understanding how our 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 you with any coordination as necessary, depending on the topic. Regional coordinators can be identified on the map above as 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 cannot wait to hear from you!

### Airport Classification

- ✦ Key NPIAS
- ✦ Intermediate NPIAS
- ✦ Landing Strip NPIAS
- ✦ Intermediate Landing
- ✦ Strip



## North Region

**Planning:**

Kevin Carlson 612-269-5370  
kevin.r.carlson@state.mn.us

**Development:**

Matt Lebens, P.E. 612-422-4171  
matthew.lebens@state.mn.us

VACANT

**Airport Operations:**

Jared Wedel 612-297-2739  
jared.wedel@state.mn.us

### Central Region

**Planning:**

John Fleming 651-234-7189  
john.fleming@state.mn.us

**Development:**

Dan Boerner, P.E. 612-427-3858  
dan.boerner@state.mn.us

VACANT

**Airport Operations:**

Tim Jarvis 651-357-0591  
timothy.jarvis@state.mn.us

### South Region

**Planning:**

Danielle Walchuk 651-234-7183  
danielle.walchuk@state.mn.us

**Development:**

Luke Bourassa, P.E. 651-508-0448  
luke.bourassa@state.mn.us

Brian Conklin 651-252-7658  
brian.conklin@state.mn.us

**Airport Operations:**

Jim McCanney 612-346-8029  
james.mccanney@state.mn.us

## Grant Specialists

Jenny Bahneman 651-234-7240 [jenny.bahneman@state.mn.us](mailto:jenny.bahneman@state.mn.us)  
 Jessica McBroom 612-283-1328 [jessica.mcBroom@state.mn.us](mailto:jessica.mcBroom@state.mn.us)  
 Julie Krinke 612-849-2403 [julie.krinke@state.mn.us](mailto:julie.krinke@state.mn.us)

### Airport Development Supervisor

Arika Johnson 651-356-1336  
arika.johnson@state.mn.us







## Piney Pinecreek Regroups For The Future



**M**ost airport managers don't need to cross an international border to maintain their runway. But at Piney Pinecreek Border Airport (48Y), it comes with the territory. This small public-use airport, located about two miles northwest of the town of Pinecreek, Minnesota, is one of only six airports in North America that straddles the U.S.-Canada border, and the only airport with a paved runway that crosses the international border at the 49th parallel. Staff working at the airport are allowed to cross as part of their duties and can fortunately avoid the usual customs process.

The Piney Pinecreek airport is owned jointly by the Minnesota Department of Transportation and the rural municipality of Piney, Manitoba, a fact that accounts for its double-barreled name. The airport is a result of the cooperation of the two communities on either side of the invisible border, who had to overcome numerous bureaucratic hurdles to get it built.

Back when the airport's border-crossing runway opened in 1978, the celebration drew local dignitaries and news coverage. It's been operating rather quietly since then, until recently. An updated agreement between the U.S. and Canada was signed and executed in June 2022.

"Our team has enjoyed putting time and energy into working with our Canadian partners to get the agreement worked out," says Ryan Gaug, Director of the Minnesota DOT Office of Aeronautics.

The airport requires an international agreement between the two countries to operate. The new agreement, Gaug says, better clarifies responsibilities and financial contributions for the airport's maintenance and operations. For example, it specifies that costs for capital improvements, major preservation, rehabilitation, or other improvements will generally be split between the owners on a 50/50 basis. The agreement also reconvened an eight-member joint airport advisory board, adding some new members, to make essential decisions regarding the airport's operation, maintenance, and

regulations. The board consists of four members from Canada and four from Minnesota. Joining Gaug from the U.S. side are Jim Bittmann, project manager with MnDOT; Jimmy Johnson, pilot and part-owner of Intercept Industries; and chair Marlin Elton, former manager of the airport.

"Decision making takes on a new dimension when the parties are in different countries," Gaug says. In cases where licensing standards differ, the airport will follow the higher standard.

The airport was originally championed by Pinecreek-area resident and aviation enthusiast, Eugene Simmons, in 1949 to expedite increasing general aviation traffic crossing the border. The airport opened in July of 1953, with a turf runway ending just before the international border.

In 1972 the runway was extended by 1,150 feet to the north. Because of the border crossing, this required "about seven years of bureaucratic shuffling" between local and national governments, Elton says, with Simmons, MnDOT's Larry McCabe, and Senator Hubert Humphrey playing key roles. Finally, the asphalt extension was completed in 1978, bringing Runway 15/33 to 3,297 ft. by 75 ft., and creating a binational airport in the process. Simmons served as the first airport manager.

Elton, who lives near Roseau, has served on the airport commission since the 1970s. A recreational pilot for many years, he passed on his interest in aviation to his son, Mark, who is the current acting airport manager.

Elton says most of the airport's users are recreational and transient, flying in from across the U.S. and Canada. An air ambulance service also operates on the Canadian side. Although COVID-19 sharply curtailed operations, primarily due to tough restrictions for crossing into Canada, Elton says operations are back to what they were previously – about 700 landings per year, mostly in the summer season.

In a familiar refrain for many small airports, funding is the facility's most significant challenge, Elton says. Maintenance costs have increased significantly, yet relative to other airports

are still “extremely low,” he adds. But structures such as the current arrival/departure building may need to be replaced soon, and the blacktop resurfaced.

Although the airport has been the site of a few mishaps, none have resulted in fatalities. In one memorable instance, a pilot operating a restored antique aircraft misjudged the brakes and flipped the plane, Elton recalls. Elton was on hand to drive the pilot to the hospital, whose injuries were mostly to his pride.

A unique advantage of the airport is the ease of clearing customs. Pilots and passengers can deplane in either country and walk to the respective customs authority. “A customs officer can interact directly with the pilot and there’s less red tape,” Elton says.

Under Minnesota’s airport system plan, each airport has its own unique document to help MnDOT with planning and development. According to MnDOT’s Kevin Carlson, planning program coordinator for North Region airports, the airport layout plan (ALP) for Piney Pinecreek is outdated and needs to be brought into compliance with new Office of Aeronautics’ standards. Consultant Bolton & Menk is

onboard to update the ALP, which will also be used as a reference for Aeronautics’ new standards for completing and updating the state’s non-NPIAS airports’ future planning efforts. A how-to video, to be posted on MnDOT’s website, will also be created as part of the process. The work is expected to be completed in the fall of 2023.

To get a better idea of who is using the airport, how often, and for what purpose, MnDOT will be conducting a feasibility study. “We really want to understand the role this airport is playing in our aviation system, so we have the most accurate information possible moving into the future,” Gaug says. Once complete, the ALP is likely to identify a variety of investments needed in both short- and long-term timeframes. The information gained, Gaug says, will allow the two owners to make informed decisions about the airport’s future.

*Editor’s Note:* This article was provided by the Airport Technical Assistance Program (AirTAP), University of Minnesota. *Additional sources:* FAA; *New York Times* (June 28, 1979, sec. A, pg. 16); and *The Center for Land Use Interpretation*



## Crews Extend Floodwall At St. Paul Downtown Airport

ST. PAUL, MINN. – The Metropolitan Airports Commission (MAC) temporarily ceased aircraft operations April 11, 2023, at St. Paul Downtown Airport (STP) while crews installed flood control measures due to rising water levels on the Mississippi River. The river borders the airport and was expected to reach major flood stage by April 12, rising above 18 feet by the end of the week.

The MAC, which owns and operates the airport, and five other reliever airports in addition to Minneapolis-St. Paul International Airport (MSP), mobilized crews to install a portion of its two-thirds mile metal plank floodwall system along the east end of the airfield, which led to the closure of runways 9/27 and 13/31. These secondary runways remained closed until the temporary floodwall was removed.

STP’s primary runway, 14/32, was temporarily closed on April 11 to allow crews to extend the floodwall across the south end of the airfield. This shortened the runway – which is normally 6,491 feet – by 1,150 feet. Crews restriped the runway’s operational markings during the closure and reopened it by 8:00 p.m.

The wall can be raised to a maximum height of 8.5 feet if needed. This is the seventh deployment of the system since it was developed in 2008.

STP’s terminal building and airport services remained open during the installation of the flood wall.

St. Paul Downtown Airport is an important aviation hub, serving as a base for more than 90 aircraft. In 2022, the airport handled 41,592 takeoffs and landings.



A MAC crew installs a section of the temporary flood wall at St. Paul Downtown Airport on April 13, 2023.

*Metropolitan Airports Commission Photo*

The Metropolitan Airports Commission’s airports connect the region to the world and showcase Minnesota’s extraordinary culture to millions of passengers from around the globe who arrive or depart through MAC airports each year. Though a public corporation of the State of Minnesota, the MAC is not funded by income or property taxes. Instead, its operations are funded by rents and fees generated by users of its airports. For more information, visit

[www.metroairports.org](http://www.metroairports.org).





# New FBO Hangar At Cloquet Carlton County Airport

CLOQUET, MINN. - Carlton County and Venture North Aviation held a grand opening May 3 for a new fixed base operator hangar at Cloquet Carlton County Airport in Cloquet, Minnesota.

The open house commemorated the joint economic development endeavor between the U.S. Department of Economic Development, Minnesota Department of Transportation, and Carlton County. The new hangar provides an emerging local aviation industry with increased space, employment opportunities and a workforce conduit, along with additional transportation options to local, regional, and inter-state commuter, transit, and commerce benefactors.

"This expansion at the Cloquet Carlton County Airport will hopefully be the first of many," said Carlton County Board Chair Dick Brenner. "As we see northern Minnesota become a major aviation hub, Cloquet Carlton County Airport will be an additional transportation site for growth and expansion."

U.S. Senators Amy Klobuchar and Tina Smith, along with Congressman Pete Stauber, were present to recognize the partnership and cooperation between the three levels of government to make this project a reality. Other local and state officials, and representatives from Venture North Aviation and the community, also attended. □

---

## MUSEUMS

### Vought F4U Corsair Returns To Fargo Air Museum

FARGO, N.D. – A Vought F4U Corsair has returned to the Fargo Air Museum after spending a few years at Wings of the North in Eden Prairie, Minnesota. The Corsair will spend the summer at the Fargo Air Museum.

The Corsair was restored by the late Gerry Beck and his team at Tri-State Aviation in Wahpeton, N.D., over the course of 16 years. It has a rich history, being delivered to the U.S. Navy in 1946 and flown from various U.S. aircraft carriers and stateside bases until being withdrawn from use and placed in storage. The aircraft was sold to the Honduran Air Force in 1960 where it was in service until 1969. It was then withdrawn from use and used as a spare parts source until it began the restoration process in 1982.



Photo by Fargo Air Museum Collections Manager Max Sabin

*"This Corsair means a lot to the Fargo Air Museum. Having been restored by legendary warbird restorer Gerry Beck and his team in Wahpeton, 'Corsair 310' was displayed here in Fargo for several years before returning to the air. We are beyond excited to have 310 back on display at the museum and want to thank Cindy Schriber-Beck, Whitney Barner, and the Wings of the North air museum in Eden Prairie, Minnesota, for making it possible."*

– Max Sabin, Collections Manager, Fargo Air Museum

The Fargo Air Museum was founded with the nonprofit mission of promoting aviation through education, preservation and restoration. Located conveniently just moments away from Fargo's Hector International Airport, the museum is home to aircraft of all eras. Visit [www.fargoairmuseum.org](http://www.fargoairmuseum.org) for additional information. □



# EAA AirVenture Oshkosh 2023 Notice Includes Important Procedural Updates For Pilots Flying To Oshkosh

## *This document is required reading for Oshkosh-bound pilots!*

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (May 10, 2023) — There are several important Federal Aviation Administration-approved changes in the EAA AirVenture Oshkosh 2023 Notice (commonly, but not officially referred to as the Oshkosh NOTAM), featuring arrival and departure procedures for the Experimental Aircraft Association's 70th fly-in convention on July 24-30 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The document is in effect from noon CDT on Thursday, July 20, until noon CDT on Monday, July 31, and outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The Notice was designed by the FAA to assist pilots in their EAA AirVenture flight planning. It is now known as the "Oshkosh Notice," instead of a NOTAM because of a changed FAA internal procedure.

Some of the 2023 changes include:

- A change in the AirVenture ultralight pattern at Wittman Regional Airport.
- Guidance regarding Oshkosh aircraft parking areas, including North 40/South 40 designation.
- Elimination of the Fond du Lac diversion procedure.
- The start time of the daily airshows has been changed from 2:30 to 2:15 p.m. CDT.
- The Notice and its procedures are effective through noon CDT on Monday, July 31.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2023. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC activates them at times of highest traffic flows.

"The most essential information for any pilot flying to Oshkosh involves reading and thoroughly understanding the 2023 AirVenture Notice to ensure safe operations on arrival and departure," said Sean Elliott, EAA's vice president of advocacy and safety. "This FAA Notice document states the official requirements and expectations for pilots. We also urge all pilots to log appropriate cross-country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely."

EAA is also hosting a webinar on June 14 at 7 p.m. regarding **flying to AirVenture 2023** ([https://pages.eaa.org/2023-06-14WBN\\_FlyingIntoAV\\_LP-Registration.html](https://pages.eaa.org/2023-06-14WBN_FlyingIntoAV_LP-Registration.html)) and changes in this year's Notice. Pilots are encouraged to participate to build their knowledge prior to their flights to Oshkosh.

Pilots can download a digital version of the Notice at [EAA.org/NOTAM](https://www.eaa.org/airventure/2023-fly-in-flying-to-oshkosh/2023-airventure-oshkosh-notam), (<https://www.eaa.org/airventure/2023-fly-in-flying-to-oshkosh/2023-airventure-oshkosh-notam>) or order a free printed copy via that website or by calling EAA Membership Services at 800-564-6322.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's membership convention. Additional information, including advance ticket and camping purchase, is available at [www.EAA.org/AirVenture](http://www.EAA.org/AirVenture). For more information on EAA and its programs, call **800-JOIN-EAA (800-564-6322)** or visit [www.EAA.org](http://www.EAA.org). Immediate news is available at [www.Twitter.com/EAA](https://www.Twitter.com/EAA).



## EAA AIRVENTURE OSHKOSH 2023 NOTICE



Preflight Planning	1-4
VFR Arrival	5-14
IFR/VFR Departure	15-16
Oshkosh Airport Notes	17
Turbine/Warbird Arrival	18
Seaplane Base	19
Helicopter Arrival/Departure	20
Ultralight Arrival/Departure	21
Fond du Lac	22-23
Appleton	24-25
IFR Arrival/Departure	26-29
Flight Service Info	30

**Changes for 2023**

- Fond du Lac Diversion Procedure removed
- Ultralight Pattern changed
-

This notice does not supersede  
restrictions contained in other  
FDC  
NOTAMs.

Special Flight Procedures effective Noon CDT July 20 to Noon CDT July 31, 2023



# Aeronautics Report

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

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

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



## International Aviation Art Contest 2023

Congratulations to everyone who participated in the 2023 International Aviation Art Contest! This year's theme was 'Air Sports & The Environment.' Entries were divided into three age groups and were judged on the creative use of the theme in relation to the aviation world. The top three entries in each age group advanced to the national competition and received \$100 gift cards.



Ages 6-9: Tatum Wood



Ages 10-13: Kristina Healey



Ages 14-17: Julisa Lopez

### 2022 Wisconsin Airport Rates and Charges Report

The Wisconsin Airport Rates and Charges Report for calendar year 2022 is now available. Each year, the Bureau of Aeronautics (BOA) surveys Wisconsin airports for information relating to aeronautical services such as fuel prices, hangar rental rates and ground lease rates. The survey results serve as a comparative tool to help airports gauge financial practices and needs. Pilots, consultants, and other users of Wisconsin airports can also benefit from the data collected. View the report and the data on our web site at: <https://wisconsindot.gov/av-pubs>.



## 2023-2024 Wisconsin Airport Directory

The 2023-2024 Wisconsin Airport Directory and Pilot's Guide is now available. The directory contains airport diagrams and essential information like frequencies, services, airport remarks and contact information for all public-use airports and seaplane bases in the state. Participants of the Fly Wisconsin Airport Passport Program will also find a description of the stamp location for each airport.

As always, most aircraft owners registered in Wisconsin will receive a physical copy of the directory in the mail. Hard copies of the directory can be purchased by mailing in an order form found on our web site. There, you'll also be able to view and download a digital pdf version of the directory for free.

ForeFlight users have the additional option of adding the directory as a content pack, allowing you to view the airport diagrams as a geo-referenced map in the ForeFlight app. To download the ForeFlight content pack for free, along with instructions for installation, visit our web site at:

<https://wisconsindot.gov/arptdir>.

### Meet BOA at AirVenture

Come meet BOA staff in person at EAA Airventure 2023. Our booth will be in Exhibit Hall A, just across the street from the air traffic control tower. We will also have a tent located near the base of the air traffic control tower. At BOA, there's nothing we enjoy more than talking about Wisconsin airports, so bring all your questions and comments. While you are there, you'll be able to pick up complimentary Wisconsin aeronautical charts and roadmaps, information about Wisconsin seaplane bases, Wisconsin airport points of interest, children's aviation coloring books and much more!

If you won't be attending AirVenture this year, you can still meet us in person. To set up a meeting with any of our staff members call [608-266-3351](tel:608-266-3351). □

---

## Wisconsin To Hold 67th Annual Aviation Conference

APPLETON, WIS. – Registration is now open for the 67th Annual Wisconsin Aviation Conference, September 20-22, at the Hilton Appleton Paper Valley Hotel in Appleton, Wisconsin.

The Wisconsin Aviation Conference is the premier educational and networking opportunity for those involved in aviation in the Upper Midwest. It's the only Wisconsin conference encompassing all facets of aviation, including airports, FBOs, pilots, consultants, and state and federal agencies.

More information will be coming soon, with details on the conference program and networking opportunities.

Discounted early registration ends Friday, August 4, for exhibitors and attendees, so don't delay your registration. Visit the hotel webpage for rates and to make reservations ([www.wiama.org](http://www.wiama.org)). □

---

## 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>

### DEGREE PROGRAMS IN AVIATION

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

### YOUTH AVIATION PROGRAMS

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





The SIU Carbondale Flying Salukis finished third this past week in the National Intercollegiate Flying Association Championships — the 14th straight year the team has finished in the top five in the nation, including three national titles.

SIU Photo

## SIU Flying Salukis Continue National Success With Third-Place Finish

by Pete Rosenbery

CARBONDALE, ILL. – Tradition and consistency are pivotal to success. Both are trademarks of Southern Illinois University Carbondale's Flying Salukis when it comes to collegiate aviation.

Using balanced scoring and a team effort, the Flying Salukis finished third at the National Intercollegiate Flying Association Championships May 13 at Wittman Regional Airport in Oshkosh, Wisconsin. The finish marks the 14th straight year the nine-time national champions have finished in the top five nationally and 11th time in 12 years SIU has been in the top three overall.

With 12 of 18 team members scoring points, Coach Nathan J. Lincoln, a senior lecturer in aviation management and flight in the School of Aviation, was pleased with the team's performance, which included finishing second overall in flight events. The May 8-13 competition featured 28 teams. Embry-Riddle Aeronautical University-Prescott won the title, followed by the University of North Dakota.

"This truly shows that competing well is a team effort. Everyone steps up and performs well when needed," Lincoln said. "Our flying events performance was outstanding, but every event and point matter at a national competition. The ability of our members to perform well in each of their events is what truly leads to our success."

Results are available on the NIFA website.

### Strong Team Effort

The team placed in 10 of the 11 events they competed in. "SIU has an amazing flight program, and being able to stay in the top five in national competitions reflects that," Lincoln said. "Our students go in and above every year to showcase SIU and the School of Aviation."

Krzysztof Skubisz from **Hoffman Estates, Illinois**, who earned his degree in economics and aviation flight on Saturday, May 13, was the 13th overall scoring contestant with 58 points and was the top scoring for the Flying Salukis. Co-captain Wendy Elliott, an aviation management and flight graduate from **Boulder, Colorado**, finished with 49 points to place 20th overall and was the highest scoring woman in the event.

Other Flying Salukis who scored points were:

- Noah Ciocca, aviation management and flight graduate from **Morton, Illinois**, 41 points; 26th place.
- Dayne Snodgrass, senior, aviation management and flight, **Byron, Illinois**, 39.5 points; 28th place.
- Thomas Edgar, senior, piano performance and aviation flight, **St. Charles, Illinois**, 35 points; 34th place.
- Grant Gillespie, junior, aviation technologies and aviation flight, **Fort Worth, Texas**, 28 points; 41st place.

- Samuel Cogan, aviation management graduate, **Alton, Illinois**, 20 points; tied for 54th place.
- Matteus Thompson, aviation technologies and aviation flight graduate, **Cincinnati, Ohio**, 15 points; tied for 72nd place.
- Amelia Anderson, aviation management and aviation flight graduate, **Johnston City, Illinois**, 12.5 points; 80th place.
- Vassilios Georges, sophomore, aviation management and flight, **Chesterfield, Missouri**, 12 points; tied for 84th place.
- Jake Mack, sophomore, aviation technologies and aviation flight, **Lake Zurich, Illinois**, 11 points; 93rd place.
- Derrick Crider, economics and aviation flight graduate, **Wheaton, Illinois**, 3 points; tied for 141st place.

Additional Flying Salukis with hometowns, year in school and majors are:

- Dale Miller, aviation management and flight graduate, **Highland, Illinois**.
- Josie Boelter, freshman, aviation management and flight, **Lomira, Wisconsin**.
- Ben Campbell, sophomore, aviation management and flight, **Richmond, Illinois**.
- Colin Ramsour, sophomore, aviation management and flight, **Centralia, Illinois**.
- Mateo Torres, sophomore, aviation management and flight, **Park Ridge, Illinois**.
- Luke Trout, sophomore, aviation management and flight, **Holland, Indiana**.

#### Credits Assistant Coaches

Lincoln noted the work of assistant coaches Mike LeFevre, Sydney Reijmer, Matthew Santos and Gavin Voris in getting the team prepared. All four are former Flying Salukis, he said.

“Each one of them puts in countless hours making sure that the team is performing at their best,” he said. “I am so grateful to have the support of so many talented individuals.”

#### Looking Ahead


Snodgrass and Torres are team captains for next season, said Lincoln, who will also return as coach. Tryouts will be early in the fall semester as the squad then quickly prepares to compete for a 12th straight Region VIII title in early October at Lewis University.

“I take the most pleasure in the success of my team members,” Lincoln said. “Seeing and experiencing their name announced at a national championship banquet is a priceless opportunity. I still remember that moment when I was a Flying Saluki. My goal is help as many team members as possible have that same experience.”



## Southern Illinois University Flying Salukis

### Continues Success in National Competition!



**The SIU Flying Salukis  
Precision Flight Team Placed 3rd out of 28 Teams  
at the 2023 NIFA\* Nationals**

**The SIU Flight Team has placed in the Top 3 -  
11 out of the last 12 years with  
3 National Championships during that time.**

SIU Aviation provides a comprehensive aviation program  
offering both undergraduate and graduate degree programs in aviation.

\*NIFA = National Intercollegiate Flying Association

# SIU

CARBONDALE

SOUTHERN ILLINOIS UNIVERSITY

## SCHOOL OF AVIATION

For more information on SIU School of Aviation  
visit [www.aviation.siu.edu](http://www.aviation.siu.edu) or call 618-453-8898





## Minnesota Aviation Hall of Fame 2023

*Photos by Randy Arneson*



**M**ore than 450 people attended the Minnesota Aviation Hall of Fame, April 1, 2023, at the Mystic Lake Hotel & Casino in Prior Lake, Minnesota.

Inductees included **Walter Fricke** – combat helicopter pilot in Vietnam, and founder/air boss for the Veterans Airlift Command.

**Robert D. Hodge** – World War II veteran, and game warden pilot with the Minnesota Department of Natural Resources.

**Barbara Mack** – well-known Designated Pilot Examiner and a Minnesota pilot since 1965.

**John J. Parker** – World War II combat veteran, and a

warden pilot with the Minnesota Department of Natural Resources.

**Robert D. Wiplinger** – Minnesota aviation businessman, manufacturer of Wipline floats, and creator of the “FireBoss” firefighting aircraft.

Bernard “Ben” Wiplinger started design and certification on the Wipline 3900 float for the Cessna 185 in 1960. His son, Bob “Wip,” and his grandchildren, Nancy and Chuck, have kept the Wipline float tradition going strong ever since.

Over the past 50 years, 16 different models of Wipline floats have been certified on aircraft ranging from Piper Cubs to the de Havilland Twin Otter. Nine of these float models are still in production today. Ben, Wip and Chuck have led teams





of engineers that have created over 120 different supplemental type certificates. Their most recent accomplishments are the certification of the Wipline 7000 float on the Quest Kodiak, an executive interior for the de Havilland Twin Otter, a single-point refueling system for the Cessna Caravan that is compatible with the G1000 system., and the "FireBoss" firefighting aircraft. Wiplinger son, Charlie, succeeded his father as chief executive officer in 2020.

Bob Wiplinger was unable to attend the Hall of Fame investiture ceremonies due to an injury he sustained prior to the event.

**Randall L. Sohn** – Pilot with the Air National Guard and Northwest Airlines, who not only helped create the Southern Minnesota Wing of Commemorative Air Force (CAF), but also flew the B-29 known today as "FiFi" from the aircraft boneyards at Naval Air Weapons Station China





Lake, California in 1971 to Harlingen, Texas, where the Commemorative Air Force (CAF) was first headquartered.

Sohn was nothing less than a warbird legend in the eyes of anyone who knew and respected his flying abilities and knowledge of warbirds. Sohn flew most every World War II military aircraft and flew them better than most. He was a wonderful teacher and generously passed along his warbird knowledge in the form of his warbird notes, according to those who knew him best.

Sohn was born to be a pilot in Lake Park, Iowa on February 1, 1934, but became a longtime resident of Minnesota. He was a complex man who rose above a fairly pedestrian background, exercising his creativity, determination and ingenuity to achieve extraordinary things.

Sohn went from his first flying lesson in January 1953, to the Air Force in August that same year, to graduate as an aviation cadet at Reese Air Force Base in 1955. In other words, Sohn wasted no time to build flight time and experience in military aircraft.

Sohn became a flight instructor for multi-engine aircraft in 1958 and added most World War II aircraft to his logbook as a member of the Commemorative Air Force.

Sohn was inducted into the EAA Warbirds Hall of Fame in 1998, and was an enthusiastic participant in numerous aviation foundations, interest groups, and forums, as a pilot, instructor, check airman, tractor aficionado, mentor, raconteur, and writer.

Sohn and his first wife, JoAnn, married in 1956, had their daughter, Sari, at Reese Air Force Base in Lubbock, Texas, and son, Mike, at Offutt Air Force Base in Omaha, Nebraska. The family settled in Minneapolis where Sohn became a pilot for North Central/Republic/Northwest Airlines beginning in May 1960 and retired flying DC10s and Boeing 747s in 1994. He married his second wife, Judy, in August 1991, and they lived in Savage, Minnesota, until he passed away April 1, 2020, due to COVID-19 at the age of 86.

**EDITOR'S NOTE:** Detailed information on many of the inductees was not available at press time. Detailed information on **Bob Wiplinger** and **Randy Sohn** was found in the *Midwest Flyer Magazine* archives at <https://midwestflyer.com/>. Readers can simply type in their names in the "Search Box" on the *Midwest Flyer Magazine* home page and read more information.

Also, the Minnesota Aviation Hall of Fame presented the 2023 Minnesota Aviation Writer of the Year Award to **Kent Smith** for "I See No Problem" and the 2023 Aviation Art Award to artist **Ron Finger**.

The master of ceremonies for the event was Al Malmberg, host of the radio program "**World of Aviation**." The program is sponsored by Academy College and Thunderbird Aviation and is heard each Sunday morning at 10:05 a.m. (CT) on [am1280ThePatriot.com](http://am1280ThePatriot.com). Read more at [www.academycollege.edu](http://www.academycollege.edu) and [www.thunderbirdaviation.com](http://www.thunderbirdaviation.com). □

---

## PEOPLE IN THE NEWS

### Minnesota Pilots Association Hires Executive Director

**T**he Board of Directors of the Minnesota Pilots Association (MPA) has appointed Ashlyn Landa its executive director. Landa will be working with the MPA Board of Directors, transitioning into the role of serving members and managing the Great Minnesota Aviation Gathering and other events.

Landa grew up in Annandale, Minnesota and went to Rasmussen College in Brooklyn Park, to become a Physical Therapist Assistant (PTA). After graduating, she worked at a short-term rehab facility. In May of 2022, Landa made a career change to work as the office manager at West Metro Aviation in Buffalo, Minn., where she met MPA members and became familiar with the Great Minnesota Aviation Gathering held in Buffalo.



Ashlyn Landa





## Women's Aviation Career Symposium Holds Successful Event

*Over 200 attendees gather to network and learn about opportunities in the aviation industry.*

BATTLE CREEK, MICH. – The fifth annual Women's Aviation Career Symposium (WACS) was held March 18th at the Western Michigan University (WMU) College of Aviation. This event was a professional career conference (for women only) designed to introduce women to aviation and promote networking, education, and scholarships while building up the aviation community.

"This is a great way to network and connect with local women," Helen Hagg, corporate pilot, and cofounder of WACS said. "It is a way for women to experience different careers in aviation that they may not be aware of and to learn about all of the opportunities available to them."

Despite the severe winter weather on the morning of the event, over 220 people attended, selling out the event. Over two-thirds of attendees were in high school or college. Representatives from over 40 aviation companies, including corporate and charter flight departments, 10 different airlines, as well as several aviation schools visited and spoke with attendees. The event was sponsored by 45 companies of which 25 were new. Sponsors included Gulfstream Aerospace, WMU College of Aviation,

Duncan Aviation, Dow, Francine and Theo Hagg, GrandAir Aviation, Jackson National, Michigan Business Aviation Association, PSA Airlines, and United Aviate. Through generous sponsorships, WACS was able to award scholarships in the amount of \$2000 to 20 women totaling \$40,000 for aviation education to go towards flight training, maintenance training, and professional development. This brings the total WACS has awarded since inception to \$81,500 awarded to 43 women.

Attendees were able to immerse themselves in the many aviation careers available during roundtable discussions. Panelists representing 10 different aviation career fields including the airlines, air traffic control, airport operations, corporate and charter, engineering and aerospace, flight support, maintenance, and military aviation answered questions and discussed "a day in the life" of their respective field of aviation.

Exhibitors and sponsors had the opportunity to join an industry briefing hosted by the Michigan Business Aviation Association (MBAA), where they discussed current topics including labor shortages, supply chain challenges, recruitment and retention, as well as diversity in aviation ([wacsmichigan@gmail.com](mailto:wacsmichigan@gmail.com)). □

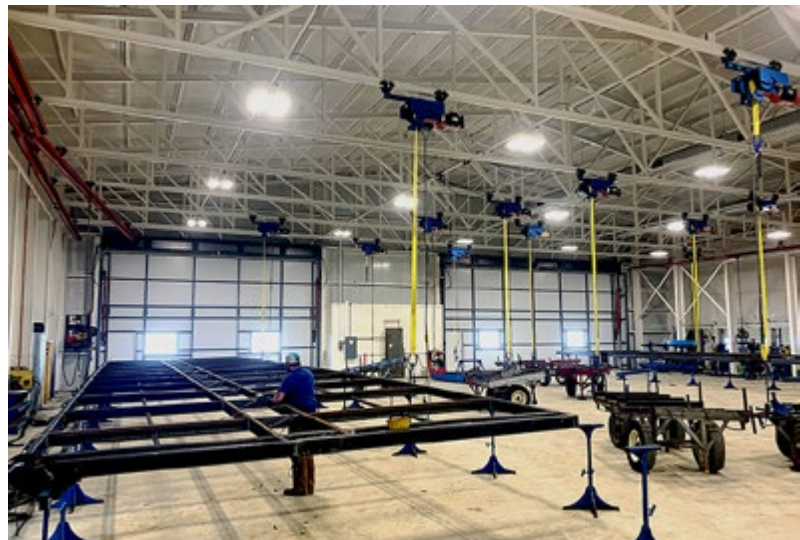
When it comes to our clients' projects...  
...the sky's the limit!

**BOLTON & MENK**  
Real People. Real Solutions.  
[Bolton-Menk.com](http://Bolton-Menk.com)

Des Moines International Airport



## Schweiss Doors Erects Manufacturing Building To Showcase New Doors



FAIRFAX, MINN. – Schweiss Doors, the premier manufacturer of hydraulic and bifold liftstrap doors, erected a new manufacturing facility at its headquarters in Fairfax, Minnesota, which will also serve to showcase the company's new "free-standing" header frames.

A post-frame building erected in 1960 was torn down to make room for the 90-foot by 94-foot metal building with an inside clearance of 20 feet. The building features three hydraulic doors that illustrate the company's free-standing header frames integrated into the hydraulic doors, allowing the doors to support themselves with no reliability on the building structure itself.

"The free-standing header frames are another unique innovation from Schweiss Doors," says Mike Schweiss, owner

of Schweiss Doors. "The building and free-standing hydraulic door design will be a real exhibit that displays the new stand-alone hydraulic door. There's nothing on the market like it."

The doors measure 20 feet by 14 feet; 28 feet by 17 feet; and 37 feet, 7 inches by 17 feet. The gray wall panels of the building are 3-inch expanded polyurethane sandwich panels with an R-value of 21. The doors are all sheeted with 2-inch ribbed tin with a black exterior and a flat liner inside sheeting, allowing for two inches of insulation for an R-value of 14.

Schweiss says the expansion will serve as an additional door building shop, featuring six welders and custom-designed hoist systems throughout the facility to help maneuver the door frames ([www.bifold.com](http://www.bifold.com)). □



**Nobody Does it Better!**

**DOORS**

**HYDRAULIC**  
ONE-PIECE DOORS  
— OR —  
**BIFOLD**  
STRAP LIFT DOORS

507-426-8273

**SCHWEISSDOORS.COM**



Canadian Forces Base Borden, located north of Toronto, put in an order for seven Schweiss Doors hydraulic and bifold liftstrap doors for its recent training school building expansion.

## Canadian Forces Military Base Calls On Schweiss Doors For Hydraulic & Bifold Doors


FAIRFAX, MINN. – Supplying doors for military bases is nothing new for Schweiss Doors. The company has been doing it for years. Canadian Forces Base Borden (CFB Borden) had a recent building expansion project for its training school that called for Schweiss hydraulic and bifold liftstrap doors.

CFB Borden is located approximately 62 miles (100 kilometers) north of Toronto, in the heart of Simcoe County, Ontario. The base is ideally located to service personnel from all across Canada. CFB Borden trains 15,000 military personnel annually and employs approximately 3,250 military members and 1,500 civilians.

Wilcox Door Services of Mississauga, Ontario, was in charge of ordering and installing seven Schweiss hydraulic and bifold doors for a new 16,000-square-foot mechanical engineering and training building at the base for training mechanical and electrical engineers.




CFB Borden selected four identical 18-foot, 10-inch by 14-foot, 5-inch bifold liftstrap doors and three hydraulic doors: one measuring 18 feet, 3 inches wide by 8 feet tall and two more measuring 17 feet, 11 inches wide by 8 feet, 3 inches tall. The bifold doors are clad with glass and equipped with automatic latches, emergency back-up hand cranks, remote openers, weatherproof electrical and door base safety edges. Each door is also powder coated. The hydraulic doors have many of these same features and utilize 12-volt emergency backup systems for use in case of a power outage.

Schweiss Doors is the premier manufacturer of hydraulic and bifold liftstrap doors. Doors are custom made to any size for any type of new or existing building for architects and builders. Schweiss also offers a cable to liftstrap conversion package. For more information, visit [www.bifold.com](http://www.bifold.com). □



**ST. LOUIS  
DOWNTOWN AIRPORT**

## A Great Approach for St. Louis Business

- Aviation services provided by industry leaders - Jet Aviation & Gulfstream
- Third busiest airport in Illinois - an impact of more than half a billion dollars a year to the St. Louis regional economy
- 20 minutes from anywhere in the St. Louis metro region

**Close, Convenient, Connected**

Learn more at [StLouisDowntownAirport.com](http://StLouisDowntownAirport.com)



## CALENDAR

Include the **DATE, TIMES, LOCATION (CITY, STATE & AIRPORT NAME & I.D.)**, and **CONTACT PERSON'S TELEPHONE NUMBER**, as well as that person's address & email address for reference. First 15 words **FREE**. \$.75 for each additional word.

Go to "Calendar" at [www.MidwestFlyer.com](http://www.MidwestFlyer.com) and post your aviation event.

You can also email: [info@midwestflyer.com](mailto:info@midwestflyer.com) – Or – Mail To: Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575

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

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

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

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

### JUNE 2023

- 3 **MILWAUKEE (KMWC), Wis.** - Flour Drop Contest at Timmerman Airport. Free admission & lunch. Contact 414-461-3222 or visit [TimmermanAirport.com](http://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 (Rain date 4<sup>th</sup>)**
- 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>
- 11\* **MONTEVIDEO (KMVE), MINN.** - Pancake Breakfast Fly-In 8am-1pm.
- 11\* **RUSH CITY (KROS), MINN.** - Lion's Pancake Breakfast 8am-Noon. Afternoon Food & Drinks available. Kids activities, Classic Cars, Antique Tractors, B-25 Bomber, & Raffle for T-6 ride.
- 16-17 **WAUSAU, Wis.** - Wings Over Wausau Airshow. [wausauevents.org/](http://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](http://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](http://atec-amt.org/annual-conference.html)

### JULY 2023

- 1 **ALGOMA (WI28), 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**
- 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](http://wingsovermuskegon.com)
- 7-9 **ISLE (MY72), MINN.** - Friday the 7<sup>th</sup> STOL Practice with Brats & Beer in the evening. Saturday 8<sup>th</sup> Competition STOL with Burger Fry in the afternoon. Sunday the 9<sup>th</sup> Pancake Breakfast. Camping available on the grounds with showers & bathrooms. **320-674-0065**
- 15-16 **DULUTH, MINN.** - Duluth Air & Aviation Expo at the Duluth

International Airport featuring the Blue Angels. [duluthairshow.com](http://duluthairshow.com)

- 20-23 **BRODHEAD (C37), Wis.** - Pietenpol Reunion and Hatz Fly-in. Food, fuel, forums, camping and campfire. [eaa431.org/](http://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** [rcorffman@gmail.com](mailto:rcorffman@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](http://mkeairwatershow.com)
- 22-23 **DAYTON, OHIO** - Dayton Air Show. [daytonairshow.com](http://daytonairshow.com)
- 24-30 **OSHKOSH, Wis.** - AirVenture 2023. [eaa.org/airventure](http://eaa.org/airventure)
- 29-30 **SIoux FALLS, SD** - Sioux Falls Airshow - South Dakota ANG at Joe Foss Field. [siouxfallsairshow.com](http://siouxfallsairshow.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** or [krista.cheeseman@wildernessnorth.com](mailto: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** or [krista.cheeseman@wildernessnorth.com](mailto: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** or [krista.cheeseman@wildernessnorth.com](mailto: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**. For more information visit [chapters.eaa.org/eaa41/brennand-airport-fly-in](http://chapters.eaa.org/eaa41/brennand-airport-fly-in)
- 12-13 **YPSILANTI, MICH.** - Thunder Over Michigan at Willow Run Airport. [yankeearmuseum.org/airshow](http://yankeearmuseum.org/airshow)
- 13 **LINO LAKES, MINN.** - MSPA Pig Roast at Surfside Seaplane base starting at Noon. [mnseaplanes.com](http://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.

**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>**

[kcairshow.org](http://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](http://www.pexfriends.com) [Thomas.fread@gmail.com](mailto:Thomas.fread@gmail.com)
- 26-27 LINCOLN, NEB. - Lincoln NE Air Show featuring the Blue Angels. [lincolnairshow.com](http://lincolnairshow.com)
- 28-29 GREENFIELD, IND. - Indianapolis Crossroads Air Show 2023 featuring the Blue Angels. [crossroadsbsa.org/activitiesandevents/crossroads-air-show](http://crossroadsbsa.org/activitiesandevents/crossroads-air-show)

#### SEPTEMBER 2023

- 2\* GLENCOE (KGYL), MINN. - "South Central Minnesota Flyers EAA Chapter 1658 annual sweet corn and bratwurst feed Fly-In 11am to 2pm. Contact person is Stuart Selchow [320-238-2376](tel:320-238-2376), Cell [320-583-8367](tel:320-583-8367). Email [stuart.selchow@gmail.com](mailto:stuart.selchow@gmail.com). [www.eaaul92.weebly.com](http://www.eaaul92.weebly.com)
- 2-4 CLEVELAND, OHIO - Cleveland National Air Show at Burke Lakefront Airport. [clevelandairshow.com](http://clevelandairshow.com)

- 9 OSCEOLA, WIS. - Osceola Wheels & Wings at L.O. Simenstad Municipal Airport. [wheelsandwings.org](http://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](http://TimmermanAirport.com) for details.
- 15-16 EAST GULL LAKE, MINN. - MSPA & MNDOT Safety seminar at Madden's resort. [mnseaplanes.com](http://mnseaplanes.com)
- 20 WATERTOWN (KRYV), WIS. - "Rock River Rumble" Fly-In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/rockrивerrumble>
- 20-22 APPLETON, WIS. - Wisconsin Aviation Conference hosted by Appleton International Airport at Hilton Appleton Paper Valley Hotel. [wiama.org](http://wiama.org)

#### OCTOBER 2023

- 17-19 LAS VEGAS, NEV. - NBAA Business Aviation Convention & Exhibition. [nbaa.org](http://nbaa.org)



Wisconsin Aviation Terminal – Dane County Regional Airport, Madison, Wisconsin (KMSN)

**DINE IN**

**Open 7 days for breakfast and lunch.**

Full Menu available until 2:00pm every day!

Monday – Saturday | 7:00 am – 2:00 pm

Sunday | 7:30 am – 2:00 pm

*Catering Available from the Jet Room!*

[info@madisonjetroom.com](mailto:info@madisonjetroom.com)

**DELIVERY, CATERING & DINE IN AVAILABLE**

**608.268.5010**

**Carry out and delivery only.**

Monday – Tuesday | 9:00 am – 6:30 pm

Wednesday – Saturday | 7:00 am – 6:30 pm

Sunday | 7:30 am – 5:00 pm

View our full menu at [www.insatia-bowls.com](http://www.insatia-bowls.com)

[info@insatia-bowls.com](mailto:info@insatia-bowls.com)

**CARRY OUT**

*insatia BOWLS*

## Relief At Last... AeroCreeper Will Make Maintaining Your Aircraft Much More Comfortable

by Dave Weiman

For the past 40 years, I have been scooting around my hangar on a little red creeper I bought at an auto parts store. But climbing down to floor level, and back up, can be difficult, especially with my cell phone in my pocket. When I saw an advertisement at AOPA online for the "AeroCreeper," I thought, "What a great idea... An elevated bench on caster wheels!"

If you're sick of bending, crouching, or reaching, the AeroCreeper is for you! Set the perfect height to comfortably reach whatever you're working on. For me, that's usually to clean the belly of my plane, and the AeroCreeper is large enough, so I don't have to worry about rolling off.

Operating the AeroCreeper is simple and intuitive. To raise, simply lift the backrest. To lower, pull the seat up, then lower the backrest to the desired height. The AeroCreeper automatically locks into place.

The AeroCreeper lowers to 5 ¼ inches and extends up to just over 20 inches in its highest position, so you can reach all those hard-to-reach places on your aircraft, while on your back.

The AeroCreeper is made of high-quality materials, including 1-inch square steel tubing with 1/8-inch walls, and it will hold 350 lbs.

**CONTINUED ON PAGE 64**



The AeroCreeper is delivered ready to use without any assembly needed.



## CLASSIFIEDS

**SINGLE LISTING: \$.75 per word. Minimum Order \$20.00 per issue**  
**EMAIL AD TO: [dave@midwestflyer.com](mailto:dave@midwestflyer.com) and you will be invoiced via PayPal**  
**and you can then pay using your credit card or PayPal account.**  
**OTHERWISE, PLEASE MAIL AD WITH PAYMENT TO:**  
**Midwest Flyer Magazine - 6031 Lawry Court - Oregon WI 53575**

**2 - A20 BOSE HEADSETS** 625 dollars each new in 2017.

**2 - A20 BOSE HEADSETS** 425 dollars each new in 2010.

**1 - MOUNTAIN HIGH OXYGEN O2D2 SYSTEM** 500 dollars With portable pulse demand.

**Plus shipping of each.**

**[715-490-0103](tel:7154900103)**

**HANGAR FOR SALE:** Private 50' x 60', 3,000 square foot insulated & heated airplane hangar at the Elbow Lake Minn. Airport (Y63). 45' x 12' hydraulic door, 12' ceilings, 10' x 10' rear overhead door, 100-amp electrical service, and radiant gas heater. The Elbow Lake airport features a 3400 x 60' asphalt runway, a 4,200' long water runway with ramp access, two GPS WAAS instrument approaches with LPV minimums, and an excellent maintenance shop on the field. For more info, visit - [www.bit.ly/y63hangar](http://www.bit.ly/y63hangar) or call **Andrew Yaggie - eXp Realty** at **[218-736-9300](tel:2187369300)**.

**FBO BUSINESS FOR SALE • \$465,000 • AVAILABLE FOR IMMEDIATE SALE •** Aircraft service/restoration business with 60 x 66 hangar at Price County Airport in Phillips, Wisconsin (KPBH). 20 yrs same location. Great potential! A&P/IA. Call **Jody DeLasky** at **RE/MAX New Horizons Realty, LLC** at **[715-820-1923](tel:7158201923)** for details!

**T-HANGAR RENTAL – THREE MONTHS FREE WITH TWELVE-MONTH LEASE** (specific hangars) at the Southern Wisconsin Regional Airport, Janesville, WI. Call **[608-757-5768](tel:6087575768)** for details.

**AIRCRAFT SALES & BROKERING –** Sell your airplane quickly and efficiently. 150-plus transactions! Spring City Aviation. Email **[gavin@springcityaviation.com](mailto:gavin@springcityaviation.com)**, or call **[414-461-3222](tel:4144613222)** (Office) or **[218-280-2615](tel:2182802615)** (Cell).

**AVIATION INSURANCE RESOURCES –** Best Rates, Broadest Coverage, All Markets. Access the entire market with just one phone call: **[301-682-6200](tel:3016826200)**. Or online at **[www.AIR-PROS.com](http://www.AIR-PROS.com)**

**INSURANCE –** 67 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. **[acinsurance@midcont.com](mailto:acinsurance@midcont.com)**. **[1-800-325-0885](tel:18003250885)**.

**AIRCRAFT CONSIGNMENTS WANTED –** Buying or selling, we'll work for you! **[WisconsinAviation.com](http://WisconsinAviation.com)** **[800-657-0761](tel:8006570761)**

**FLY TO CANADA IN 2023 -** "Canada Fishing Fly-Out To Miminiska Lodge." Make plans and reservations now to experience flight into the Canadian wilderness, while enjoying the comforts of home! Miminiska Lodge, located 196 nm north of Thunder Bay, Ontario, features a 2400 ft. grass airstrip within walking distance to your cabin, the lodge and waterfront. Top-notch meals are provided, excellent fishing, guides optional, newer and well-maintained boats and motors, well-maintained facilities and excellent housekeeping, delicious shore lunches, and scenery.

**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:18884653474)** or **[krista.cheeseman@wildernessnorth.com](mailto:krista.cheeseman@wildernessnorth.com)**

**August 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:18884653474)** or **[krista.cheeseman@wildernessnorth.com](mailto:krista.cheeseman@wildernessnorth.com)**

**August 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:18884653474)** or **[krista.cheeseman@wildernessnorth.com](mailto:krista.cheeseman@wildernessnorth.com)** For additional information call **[1-888-465-3474](tel:18884653474)** and visit **<https://wildernessnorth.com/accommodations/miminiska-lodge/>**

**CHARTER BY MOREY'S**



Cabin-Class Twin-Engine Aircraft  
Comfortable, Economical & Faster Than The Airlines  
More Direct Routes...  
Get Closer To Your Final Destination!  
Trip Quotes Available Upon Request  
**608-836-1711**  
**Morey Airplane Company**  
Middleton Municipal Airport-Morey Field (C29)  
Middleton, Wisconsin  
**[www.moreyairport.com](http://www.moreyairport.com)**

**FUHRMAN + DODGE s.c.**  
Attorneys at Law



**Edward E. Leineweber**  
Attorney at Law  
**[eleineweber@fuhrmandodge.com](mailto:eleineweber@fuhrmandodge.com)**

**AOPA Legal Services Plan panel attorney**  
Aviation attorney, CRI, CMT, Former FBO & Airport Manager  
Over 40 years of experience in aviation

6405 Century Avenue, Suite 101  
Middleton, Wisconsin 53562-2200  
OFFICE: 608-327-4200  
FAX: 608-841-1502  
CELL: 608-604-6515

- Aviation related legal matters, including business organizations
- Defense of FAA certificate actions
- Aircraft purchases and sales
- FBO/airport management agreements
- Disputes
- Airport Development projects

**[www.FuhrmanDodge.com](http://www.FuhrmanDodge.com)**



## AIRCRAFT RENTAL

Diversified fleet of over 25 aircraft!



- Cessna 152 (7)
- Cessna 172 (4)
- Piper Warrior (3)
- Piper Archer (4)
- Piper Arrow (3)
- Citabria Taildragger
- Cirrus SR20 (2)
- Cirrus SR22 (2)
- Piper Seneca (2)

608-268-5024 [FlightSchool@WisAv.com](mailto:FlightSchool@WisAv.com)

## AVIONICS



*Demo Flights & Webinars Available!*

**WISCONSIN AVIATION**

**Garmin's G500 TXi Retrofit Upgrade**

Exclusive Cirrus SR22 demo equipped with  
Garmin's G500 TXi Retrofit Upgrade, including the GFC 500 autopilot system.

608-268-5006 [Avionics@WisAv.com](mailto:Avionics@WisAv.com)

## INTERIORS



MOONEY

**Spatial  
Interior  
Upgrade**



- The Spatial Interior Upgrade is the answer to the effects of time, sunlight, temperature, and wear that have taken their toll on many vintage Mooneys.
- Enjoy increased elbow and shoulder room plus added space for storage pockets—where you need them.
- Full custom interior refurbishment available, including seats and carpet.



920-261-4567 [Interiors@WisAv.com](mailto:Interiors@WisAv.com)





The AeroCreeper's adjustable back provides support.



The AeroCreeper lowers to 5 1/4 inches and extends up to just over 20 inches.

## AERO-CREEPER FROM PAGE 61

The AeroCreeper is built to last for years without any maintenance. The simple design means there are less parts to break and no hydraulic fluids that can leak.

When UPS delivered my AeroCreeper, I had visions of having to assemble the unit myself, so I opened the carton not knowing what tools I would need. To my delight, the AeroCreeper was fully assembled, so into the back of my truck it went to the airport.

So, I thought, a pilot's tool MUST have been invented by a pilot, right? Yes, the AeroCreeper was conceived by a pilot, and to my delight, it is made in the good old US of A.

Travis and Liesle Hendrickson founded T&L Design, LLC in 2011, offering engineering design services, as well as custom manufacturing and prototyping. The company is located in Corinne, Utah.

Realizing that some of the best ideas come from customers, in 2016, a customer asked the Hendrickses to build an adjustable-height creeper to reduce the pain associated with cleaning the bottom of his airplane, the very reason I ordered my AeroCreeper. So, they invited their son, Joel, to take the lead on this project and come up with a design. After a couple of iterations, Joel came up with a workable design that their customer loved. That customer soon told everyone where they could get an AeroCreeper like his and voilà, the Hendrickses were in business.

"Even though we are now selling creepers to many industries, aviation still accounts for a large number of our sales," said Travis.

Travis and Liesle met one another at Utah State University (USU) where he received a degree in Mechanical Engineering, and she received a degree in Education. Following school, Travis worked for 20 years in the rocket motor industry. Their son, Joel, also studied at USU where he received two Mechanical Engineering degrees, as well as a Master's Degree in Business Administration.

Manufacturing of the AeroCreeper is made possible by a team of people who have a variety of skills.

"We have implemented CNC machines and a robotic welder to help us be as efficient as possible," said Travis.

Even though Travis typically works long days, he has found a little time to pursue flying. "Flying has been an interest of mine for years, but it wasn't too practical while we were raising our family."

Joel continues to be involved in new-product design, when he's not at his day-job (making airbags for cars) or coaching boys' baseball. And you can always find him each year in Hangar D at Sun 'n Fun in Lakeland, Florida.

To order your AeroCreeper, go to

<https://aerocreeper.com/>





# A Flying Fishing Adventure To Miminiska Lodge Ontario, Canada



196 nm north of Thunder Bay, Ontario  
on the Albany River Watershed  
CPS5

**Trip #1: August 5-10, 2023 (5 nights/4 days).**

Arrive on the 5th and depart on the 10th.

**Trip #2: August 6-10, 2023 (4 nights/3 days).**

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.

**Extra 1/2-day at no charge!** Anyone who arrives by 2:00 pm on the scheduled date of arrival, may fish that afternoon at *no additional charge!*

Call or Email for rates and availability:

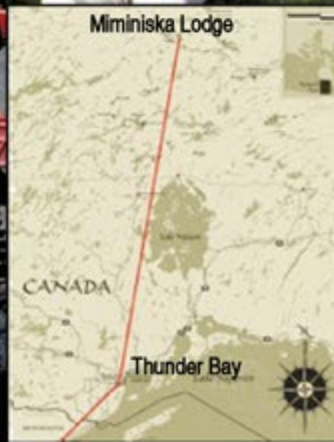
1-888-465-3474

krista.cheeseman@wildernessnorth.com

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

Miminiska Lodge has been the preferred fishing destination of *Midwest Flyer Magazine* since 2007!

Waiver of Liability & Disclaimer: The Canada Fishing Fly-Out To Miminiska Lodge is a service of Wilderness North. Neither *Midwest Flyer Magazine*, Flyer Publications, Inc., nor their staffs and owners, nor anyone else affiliated with the magazine, assume any responsibility for the reliance upon the information contained herein or elsewhere, or liability for anyone's participation on the trips or for the trips themselves.





# BRACKETT TOWBARS



CESSNA 150  
THRU  
GULFSTREAM V

plus  
HELICOPTER



**(928) 757-4005**

FAX: (928) 757-1948

E-Mail: [brackett@ctaz.com](mailto:brackett@ctaz.com)

Website: [www.brackettaircraft.com](http://www.brackettaircraft.com)

BRACKETT AIRCRAFT CO., INC.  
7045 Flightline Dr. • Kingman, AZ 86401

To Read More Aviation Articles Go To  
[midwestflyer.com](http://midwestflyer.com)

Archives

PDF Archives For The Whole Issue

or for individual articles go to

News - Columns - Features - Headlines - Podcasts

Sections - State Aeronautics

Check Out Our Webstore: [www.leadingedgeairfoils.com](http://www.leadingedgeairfoils.com)

*Fly High and Carefree*

**LEADING EDGE AIR FOILS**

ROTAX  
INDEPENDENT  
SERVICE CENTRE

- Large Inventory of Engines
- A&P Technicians on Staff
- Maintenance ■ Overhaul
- Parts and Repairs

**ROTAX**

INDEPENDENT SERVICE CENTRE  
AIRCRAFT ENGINES



[onlinecatalog.leadingedgeairfoils.com](http://onlinecatalog.leadingedgeairfoils.com)

1216 North Road  
Lyons, WI 53148

**1.800.532.3462**



## CRYSTAL AIRPORT

5800 Crystal Airport Road, Crystal, MN 55429  
763.533.4162

## FLYING CLOUD AIRPORT

14091 Pioneer Trail, Eden Prairie, MN 55347  
952.941.1212

Does the **high cost** of maintaining your aircraft **limit your flying**?  
If the answer is "yes," Thunderbird Aviation invites you to join our

**Good as Gold Membership!**

**Earn 30 minutes of maintenance labor for every  
50 gallons of 100LL fuel you purchase!**

**There are no fees to enroll!**

**We can meet all of your aircraft needs.**

- Annuals
- 100 and 50 Hours
- Oil Change
- Sheet Metal Repair
- Interior Work
- and Much More!



Email us at

[fly@thunderbirdaviation.com](mailto:fly@thunderbirdaviation.com)

and you'll be earning **FREE**  
maintenance every time you fly!

