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MAGAZINE

AUGUST/SEPTEMBER 2023



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ON THE COVER: A 1980 Cessna R182RG Skylane owned by Aviators Club of Wichita, Kansas. *Photo by Nick Moore, a Wichita-based photographer and content creator. His work can be found at <https://www.gravityimagesonline.com/> or any of the social media outlets under the name "Gravity Images." Send email inquiries to: nick@gravityimagesonline.com*

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Ray Rubin, Creator of the Canadian Caravan for Pilots

(October 4, 1931 – July 11, 2023)



Utik Lake, Manitoba, Canada 2003: (Back Row L/R) Phil Peterson, Renee Rubin, Ray Rubin, a staff member, and the pilot of the Cessna Caravan. (Front Row L/R): Al Reid, Eunice Rubin, Dave Weiman, and a staff member.

by Dave Weiman

It was the winter of 1988 when businessman, Ray Rubin, of Eagle River, Wisconsin, saw a copy of *Midwest Flyer Magazine* and called me to help him promote a new five-star fishing lodge he was building in northern Manitoba. The following year, it was Ray's idea to create the "Canadian Caravan" for pilots, an adventure we have continued to this day, with pilots flying their own aircraft to Canada as a group.

Ray was a football player in college, a student pilot for a while, an aeronautical engineer by trade, a world traveler, and the owner of the local Ben Franklin store in Eagle River. Ray and his Canadian business partner, Al Reid, also developed and managed hunting and fishing lodges throughout Manitoba. Ray was an expert fisherman, and fishing was his #1 hobby. Al was a pilot and a master at building lodges and airstrips in remote areas. Together, they made a great team!

The lodge Ray and Al had under construction at the time was "Knee Lake Resort," which became one of only a handful



Dave Weiman

of five-star fishing resorts in Canada.

Flying to Knee Lake was not my first fishing trip to Canada, but it was my most enjoyable, because it was the start of a lifelong friendship with Ray Rubin and his family. Ray and I, and friends Walt Loether, Jack O'Brien, and Phil Peterson, enjoyed our trips to Knee Lake, and Ray also joined me on trips to other fishing destinations throughout Manitoba and Ontario in the years that followed. Ray also encouraged our family to vacation in Eagle River, which has become a tradition.



Ray Rubin

Ray's wife, Eunice, passed away in 2017, and their only child, Renee, passed away in 2020. Other than a sister and nephew on the East Coast, all Ray had left were his many friends in Wisconsin and Canada.

Repeated falls required that Ray sell his lake home in Eagle River and live in an assisted living facility. We celebrated his 91st birthday on October 4, 2022, and saw him twice this year, most recently just two weeks before he passed away on July 11. Fortunately, Peggy and I were able to thank him for his friendship over these past 35 years on our last visit, and for his idea to create the "Canadian Caravan" for pilots!

Blue skies, Ray, and thanks for your friendship and the memories!



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LLC Members Do Not “Own” The Aircraft

by Gregory J. Reigel, Esq
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I frequently speak with folks who are members of a limited liability company (“LLC”) that holds legal title to an aircraft. During those conversations these individuals, more often than I would like to admit, state that they “own” the aircraft. They usually go on to argue that they should be able to fly “their” aircraft without any type of agreement or other documentation because they “own” the aircraft.



Greg Reigel

Unfortunately, these individuals are wrong on both counts. To understand why, it is important to understand how an LLC is structured.

An LLC is owned by all of its members. LLC members hold membership interests in the company that are represented by the members’ capital accounts. An LLC may be governed by its members or managers to handle the day-to-day business of the LLC.

An LLC is treated as a separate “person” in the eyes of the law with an independent existence from its respective members. Thus, when an LLC owns an aircraft, the LLC’s members do not actually own an interest in the aircraft. Rather, the aircraft is an asset of the LLC, and the LLC is managed by the members or managers of the LLC, on behalf and in the best interest of the LLC. So, while the LLC members may own the LLC, they do not have a direct interest in the aircraft that is owned by the LLC. This is an important distinction that is often misunderstood by LLC members.

Although the FAA is not always consistent in its application of the distinction between the LLC aircraft owner and the members of that LLC, when it comes to aircraft ownership, it is clear that the FAA does not view the LLC members as the “owners” of an aircraft where the LLC is the registered owner.

This position can result in problems for LLC members when an aircraft is purchased by, and operated from, what is commonly referred to as a “single purpose entity” or “flight-department company.” In this scenario, the buyer, which may be an individual or a business, purchases an aircraft for personal use or use incidental to a business under FAR Part 91. Intending to limit personal liability, the LLC member forms a separate LLC whose sole purpose is to own the aircraft. But then the LLC operates the aircraft for the LLC member under FAR Part 91.

Unfortunately, the FAA will likely view the LLC’s operation of the aircraft on behalf of the LLC member as a commercial operation requiring an air carrier certificate.

Even though the flights are for the member, any operation of the aircraft by the LLC for the benefit of the LLC member without an air carrier certificate, could subject the pilot(s) actually flying the aircraft to an FAA legal enforcement action and subject the LLC that owns and is operating the aircraft to a civil penalty action. This is clearly something to be avoided.

Similarly, depending upon how this arrangement is structured, the Internal Revenue Service could view the LLC’s operation of the aircraft as a commercial operation requiring the collection and payment of Federal Excise Tax on any flights operated by the LLC on behalf of the member(s). Alternatively, a legally compliant Part 91 private operation may only require the collection of sales tax.

However, it is possible to be legally compliant with the LLC owning the aircraft. The aircraft needs to be operated by the member, as an operator, and for that member’s benefit. Using appropriate agreements, operational control of the aircraft is transferred from the LLC to an LLC member for that member’s use of the aircraft. With that structure, the member, not the LLC, is the operator of the aircraft. This satisfies the FAA’s operational control requirements and avoids the FAA and IRS issues if the LLC were to be the operator.

But regardless of the operational structure, the LLC members will still not be the owners of the aircraft. LLC members desiring to use an LLC for the purchase of an aircraft should keep this in mind when discussing the ownership of the aircraft.

Each situation is unique and must be analyzed to confirm that the ownership and operational arrangements will comply with the regulatory requirements anticipated by the LLC members for operations under FAR Part 91. As they say, “the devil is in the details.”

If you want to use an LLC to own and hold title to an aircraft, and where the LLC members will not be the owners of the aircraft, work with a knowledgeable aviation attorney to ensure that the transaction is structured appropriately to meet the regulatory requirements applicable to your particular situation.

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

What was that voice in my million-dollar headset?

by Michael J. "Mick" Kaufman

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Michael J. Kaufman

In my column in the June/July 2023 issue of *Midwest Flyer Magazine*, I gave readers some tips on ATC communications, which I hope will give pilots a better understanding on disseminating verbal information to ATC. About 10 months ago, one of the leading manufacturers of aviation headsets, Lightspeed Aviation, introduced a new headset and I bought one. I had two

noise canceling aviation headsets in my Bonanza and had planned on purchasing another one in the near future. The new headset I purchased is the "Delta-Zulu," and it did not have a purchase price of a million dollars, but it saved my life on a recent flight.

So, what is its value – what am I worth – or what are you and your family members worth?

Besides having a built-in hearing aid, it has a carbon monoxide detector built in it.

On a recent flight training assignment, I was to get an airplane and train the new owners how to fly it. Immediately after gear retraction, the computer voice in the headset came online with a voice saying, "Carbon Monoxide Critical Level." My first thought in this situation was to open the window, but because of the air pressure, I could not get it open. I remained in the traffic pattern and landed immediately. The short trip around the traffic pattern gave me a headache for about three hours. It ended up that I had a bad exhaust system. A mechanic at the airport inspected the exhaust system and corrected the problem, and a few days later, we were back in the air.

We have had a previous experience with carbon monoxide with one of our Bonanza Baron Pilot Training Program (BPT) pilot customers, and the instructor ended up in the hospital from carbon monoxide poisoning. So, our program purchased the black spot CO detectors and provided them to our pilot customers and instructors at future clinics.

The black spot detectors work, but you do need to remember to look at them often. Complacency sets in, and they may go unnoticed. They also need to be replaced often.

Both carbon monoxide and hypoxia have been issues, which surfaced in the news recently. As many of you are aware, a business jet recently overflew our nation's capitol and crashed with the pilot apparently incapacitated from hypoxia. I urge our readers to address a possible carbon monoxide issue before it happens to them. There are numerous CO detectors available for aircraft that can be permanently installed or

consider the "Delta-Zulu" headset, which was my choice as I fly in many different airplanes on a regular basis.

In my previous column on ATC communications, I noted that pilots have a special language. There are words and phrases that non-pilots might not understand, for example, ATC says: "38 Yankee, say altitude." By eliminating the word "your" in that communication, it could be construed that the pilot should key the mic and say "altitude." If he should do that, ATC would see little humor in that reply. Many pilots feel intimidated talking on the radio, thinking they are talking to a God or a superhuman and so avoid airports and facilities requiring communications with ATC. I also find pilots who have done their flight training at a tower facility avoiding non-tower airports as they are intimidated by flying a traffic pattern without guidance from ATC.

During training for an instrument rating, the goal is to pass the flight test and not much training time is given to communications with ATC. There is the requirement of a 250 nm cross-country flight on an instrument flight plan, which requires communications, but that just scratches the surface.

I recently flew a long IFR cross-county flight with a former instrument student, who received his rating a year or so ago. This was a great learning experience in the communications training area. The pilot had experience picking a route, filing the IFR flight plan, picking up the clearance on the ground and in flight. While enroute, there was the analysis of weather, requesting weather deviations, and making real-world communications with ATC. In my many years of flying in the IFR environment, I have seen many changes as we have more sophistication and tools to help us in flight planning while enroute (no more paper charts) and a program called ForeFlight on an iPad. Many of us have forgotten about making position reports as radar coverage and ADS-B now give ATC those positions without reports. It is also important to note that in many cases, there are situations that ATC does not know about, and it is the pilot's responsibility to report them. It has been more than a decade since I flew in Central America and the Caribbean, and at that time, there was very little radar coverage. I was continuously making position reports and amending ETAs for reporting points and fixes.

Below is a review of pilot reporting points and requirements, as many of us have not reviewed them in a while:

- Mandatory IFR Reporting Points (RADAR Environment).
- Reporting points specifically requested by ATC.
- Any un-forecast weather conditions encountered.
- Any other information relating to the safety of flight.
- When vacating any previously assigned altitude or flight level.

- When an altitude change will be made if operating on a clearance specifying “VFR On Top.”
- When unable to climb/descend at a rate of a least 500 feet per minute.
- When approach has been missed and the pilot’s intentions.
- Change in the average true airspeed (at cruising altitude) when it varies by 5 percent or 10 knots (whichever is greater) from that filed in the flight plan.
- The time and altitude or flight level upon reaching a holding fix or point to which cleared.
- When leaving any assigned holding fix or point.
- Any loss, in controlled airspace, of VOR, TACAN, ADF, low frequency navigation receiver capability, GPS anomalies while using installed IFR-certified GPS/GNSS receivers, complete or partial loss of ILS receiver and any assistance needed from ATC.
- Mandatory IFR Reporting Points (Non-Radar Environment).

All of the required reports when in RADAR contact, PLUS these below:

- The time and altitude of passing each designated reporting point, or the reporting points specified by ATC.
- When leaving the final approach fix inbound on final approach (non-precision approach) or outer marker on a precision approach or intercepting the final approach course if there is no final approach fix (FAF).
- A corrected time estimate at any time it becomes apparent that is an error more than 2 minutes.
- Pilots encountering weather conditions which have not been forecast, or any hazardous conditions are expected to forward a report to ATC.

It might be noted that once ATC has asked a pilot to switch to the airport advisory frequency in Class E or G airspace, the pilot should make position reports on the advisory

frequency as they are no longer in a radar environment with ATC.

It is good for pilots to review these ATC reports and requirements and make them when the situation warrants.

Protect yourself and passengers from carbon monoxide and keep your communications’ vocabulary and reports to ATC precise and accurate. Fly safe. Till the next issue!

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

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





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New FAA Color Vision Tests

by Dr. Bill Blank, MD
Senior Aviation Medical Examiner



Dr. Bill Blank

On May 31, 2023, the FAA authorized three new color vision tests Aviation Medical Examiners (AME) can use to test airmen. They are all computerized. The reason for this change is a color

vision cheating scandal at the Air Force Academy involving cadets who had memorized the color vision test book. The computerized tests are random and harder to cheat on. The current list of approved tests is unchanged. These are simply additional ones. The new tests are the Rabin Cone Contrast Test (RCCT) Air Force/Navy/Coast Guard Version, the Waggoner Computerized Color Vision Test, and the City Occupational Colour Assessment and Diagnosis test. Pass-fail criteria have been established. Applicants who fail will still need to obtain a color vision Letter of Evidence (LOE) to obtain an unrestricted medical certificate.

May 31 was a busy day for the FAA. Wellbutrin XL was added to the list of approved antidepressant medications. Airman taking antidepressants still need a Special Issuance, but follow-up neuropsychological evaluations will no longer be required.

The FAA upload feature became active on April 15, which permits AMEs to send an airman's medical records electronically to the FAA Aeromedical Certification Division (AMCD) in Oklahoma City. The record is attached to form 8500-8, Application for Medical Certification, which the AME completes after your exam and submits electronically. Records can be attached at the time of the exam or later.

The last I heard, over 450 AMEs had uploaded records

for more than 1300 exams. The purpose is to shorten the certification process. The FAA tracks certification time. It will take a while to determine how successful it has been. A maximum of 25 documents may be attached to each exam. The AME has a cover sheet which includes a document list that is used to classify the type of medical record or records being submitted. Documents must be 3 MB or less. Acceptable file types are PDF, DOCX, JPEG, and XPS.

I thought this might be of interest, although it is not medical. I saw in the May 25 issue of AVweb that the FAA has proposed removing the 24-month expiration date on flight instructor certificates and replace it with 24-month recent experience requirements.

There are various ways a flight instructor could meet the requirement. The instructor certificate would no longer have an expiration date. This is similar to other pilot certificates. A similar rule was proposed in 2007 and later withdrawn. Stay tuned.

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.

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Cubs & Carbon Cubs & The Difference Between Landing & Takeoff Distances

by Pete Schoeninger

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Q What do your spies tell you about the current used airplane market? I've heard that there are now some airplanes that have been sitting for sale for months without much interest?



Pete Schoeninger

A) Used prices have mostly stopped rising and a few models have declined a bit in value, but the market is still strong. Some owners, having seen the big rise in prices the last few years, have decided to try and cash in by advertising their planes at a super high price. To my mind that is shooting yourself in the foot, especially now as the market is softening a little. Salesmen I know still tell me a good solid airplane priced in the middle price range of similar makes and models will sell fairly quickly.

Q My older Cessna 182 has a prop which I just sent in for overhaul. As my mechanic feared, neither the blades nor the hub will pass inspection and are not repairable. If I have choices, what might they be and what would be the costs involved? And will a prop change affect value?

A) On older airplane many accessories are no longer available or supported. But you have many replacement choices, and I strongly urge you to have your mechanic involved. You might find a good used freshly overhauled prop that is approved on your airplane for sale at a prop shop at perhaps \$8-10K. (Find your year C-182 type certificate on the internet and look under propellers; you will see several approved models listed.) You could reach a little further into your wallet (\$15 - \$20K or so)

and go for a new two or three-bladed aluminum prop, or even a composite prop. Each has advantages and disadvantages. Salesmen for each product can tell you why theirs is the best! Spending big bucks on a prop upgrade will increase marketability, but won't be a huge plus for resale value, as buyers expect an airworthy prop... Age is a minor consideration to most buyers.

Q Would it be possible to buy or have made a virtually new J-3 Cub, and what would it cost?

A) Legend Aero in Sulphur Springs, Texas manufactures brand new Cubs which are nearly clones of the J-3, but with some improvements which start at about \$200K. If you want an exact J-3, you probably will have to buy a beater J-3 to get a data plate and logbooks, then pay huge dollars for a complete rebuild and probably replacement of almost all components. Fortunately, there are aftermarket wings, fuselages, wheels, brakes, etc. available. To go all new, and have the new bird professionally rebuilt at a "name" shop, you are looking at big bucks, perhaps \$150K or more.

Q) I own a 2016 Carbon Cub. I am considering selling it to a good friend. Assuming that we each do not want to take advantage of the other, how can we get an unbiased estimate of its fair market value without going through a CubCrafters dealer. I have reviewed all the recent sales shown on the CubCrafters "used aircraft" page and have about a half-dozen or so "comparable." Is there someplace else I should look?

A) I do not believe there are enough recorded sales of Carbon Cubs to make a strong case of a specific value. Your idea of using comparable sales is a good one. The prices shown on used aircraft pages of CubCrafters probably are a bit higher than a private sale would be. You could also consider hiring a CubCrafter dealer for an appraisal. Tell them right up front you have a prospective buyer and do NOT want to list the airplane for sale, but you DO want an unbiased opinion of value which you expect to pay for. Do not expect this for free!

Q) I saw a video on the internet recently of a Super Cub landing on an uphill airstrip 800 ft long over trees. The pilot barely got it stopped at the end. Would this ever be a safe thing to try with a Super Cub, or any other airplane? My buddy said he could do it in his 1976 C-172... He must be nuts, right?

A) Landing uphill, your ground roll will be quite short. But you need the skill of being able to put the airplane down exactly where you want it at minimum speed. So is it possible in a Super Cub, yes, but is it advisable, no. As far as the C-172...in the mid 1970s, Cessna made the 172M with a new cambered leading edge, and 40 degrees of flaps. (Later models continued the improved leading edge, but reduced flap travel to 30 degrees.) With 40 degrees of flaps,

those (1973-1976) models are capable of steep descents without much speed increase, allowing short landings over obstacles. BUT here's the fly in the ointment. If you can land in a shorter space than you can takeoff from, what have you gained? Many airplanes can land in less distance than they can takeoff from. Back to your first question, pro pilot could possibly get a 172M into that field, but it would have to come out on a truck with wings removed! I recommend NOT trying to land into such a field in any airplane.

Q) I have heard that a long time ago there were many more airplanes made per year than today. Can you verify this using the same model over time? And why the decline if true?

A) Thanks to Cessna, and Aircraft Bluebook (www.aircraftbluebook.com \$400 annual subscription), that's an easy question to answer. The Cessna model 172 started production in 1956 and with minor changes, is still in production! Sale numbers in year 1960, about 1,000; year 1980, about 1,100; year 2000, about 400; year 2020, about 200. In my opinion, the biggest reason for the decline in sale numbers has been the increase in prices. The retail price for models listed is year 1960, \$12,000; year 1980, \$39,000; year 2000, \$154,000; year 2020, \$410,000. It is interesting to note that every model listed above, in good flying condition, is worth at least as much, or more, than the original selling price!

Best of luck with the sale, Pete Schoeninger

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

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Making Dreams Come True

by Mark Baker
AOPA President & CEO

Excitement was in the air. At press time, we were only weeks away from the world's largest airshow, when thousands of planes, pilots and spectators descended upon Oshkosh to make Wittman Field, as it's often proclaimed, the world's busiest airport in the world that week. I've been to OSH many times, but each time it's like being there for the very first time.



Mark Baker

Whether you're a long-time pilot, newly certificated, an aircraft owner or just someone who shares our amazing passion, being at AirVenture is like being a kid in an aviation candy store. We walk around the grounds in amazement of so many different types of aircraft, kick tires (not too hard, I hope), peek inside, and chat about adventures.

Many of us who have been flying for a while may actually have an eye on a new aircraft (or our first one), a trade-up, a new glass panel or some other exciting upgrade. But as you walk around the grounds at AirVenture – or any other airshow or at any other airport around this great country – it's obvious that many people who are looking at aircraft and exploring aviation are doing so from the outside. They're looking through the GA window wondering if that could ever be them.

It's on all of us in GA to help them get to yes. Whether it's the dream of flying or the desire to have one's own aircraft, you can see the passion and see the wishing in their eyes. As a community, we need to do everything reasonable and practical to bring them closer to reality.

Don't get me wrong – flying is not an inexpensive pursuit, and we need to be mindful of that. Getting a pilot's certificate takes time and money, and demand for used aircraft is driving prices up. Fuel, hangars, and insurance adds to the cost. But aviation doesn't have to be completely out of someone's reach, and we all need to do what we can to bring new pilots – and aircraft owners – into our fold.

Building the pilot population is a top goal at AOPA, and turning those dreams into a reality is exactly why programs like AOPA's You Can Fly exists. We want to show those with the passion that they can fly, and provide them with a roadmap and tools to get them aloft and stay there safely.

We've certainly seen no shortage of aspiring aviators. In the past three years, the AOPA Foundation has received thousands of applications for our flight training scholarships – from folks of all ages and all walks of life. We have awarded more than \$4.5 million in scholarships to more than 525 recipients, helping to bridge that gap between wishing and flying.

I also know that for most pilots, the bug hits early on. A core focus of You Can Fly – our High School STEM initiative – now engages more than 16,000 students in schools across the country. Since we began the High School initiative, which is supported by generous donors to the AOPA Foundation (thank you!), more than 50,000 students have been introduced to career opportunities in the aviation world through world-class STEM education. And what we're hearing – more than 70 percent of the program's first graduates say that they are actively pursuing an aviation career – shows that we are on the right track for GA.

For those who take the next step, one of the ways to keep costs in line is to make flight training as efficient as possible. Whether it's a rotating roster of flight instructors or a not-so-well thought out instructional plan, hours can rack up which means money racks up, too. Unfortunately, for those reasons and others, the number of students not completing their training has also racked up. We need to fix that.

Our AOPA Flight Training Advantage initiative is an innovative tool for students and CFIs, designed to make the training process fully organized, transparent, forward-looking, and efficient. Right now, more than 1,700 flight schools and independent CFIs are signed on to AFTA, with more than 8,000 training hours logged since its inception.

Once pilots get their certificate, a big issue is access and cost – where can I rent an airplane near me at a reasonable cost. We have an initiative for that – our AOPA Flying Clubs team has helped more than 225 clubs form, which provides greater access and more affordability.

The holy grail for many aviators is to own their own airplane. The freedom to fly is one thing – but to go up and travel across America whenever and wherever you want is a whole different ballgame. Our Aircraft Finance team has the knowledge and passion to help aviators explore options to purchase virtually any type of aircraft.

As a community, it lifts us all when we band together to bring general aviation closer to those with the spark. Let's continue to light those flames and grow this wonderful, shared passion. *Blue skies!*





Deference and Dodging A Bullet

by Dean Zakos

(An Excerpt from *Laughing with the Wind*)

“Deference is the most complicate, the most indirect, and the most elegant of all compliments.” – William Shenstone

It is natural to respect and, when appropriate, defer to more senior pilots. But you should never simply stop thinking like a pilot. Always make and act on your own judgment regarding flying risks.

I flew out of Racine’s Batten Field (KRAC) for many years. One of the highlights of the week for me was the Saturday morning fly-outs for breakfast. Back in the day, we could have as many as six or seven aircraft filled with pilots and passengers. We met at the FBO at 8:00 am to laugh, talk, and good-naturedly discuss our intended destination. There was always an amicable agreement. The group usually was wheels-up by 8:30 am.

If you are a reader of my articles, you know when I was a new pilot how much I appreciated the time I could spend flying with more experienced pilots. I still highly recommend that new GA pilots spend some time flying with more seasoned, senior pilots. The time spent with them – in either the right or the left seat – is invaluable.

One such senior pilot at KRAC at that time was someone I’ll call “Ron.” Ron was a retired fire fighter. While still working, he earned many pilot ratings (instrument, commercial, multi-engine, CFI). When not working his day job, Ron ran a part-time commercial air charter business

flying a twin-engine aircraft and had a banner towing business using a Super Cub.

Not surprisingly when he retired from his fire fighter job, he was a well-experienced pilot. By the time I came to know him, he had sold his commercial flying business. He was well-liked and well-regarded on the airport.

This particular Saturday morning in late Spring or early Summer, Ron asked me if I would like to fly with him in his airplane. I jumped at the chance. Not only was Ron a good pilot and CFI, but he now owned and flew a Piper Warrior II, the same make and model of aircraft that I flew. At that point, I figured I was just along for the ride. I thought I may learn a few things – and I certainly did.

It was a beautiful VFR day. The early morning’s azure sky was only occasionally spattered by a few fair-weather cumulus clouds. Our group’s breakfast destination was Watertown (KRYV). Each aircraft in our group navigated separately. As I recall, the flight over was uneventful.

There was a Perkins restaurant in Watertown. It was only a short walk from Wisconsin Aviation’s FBO. It was a favorite spot for our group. Since it was not a long flight over from Racine, everyone arrived within a few minutes of each other. Once the group assembled, we walked over to the restaurant.

Breakfast was predictable – always good. The group often lingered over a second, third, or fourth cup of coffee. After a great deal of interesting hangar flying and solving of the world’s most perplexing problems, it was time to return to KRAC.

Ron settled into the left seat of his Warrior and I into the

right. After the run-up and pre-flight checks, we were on our way. Nothing unusual about the first half of the return trip. What happened next was, in retrospect, very unusual.

We were in straight and level flight at about 2500 feet MSL. I was enjoying myself, probably mindlessly looking out the window, when Ron pointed to the Loran unit in the panel and observed he did not think it was working correctly. He had keyed in KRAC prior to take-off, but it had stopped providing course guidance and data.

I was not sure why it really mattered if the Loran worked on this flight or not. Ron had made this trip countless times. Because of his experience, he often knew, prior to take-off, what the course heading to his intended destination was without the need to look anything up. And, even if we had no precise course heading, flying southeast toward Racine, we could easily find the airport when we sighted the Lake Michigan shoreline.

While I contemplated all of this, Ron said, "Here. Take the controls for a minute." As I responded I had the controls, Ron unbuckled his safety belt and shoulder harness and sat up in his seat, turning and contorting himself at odd angles to reach around toward the back. "I have an identical Loran back here that I know works. I'm going to swap them out."

A moment later, after rummaging about in the backseat area, Ron produced another Loran. Searching a seat pocket, he also located a hex key wrench. I thought this all to be a bit unusual, but Ron had many more hours and significantly more experience than me and I surmised he surely must know what he is doing.

In most Piper PA 28s, there is a left and a right stack available for avionics in the panel. The right stack sits in front of and on top of the right-side yoke where I was positioned. The Loran was the bottom unit in the right stack.

Using the hex key wrench, Ron quickly released the locking mechanism for the Loran and started to back it out of the tray. Ron's actions now had my attention, but I continued to try to divide my time between flying the aircraft and following Ron's movements. As it turned out, the Loran was a very, very long unit. As Ron continued to slowly slide the Loran back toward my yoke, I could see the clearance with the yoke was going to be tight.

Ron recognized the problem. "You'll have to pull back on your yoke some more, so the Loran can clear the tray," he said. I thought a small, additional pull backward on my yoke would likely be enough to free the unit. I started to pull back as Ron continued to work the unit out of the stack.

Pulling back further on the yoke did not free the unit. The ram's horns of the yoke looked like they would interfere with sliding the Loran straight back. Ron advised me to "Turn the yoke to the left – I think I can then slide the Loran between the ram's horns." At this point I was not thinking critically, and certainly not using any pilot judgment.

Dutifully, I turned the yoke to the left. Ron worked the Loran further aft. "Pull back some more," Ron said as he concentrated on the task. The unit was almost clear of the

tray. As he slowly started to twist the Loran to maneuver it, one of the four rear corners now was barely visible. Another slight pull and twist on the unit. Suddenly, the Loran wedged snugly between the tray and the ram's horn of the yoke.

I looked out the front windshield. Where there had been ground, a horizon line, and sky, there was now only sky. Sky filled the plexiglass. Air speed was rapidly deteriorating. Here we were – nose pointed skyward and in about a twenty-degree left bank. We were going to stall the aircraft! I couldn't push the nose down with the Loran stuck fast in the tray blocking the way.

My life did not flash before my eyes. But I did think about what the NTSB investigators and our friends were going to make of this soon-to-be-fatal accident. CAVU day. Two pilots, one very experienced. How did they stall a perfectly good aircraft and fail to recover before they slammed into the ground? I knew the answer; I just wasn't sure if they were going to be able to figure it out when they sifted through the pancaked wreckage.

With the electric blare of the stall warning horn filling our ears and the stall breaking, Ron acted. His left fist slammed down on the recalcitrant corner of the twisted Loran, squaring it up immediately. Simultaneously, with his right hand he shoved the unit back into the tray, restoring the space



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necessary to move the yoke forward. I don't remember if Ron or I pushed on the yoke, added power, and leveled the wings, but the effect was immediate. Stall warning horn silenced. Flying speed regained. Straight and level flight once again.

I wasn't sure of what I had just experienced. I think there are times in every pilot's flying life when some risky event or near accident, which could have been a disaster, is averted. "Dodging a bullet" is an apt phrase that comes to mind. What if we couldn't have freed the jammed Loran? I had just dodged a bullet on this flight.

I don't think Ron and I had any conversation after that point the rest of the way to Racine. I guess both of us were contemplating what had transpired – I surely was. I do recall, a few miles out, that Ron broke the silence. "Well," he said with certainty, and some embarrassment, "we aren't going to try that again."

I didn't know it at the time, and I was probably unfamiliar with the concepts of Crew Resource Management (CRM), but this flight was my first exposure to some of the CRM principles. This article is not intended to cover CRM in detail, but here is what the experts say about CRM and deferring to a more senior pilot:

First. Never Stop Thinking Like a Pilot. Even when you are not PIC, if you are a pilot - *you are never just a passenger*. Your training, your experience, and your critical thinking still matter, regardless of seniority, rank, ratings, hours flown, and what seat you are sitting in. Exercise your own independent judgment.

Second. Recognize the problem. When a more senior, experienced pilot fails to see or neglects to contemplate possible risks with an intended action, you may still have an opportunity to avert the problem or mitigate the risk. I did not know exactly what issues could arise with changing out avionics while in flight but, even with little flying experience at the time, I intuitively felt uncomfortable with what was

proposed.

Third. Get the Attention of the PIC and State your Concern. In order for a satisfactory resolution to occur, you need to immediately speak up. Make sure the PIC is listening to you. Plainly and clearly state your concern and what you believe to be the problem or risk.

Fourth. Advocate a Course of Action. Once the problem or risk is identified, do not generally state your objection or provide ambiguous advice, such as "I don't know about this," or "I don't think this is a good idea." Instead, firmly state what the intended course of action should be and why. Ideally, you and the PIC should come to a mutual understanding of the correct course of action. It is not about seniority, respect, or "who" is right, but about "what" is right in the circumstances you are faced with.

I did have a few more occasions to fly with Ron. Despite the misadventure with the Loran, he was a very experienced and capable pilot. And, I did continue to learn from him.

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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. □

Wisconsin DOT sites to checkout in relation to AVIATION

SCHOLARSHIPS IN REGARD TO AVIATION

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

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A Chicago Skyline Tour

by Yasmina Platt

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Ready for #OSH24 yet? If so, there is a good chance many of you may fly around and/or over Chicago. If so, I recommend flying a skyline tour on the way there and/or back.

Start by grabbing (or downloading nowadays) a Chicago Terminal Area Chart (TAC) and becoming familiar with the airspace. The elevation of Chicago is below 1,000 ft MSL (generally between 500 and 650 ft MSL). Downtown Chicago is located along the shore of Lake Michigan and there are two major commercial airports: Chicago O'Hare (KORD) and Chicago Midway (KMDW). KORD is in Class B airspace, and KMDW is in Class C airspace, under the Class B. Why the Class C over KMDW? The "T" is the top of the Class C airspace, which is the base of the Class B airspace. However, one can remain under both classes of airspace along the shoreline, below 1,900 ft MSL.

There are also several General Aviation (GA) airports and heliports in the area. For this exercise, we especially want to become familiar with Waukegan Airport (KUGN) on the north end, and Gary/Chicago Airport (KGYG) on the south side because they are also along the shoreline and in Class D airspace (with a ceiling of 3,200 ft and 3,100 ft MSL, respectively). Speaking to those controllers may be necessary if you go that far north and south respectively.

I'll design a route north to south since that's how most people (including the helicopter air tours) do it, and especially handy if you have passengers on the right side of the airplane, but it can be flown in both directions of course. The idea is to have the city on one wing and Lake Michigan on the other.

- You can start at the VFR checkpoint called "Bahai Temple," which resembles a white acorn capping an octagonal base.
- VFR checkpoint Northwestern University is just passed it.

- VFR checkpoint Montrose Harbor (Beach) follows.
- You'll be abeam Wrigley Field and Lincoln Park.

Soon you'll see high-rise condos on Chicago's Gold Coast.

- Then, VFR checkpoint Navy Pier.
- The downtown skyline has some of the tallest and most architectural significant buildings in the country. At or above your altitude (since it's 1,451 ft high), and dominating the skyline, is the Willis Tower (formerly known as the Sears Tower), still the third tallest skyscraper in the Western Hemisphere.
- Buckingham Fountain.
- The Field Museum, the Aquarium, and the Planetarium.



The author's route of flight along the Chicago Lakefront. ForeFlight.

- Soldier Field, home of the Chicago Bears, sits across the harbor from Northerly Island, once home to the iconic and beloved GA airport, Meigs Field.

Keep an eye on NOTAMs, especially blanket stadium ones, and always, always look for other traffic. All aircraft flying in and around Chicago airspace should have ADS-B Out and, therefore, if you have ADS-B In, other aircraft should appear on your screen, but still look out your window! And even though you may be able to stay below/outside controlled airspace, I always recommend getting VFR Flight Following. Sunrise and early morning are great times to do this tour since the sun rises from the east and lights up the downtown buildings.

For more information about Air Trails and other flying destinations, visit www.airtrails.weebly.com.

Fly often and fly safe!



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), in addition to articles on pilot destinations for **Midwest Flyer Magazine**. Pilots can locate articles Yasmina has written by going to www.MidwestFlyer.com and typing "Yasmina" in the search box, or by going to the "Archives" section, then "Columns," then "Destinations."

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Airport Enthusiasts: General Aviation's Unofficial Ambassadors

by Jeff Flynn

Have you ever heard the term “Airport Enthusiast?” Maybe you have been one or are one. There is no doubt that if you have spent enough time hanging around an airport, you likely know at least one.

Airport enthusiasts are, in many cases, the foundation of general aviation. They range from people who fly and possibly build their own aircraft, to weekend flyers, to student pilots and others. The one thing they all have in common is their passion for general aviation. That passion may have developed while building their first balsawood airplane model, or from attending an airshow, or any number of things. It does not matter where the passion originated, it only matters that one acted on that passion. Many of us spend our lives wishing and hoping for inspiration. Airport enthusiasts grab life by the horns and find a way to exercise their passion. Which means they spend a lot of time at airports.

And, generally speaking, they like to talk about all things related to aviation. Those who don't talk much, still demonstrate their passion through their actions and projects.

Take the case of “Tim” (not his real name, but a real person). Tim spent every weekday working his day job. After he got off work, Tim would drive to the local airport to spend the remainder of the afternoon embracing a cup of coffee and talking about airplanes. His dedication was noteworthy because his arrival time would be so consistent that, if Tim did not show up at 3:21 p.m. each day, the rest of the local airport crowd would wonder if he may have been involved in an unfortunate event. You see, the drive time from Tim's place of work required twenty-one minutes for him to travel to the airport. It was like clockwork.

Tim is an aircraft owner, flight instructor, and all-around

nice guy. More importantly – he's like hundreds of passionate airport enthusiasts found at local public airports on any given day, ready to share his knowledge of and passion for general aviation with anyone who'll take the time to say “hello.”

Getting started in general aviation.

The point is, a lot can be learned from simply hanging around an airport to talk about flying, observe activities, and share a common passion. You may also find a new group of friends.

If you have an interest in aviation, please don't sit at home. Make the leap, drive to the airport, even if you don't currently fly or own an aircraft. There is so much to be learned from simply hanging around at the airport.

If you are not currently a pilot, yet have an interest in aviation, consider taking something called an “introductory flight.” These “Intro Flights” give you a chance to take the controls of an aircraft with an experienced instructor guiding you through basic maneuvers.

Maybe flying an aircraft is not your goal. Perhaps you would like to explore opportunities to be an aircraft mechanic, air traffic controller, or aircraft servicer. Please don't be intimidated by the fences and gates around airports. Rather, understand that those fences and gates are a necessary safety feature designed to allow airport access, while creating a safe space restricted for aircraft operations. By simply entering a smaller airport's Arrival and Departure building, you may find a new world of opportunity.

No matter which airport you enter, if you are respectful and show an interest in becoming part of the aviation community, you will likely find a welcoming and interesting group of “Airport Enthusiasts” who may take you under their wings. □

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- 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



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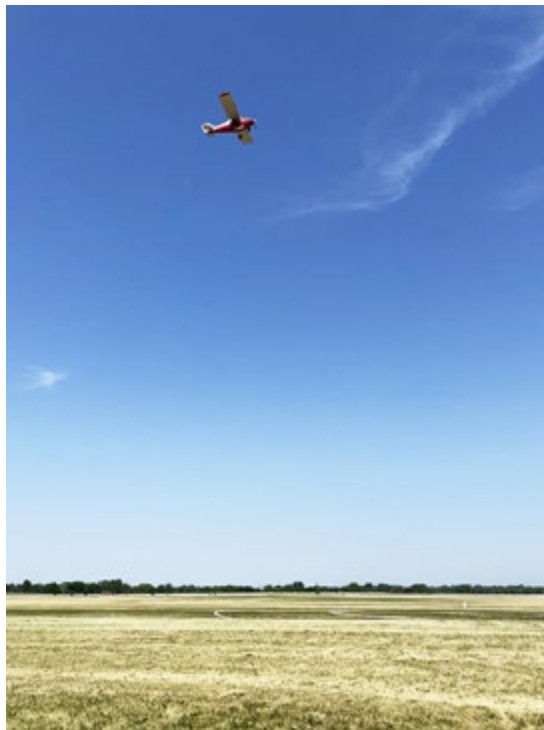
Milwaukee's Flour Bombing Contest... Precision Flying Is What It's All About!

by Dave Weiman

Experienced and inexperienced pilots alike participated in this year's "Flour Bombing Contest," June 3, 2023, at Milwaukee Lawrence J Timmerman Airport (KMWC) in Milwaukee, Wisconsin. In fact, flight instructors at Spring City Aviation, located at the airport, encouraged their students to give it a try as well.

Never having competed in the event, I – and a few other pilots flying larger aircraft – took a backseat to smaller aircraft, such as Cessna 150s, 152s, 172s, Piper Cubs, a RANS homebuilt and the like. For this competition, slower meant better, as did the ability to see below the aircraft. Low-wing aircraft were especially challenged.

Milwaukee County, which owns and operates Timmerman Airport and Milwaukee General Mitchell International Airport (KMKE), provided a grand prize of \$200.00 and free food and refreshments for participants. The prize money added to the fun, but it was the fun and challenge of the competition that lured pilots from within and outside the Milwaukee metro. This contest, as well as Milwaukee's "spot landing contest" to be held Saturday, September 9, was hosted



Todd Niles and Max Behrens drop a bag of flour over the target at Milwaukee Timmerman Airport.

Milwaukee County Airport Photo



The view from an airplane.

Milwaukee County Airport Photo



The view of the target.

Milwaukee County Airport Photo





Todd Niles, his family and copilot, await beneath the wing of his RANS S6S Coyote II for the official announcement that he was first place in the Flour Bombing Contest at Milwaukee Lawrence J. Timmerman Airport (KMWC).
Dave Weiman Photo



Second and first-place winners with their trophies: (L/R) Josh Woodard, Ayden Whitney, and Todd Niles. (Third-place winners not pictured.)
Milwaukee County Airport Photo

by Spring City Aviation to promote safety and the airport.

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

Each contestant was given two attempts to drop a small bag of flour on the target below, or as close as possible, unless their bag fell well outside the target area, like ours did. Our daughter, Stacy, accompanied me this year and dropped the bag when I gave her the go-ahead. Once the bag hit the ground, it of course broke open, but each bag was marked with the aircraft N number, so the winners could be identified.

The active runway, 4L, was used for takeoffs and landings, while we made our runs over the grass runway, 4R. Depending on inbound and departing traffic, we generally flew a lefthand pattern. The tower allowed three aircraft to be in the pattern at any one time, and the judges' decisions were final.

Officials requested that we fly at 900 feet MSL, or approximately 150 ft AGL, and no slower than 60 kts.

Pilots then taxied out in assigned groups of three to avoid congestion on the taxiway, but procedurally, there were no shortcuts. Pilots were asked to do their normal preflight checks and runups before taxiing.

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

According to Milwaukee County Airport officials, ignoring drag, flying at 150 feet, your bag of flour would take about 3 seconds to hit the ground. So, you drop it 3 seconds before you overfly the target, assuming you fly at around

90 kts. If you fly slower, the tendency to undershoot the target will increase, so you should drop it slightly later. The prevailing wind is a consideration, but does not significantly change the outcome.

One tip, though, is to make sure the bag of flour is relatively tight, so that the falling shape is as close to a smooth sphere as it can be, which keeps it from spinning away from going straight down. Airport officials provided the bags of flour, so all we had to do was write our aircraft N number on them.

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

The results were as follows:

1st Place: Todd Niles and Max Behrens of Milwaukee, Wis. – 26 feet from center.

2nd Place: Josh Woodard and Ayden Whitney of Racine, Wis. – 35 feet from center.

3rd Place: Andy Kanehl and Ron M of Waukesha, Wis. – 38 feet from center.

To watch previous flour bombing and spot landing contest videos, go to: <https://www.facebook.com/TimmermanAirport/videos/>

Many thanks to Milwaukee County Airport officials for sponsoring both the flour bombing contest, and the upcoming "spot landing contest," to be held Saturday, September 9, 2023, beginning at 10:00 a.m.; the FAA Air Traffic Controllers for helping to keep them safe events; and Spring City Aviation for hosting the contests. □

Spot landing contest!

Join us Sept 9, 2023, 10 am



Free admission! Free lunch!

Contact 414-461-3222 or visit TimmermanAirport.com for details.



And the winner is.... Todd Niles & His RANS S6S Coyote II



Todd Niles Photo

by Dave Weiman

Winning this year's "Flour Bombing Contest," June 3, 2023, at Milwaukee Lawrence J Timmerman Airport (KMWC), was Todd Niles of Somers, Wisconsin, flying his homebuilt aircraft, a 2018 RANS S6S Coyote II.

Niles is a retired civil engineer and mutual fund investor. With an early start investing, advice from fellow engineers, and lots of patience, along with several home and land deals,

he was able to retire at age 45. He's now 55. Winning the \$200.00 prize gift certificate at the Flour Bombing Contest was a nice bonus!

Niles built his Coyote II in his basement and garage. "I did everything except wiring the avionics," said Niles, who credits Steinair, Inc. of Faribault, Minnesota, for wiring the Garmin G3X panel and two-axis autopilot. The wings and everything except the fuselage were completed in his basement. The fuselage was built in his garage since it was too large to get out the back door of his house.



Todd Niles Photos





Dave Weiman Photo



Todd Niles Photo

The Coyote II is equipped with an 80 hp Rotax 912 engine, burning 87 octane auto fuel. “Thanks to the 10 percent ethanol, I never have any nuisance water in my fuel tanks.”

Since the Coyote II is an experimental aircraft, Niles can maintain the aircraft himself, so that helps to keep costs down.

Niles escapes the Wisconsin winters each year by traveling to Texas, New Mexico, Arizona, Nevada, Utah, or California, and tows his airplane in a homemade converted boat trailer behind his Sprinter van. His van was designed to look like a cargo van. It has a bathroom, shower, kitchen, recliner, 12-volt DC color TV, bed, and propane furnace.

“I’m very comfortable in the Sprinter, for up to two months. It is a stealth motorhome,” says Niles.

Niles prefers to park his van at small, rural airports, near large cities, so he can get over-the-air television reception, as local television weather reports are critical to him. He doesn’t feel that aviation weather and FAA’s 1800wxbrief are enough.

“Getting the opinion of the experienced local meteorologist is critical in an area I’ve never flown before,” he says. “They have saved my bacon a few times.”

Niles will stay at one airport for three to four weeks as a “tourist pilot” with permission from the airport manager. “So far, they’ve let me park my van and stay right at their airport, for free!”

“I don’t need any electrical plugins, water, or sewer. I just need a quiet place to park. In fact, many airports like the free 24-hour security my being there provides.”

On nice days, Niles flies and explores the countryside. On other days, he drives his van to some local tourist attractions, and hikes, bikes, and researches the area for interesting destinations. “The locals are a great source of information, and they keep me out of trouble.”

Niles uses a “Critical Judd” folding bicycle that fits in his Coyote II. So, when he flies to some other airport, he can pedal off to some Indian ruins or a restaurant or wherever.

When choosing a folding bicycle for your airplane, Niles recommends a bicycle that does not have cables. That way it

disassembles easily and can easily be stowed in your airplane.

“There is usually a grass airstrip or larger airport near every bicycle trail,” says Niles. For long trips, he brings a tent and sleeping bag and sleeps under the wing. He can often complete two bicycle trails per trip!

“I’ve ridden all of the bicycle trails in Wisconsin, Illinois, and Indiana,” says Niles. “Now I’m working on all the trails in Iowa.”

It takes about 1 1/2 hours to fold or unfold the Coyote II aircraft. Niles will find a helper at the airport when he unfolds the wings. “There’s always somebody around the airport who can help me with the heavy wings, and I make a new friend.” All fuel is drained out of the wing-tanks before folding the wings.

The 10-gallon “bomb tank,” as Niles calls it, is located on the belly of his aircraft, and he designed it himself. The tank consists of two sheet metal cooking pots Niles purchased at Big Lots department store, aluminum to wrap the tank, and lots of pop rivets. He sealed the tank with 3M fuel tank sealant from Spruce and Specialty. He uses a used Cadillac fuel pump that can pump fuel at 1 gallon per minute up to the wing tanks. In 10 minutes, the bomb tank is empty!

“It sure is nice to refuel in flight and have full wing tanks for hours at 10,000 feet,” says Niles. The Rotax 912 engine burns 3.3 gallons per hour. The bomb tank alone adds three hours to his total flight time. The Coyote II can fly for 7 hours and still have a VFR reserve upon landing.

Niles’ aircraft is equipped with a BRS parachute, just in case the engine would fail. “It’s all tall trees, canyons, steep hills, and rocky terrain out west,” he said, so having the parachute is a great safety feature.

The airplane and homemade trailer cost Niles a total of about \$100,000 and 3 years of his time. He figures it costs him about \$13.00 an hour to fly his airplane, making it very affordable! “I fly whenever I want, since the cost is so low.”

Niles, who is a “Sport Pilot,” wonders why more pilots are not “tourist pilots” like him. “I’m having the time of my life,” and so can you! □

New \$6M Solar Array Project at Abraham Lincoln Capital Airport® To Save As Much As \$350,000 Annually In Energy Costs



The ribbon cutting ceremonies for a \$6 million solar arrays system at Abraham Lincoln Capital Airport, Springfield, Illinois.

SPRINGFIELD, ILL. – Abraham Lincoln Capital Airport in Springfield, Illinois, held a ribbon cutting June 26, 2023, to celebrate the operational start-up of its \$6 million installation of a solar arrays system. Six arrays spanning across three sites provide electrical power that offsets over 90% of the electrical cost of three airports and three tenant accounts. Attending the ribbon cutting were Springfield Airport Authority Board member, Dr. Susan Shea; Executive Director of Springfield Airport Authority, Mark Hanna; Tony Broncato, President of Standard Aero, an airport tenant benefitting from the solar power; Balance Solar, a financier for the project; and Veregy, the design/build company that managed all aspects of this guaranteed energy savings project for the airport.

Tom Cleveland, President of the Illinois Public Airport Association, presented Mark Hanna with the first-ever Sustainability Award for the solar array operations and energy savings the airport has realized through this endeavor. Also, Zack Kearnan, co-founder of Balance Solar, presented a check to Mark Hanna for \$1,280,000, the portion of the project cost that Balance Solar had funded.

Veregy collaborated with Abraham Lincoln Capital Airport to design and build an energy-saving project that significantly reduces the airport's operating budget. Veregy oversaw the construction of the solar array that saves nearly \$350,000 annually. The three airport accounts are net metered by a combination of roof and ground mounted solar arrays. The other three ground mounted arrays provide a net metering solution for Standard Aero, one of the airport's tenants, and generates over 4,000,000 kWh annually. The

airport owns the entire system and provides energy to the tenant through a modification to its lease agreement. The savings are equivalent to greenhouse gas emissions from 8 million vehicle miles driven or 7,500 barrels of oil consumed each year. Also, Veregy provides all ongoing monitoring and maintenance for the solar arrays.

The Central Veregy offices worked extensively to secure the Illinois Block Grant program's solar renewable energy credits (SRECs) for project funding, along with a PPA from Balance Solar that combined, provides \$3.5 million to cover over half of the overall project cost.

This project capitalizes on efforts that the airport completed with the FAA previously in 2014 in anticipation of a solar farm that would have provided power direct into the utility grid. Now those FAA permits are utilized in a Net Metering solution for increased revenue and budgetary savings. This project is the largest airport-owned solar array for Net Metering in the state of Illinois, providing an anticipated savings of \$14.1M over a 30-year time period.

Mark Hanna, Executive Director of the Airport, states "This solar project will satisfy our goals and objectives to provide our facility with a significant new revenue source, and environmentally friendly and sustainability attributes, while deepening our relationships with our tenants and community stakeholders."

Abraham Lincoln Capital Airport (SPI) continues to show its dedication to the environment and tenants by providing a solution that not only reduces operating budgets and creates revenue, but also provides a renewable energy solution. □



Spectrum Aeromed, Fargo Jet Center Celebrate Long-Term Collaboration At EBACE 2023

FARGO, ND – Spectrum Aeromed and Fargo Jet Center (FJC) continue to strengthen their partnership in providing turnkey air ambulance solutions for customers around the world. Since 2011, both companies have worked on numerous successful projects, delivering high-quality and innovative air ambulance equipment and fully customized installations on multiple aircraft types. Spectrum Aeromed and FJC both presented their latest innovations during the 2023 European Business Aviation Convention & Exhibition (EBACE), May 23-25 in Geneva, Switzerland.

The close proximity of Spectrum Aeromed and FJC, both headquartered at Hector International Airport (Fargo, ND, USA), presents a significant advantage in efficiency and collaboration between the teams resulting in a streamlined workflow and timely project completion, all for the customer's benefit. Additionally, having both companies located at the

same airport promotes a strong business relationship, which can lead to new opportunities for innovation.

Together, Spectrum Aeromed and FJC have completed more than 30 air medical conversions benefiting operators in nine different countries, most recently including Poland and Greece. Air medical projects have impacted customers around the world, including air ambulance operators, charter operators, government agencies, and hospital programs. Spectrum Aeromed's extensive experience in designing and building customized air ambulance solutions, coupled with FJC's award-winning Part 145 maintenance repair, special missions interior design, fabrication, and completions, makes them a one-stop-shop for global customers. Collectively, they offer a complete package that includes aircraft modification, installation, and certification of air ambulance equipment as well as ongoing maintenance and support. □



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FAA Invests Nearly \$92 Million to Help Airports Reach President's Goal of Net Zero-Emissions by 2050

WASHINGTON – Airports are more sustainable because of funding from the Federal Aviation Administration. As part of nearly \$268 million in grants, about \$92 million will go to 21 airports for solar panels, electric buses, charging stations and electrification studies. Also, the agency is providing funding to help general aviation airports safely transition to unleaded fuel for piston-engine aircraft.

Solar Power funding of \$46.8 million will go to key sustainability projects, including energy saving solar power equipment and infrastructure:

- \$22.58 million to Indianapolis International Airport in Indiana to construct energy efficient infrastructure and install solar panels.
- \$20 million to Phoenix Sky Harbor International Airport in Arizona to design and construct solar parking structures.
- \$3 million to El Paso International Airport in Texas to install solar panels.
- \$600,000 to Southeast Iowa Regional Airport in Burlington to install solar panels.
- \$333,450 to La Porte Municipal Airport in Indiana to install solar panels.
- \$150,000 to Centerville Municipal Airport in Iowa to install solar panels.
- \$150,000 to Decorah Municipal Airport in Iowa to install solar panels.

An additional \$44.5 million has been awarded to airports to plan for and purchase electric vehicles and electric transportation infrastructure:

- \$16 million to Portland International Airport in Oregon to construct zero emissions vehicle infrastructure.
- \$4.8 million to Harry Reid International Airport in Las Vegas to purchase electric buses and charging stations.
- \$3.4 million to Raleigh-Durham International Airport in North Carolina to purchase zero emissions vehicles and charging stations.
- \$3.2 million to Sacramento International Airport in California to purchase electric buses.
- \$3.1 million to Salt Lake City International Airport in Utah to purchase electric buses and charging stations.
- \$5.1 million to San Francisco International Airport in California to purchase electric buses and charging stations.
- \$3 million to Pittsburgh International Airport in Pennsylvania to purchase zero emissions vehicles and associated infrastructure.

- \$2 million to McGhee Tyson Airport in Tennessee to purchase zero emissions vehicles and charging stations.

- \$1.5 million to Kansas City International Airport in Missouri to purchase electric buses.

- \$1.1 million to San Diego International Airport in California to construct electric vehicle charging infrastructure.

- \$300,000 to Gerald R. Ford International Airport in Grand Rapids, Michigan to purchase zero emissions vehicles and charging stations.

- \$590,000 to Bill and Hillary Clinton Airport in Little Rock to purchase electric buses with chargers.

- \$154,000 to Bert Mooney Airport in Butte, Montana to purchase electric vehicles with chargers.

To safely eliminate leaded aviation fuels in piston-engine aircraft by the end of 2030, Prescott Regional Airport in Arizona will receive \$243,000 to develop a plan to safely transition to unleaded fuel.

In its Aviation Climate Action Plan, the United States set a goal to achieve net-zero greenhouse gas emissions in the aviation sector by 2050. To help to achieve this goal, the FAA has awarded:

- \$100 million to research and scale fuel-saving technologies and noise reductions;

- \$327 million to electrify airport gate equipment and vehicles; and

- \$35 million for universities to help build sustainable aviation fuel supply chains and develop new software capability to reduce fuel burn and taxi time.

You can find more information about the FAA and its environmental efforts at its Sustainability page and its list of accomplishments for 2022 here.

Today's funding is part of the Airport Improvement Program (AIP) Supplemental Grant Program. □

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Avfuel Welcomes The Ohio State University Airport To Branded Network

COLUMBUS, OHIO – The Ohio State University Airport (KOSU) joined the Avfuel-branded network effective July 1. The partnership unites the leading independent supplier of aviation fuel and services with the university's aeronautics and aviation campus, a general aviation reliever for John Glenn Columbus International Airport.

"KOSU is a multifaceted facility and an important presence in its region," Joel Hirst, senior vice president of sales for Avfuel, said. "We're proud to raise the Avfuel sign in this key Central Ohio location, not far from where modern aviation began, to fuel the next generation of aviators."

One of just three airports owned by top-tier universities nationwide, KOSU supports the development of future aviation professionals in a variety of career paths. KOSU is located seven miles from Ohio State's campus and 10 miles from Columbus' vibrant downtown business district.

As Central Ohio's premier executive airport and the fourth-busiest field in the state, KOSU offers a full-service FBO inside the soaring, atrium-style terminal. Its first-class amenities include a pilot's lounge, relaxing day rooms and a

welcoming indoor observation deck. KOSU staff is NATA Safety 1st-certified and will also take advantage of the online Avfuel Training System.

Mark Fletcher, general manager of the FBO and manager of airport services, said he looks forward to working with Avfuel and its robust offerings.

"This whole airport is a classroom, so the fuel safety training Avfuel makes available is a value-add for our staff and student employees," Fletcher said. "And of course, Avfuel Contract Fuel will be a benefit for many of the university's collaborators and corporate partners visiting the campus."

Other benefits include competitive fuel prices, lucrative AVTRIP rewards and streamlined transactions with the Avfuel Pro Card.

The Ohio State University Airport serves as a hub to regional industry members, a learning lab for future aviation professionals and a core facility for university research. Since 1942, KOSU has grown to be a nationally recognized leading general aviation facility (www.osuairport.org). □





Gulfstream Invests Additional \$28.5 Million To Expand At St. Louis Downtown Airport

Gulfstream has announced a further expansion of operations at its completions facility at St. Louis Downtown Airport (KCPS) in Cahokia, Illinois. Coming on the heels of last year's expansion at the center, this latest \$28.5 million improvement is a result of the airframer's tax credits through the Illinois Economic Development for a Growing Economy (EDGE) program. The agreement calls for significant capital investment by Gulfstream, resulting in the addition of 200 jobs and the retention of nearly 500 positions.

Through the introduction of new equipment and tooling, the facility—one of the airframer's major completion centers along with the company headquarters in Savannah, Georgia; Appleton, Wisconsin; and Dallas, Texas—will have a greater capacity for exterior aircraft painting, cabin furniture installations, avionics integrations, and other tasks required for customer deliveries straight from the KCPS location.

When completed, the facility's footprint will total more than 642,000 sq ft.

This latest round of growth will also add career opportunities for skilled labor in avionics, interior installations, structures, and testing, along with procurement, parts management, customer service, and engineering. To help fill that demand, the manufacturer is partnering with local educational institutions including East St. Louis Senior High School, Cahokia High School, and the Center for Academic & Vocational Excellence in Belleville, Illinois.

"As we continue to experience extraordinary demand, we are implementing strategic investments in our people and places," said Gulfstream President Mark Burns, who added that St. Louis has a deep aviation history. "We look forward to offering these expanded capabilities to Gulfstream customers from around the world, so they can experience firsthand the region's talented workforce and artisans." □



Wisconsin Has Brodhead... Minnesota Has Buffalo

by Dave Weiman



EAA Chapter 431 in Brodhead, Wisconsin hosted its annual "Great Pancake Breakfast," May 21, 2023.

Two great Midwest airports are Brodhead in Wisconsin (C37), and Buffalo in Minnesota (KCFE), hosts of great aviation events. Brodhead is home of EAA "Cheeseland" Chapter 431, and the airport hosts a myriad of aviation events, including the chapter's annual pancake breakfast fly-in, this year held May 21, 2023; the annual Pietenpol/Hatz Fly-In, this year held July 20-23, 2023; the Midwest Antique Airplane Club Fly-In, September 7-10, 2023; and the annual Skiplane Fly-In, held in February, which I attended and reported on earlier this year. Brodhead is also home of the Kelch Aviation Museum (<https://www.kelchmuseum.org/>).

Mike Weeden is President of EAA Chapter 431, Ben Johnson is Vice President, Larry Clements is Secretary, Sue Faville is Treasurer, and Brian Terry, Bill Weber, and Ron Zweifel are directors.

I was able to fly into Buffalo for the Minnesota Pilots Association's (MPA) "Great Minnesota Aviation Gathering" (GMAG) on Saturday, May 20 (the event was held May 19 and 20, 2023), and to Brodhead for EAA Chapter 431's "Great Pancake Breakfast" on Sunday, May 21.

The Great Minnesota Aviation Gathering featured educational sessions and a variety of aviation-related vendors. Its "Hangar Flying" sessions covered a broad range of timely topics, including VFR and IFR flight operations, preflight

considerations, seaplane operations, aviation medicine and medical certification, engine maintenance, flightseeing, U.S. Forest Service and DNR flight operations, experimental aircraft building, local and state governments, and much more!

The event attracts excellent speakers, among them AOPA President Mark Baker, who is originally from Minnesota; AOPA Regional Representative Kyle Lewis; and FAA Flight Standards District Office and Minnesota DOT Office of Aeronautics officials.

I learned to fly in the Twin Cities metro where Buffalo Municipal Airport (KCFE) is located, so I am very familiar with the area and air traffic control there, which I rate as one of the best!

Key organizer, Randle Corfman, President and Founder of the Minnesota Pilots Association, provided ample details on flying in, which are good reminders for all of us when we venture away from our home airports:

1. Check NOTAMS that may apply to KCFE.
2. Be sure to BRING YOUR OWN TIEDOWNS!
3. For those who wish to tie down in the grass, be sure to bring your FLYTIES, CLAW or other devices for tying down.
4. For those who wish to camp at the airport Friday night, please do not plan on open fires. A fire pit with firewood will be provided in a designated area. "Porty Potties" will be available for your use.

The 2023 Great Minnesota Aviation Gathering



Doug Evink, President & CEO of Tanis Aircraft Products, now a Hartzell Aviation Company.

Dave Weiman Photo



Representing Northpoint Aviation in Brainerd, Minnesota, was (L/R) Gabriel Bagstad and Kevin McGuire.

Dave Weiman Photo

5. Please note that it is important to secure your own aircraft.

All fly-ins, especially in the Midwest, have EAA AirVenture in Oshkosh, Wisconsin, and the Antique Airplane Association Fly-In in Blakesburg, Iowa, as model fly-ins to emulate.

Membership in the Minnesota Pilots Association is required to attend the Great Minnesota Aviation Gathering, and depending on the event held in Brodhead, membership is required and limited to members of the respective sponsoring organization. For details, checkout their websites: <https://mnpilots.org/> and <https://www.eaa431.org/>

You know aviation is strong when you have organizations



Jared Wedel and Darlene Dahlseide of the Minnesota DOT Office of Aeronautics.

Dave Weiman Photo



The Metropolitan Airports Commission was promoting its reliever airport system.

Dave Weiman Photo

like EAA Chapter 431 and affiliate organizations at Brodhead, and the Minnesota Pilots Association in Buffalo.

The mission of the Minnesota Pilots Association is to promote and protect aviation in Minnesota through advocacy, education, outreach, and social activities. The association firmly believes that a healthy aviation community is an invaluable asset to the state of Minnesota. Members and volunteers join to act as the voice of pilots, aviation enthusiasts and supporters of aviation in the state.



Representing Academy College were Jake Rosholt and Andrea Santos.

Dave Weiman Photo



(L/R) Randy Corfman thanks GMAG host and airshow performer, Mike Wiskus, for his support of the event and the Minnesota Pilots Association, of which he is a founding member.

Dave Weiman Photo



Recipients of FAA's Wright Brothers Award.

Dave Weiman Photo

In addition to Randle Corfman, who is President of MPA, Grant Wallace is Vice President, Michael Bergeson is Treasurer, Daisy Saenz is Secretary, Patrick Halligan is

Scholarship Director, and Paul Jackson is Government Affairs Director. Directors include Steve Thibault, Mike Wiskus and Jason Jensen. □



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Scott Air Force Base Partners With Community To Host First Airshow In 5 Years

Chris Bildilli Photos

SCOTT AIR FORCE BASE, ILL. – For the first time in five years, Scott Air Force Base opened its gates to the community, May 13-14, 2023, for a full weekend of airshow performances and educational activities for children of all ages, plus a sneak peek into the lives of airmen who currently serve.

Hundreds of partners on and off base worked together since 2021 to plan every detail of this massive community

event. Airmen took on extra responsibilities outside of their daily jobs to get the details right – all the way from parking and traffic flow, contracting, budget spending policies, sponsorships and donations, kids zone activities, airshow performers, static displays, concessions, safety, emergency support and more.

“None of this happens without community support.

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MidwestFlyer.com
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Chris Bildilli



Opening the gates of an otherwise restricted military installation allowed us to welcome the public from the surrounding region to see what their taxpayer dollars are contributing to, how the U.S. Air Force gets the mission done in their local area, and the reality of the daily accomplishments of the men and women who serve here,” said Col. Chris Robinson, 375th Air Mobility Wing

Commander. “We are lucky to be part of such an incredible community, and it was our honor to host (residents) for a demonstration of air power!”

Scott’s last airshow in 2017 marked its centennial year. The base tries to host an airshow about every two years if able, and the COVID pandemic response prevented an airshow until now. Team Scott is filled with active-duty military

members who move in and out quickly, but who offer fresh insight to strengthen the continuity of those who have planted their roots in the local area. Together, they built a solid foundation from which to brainstorm, plan and execute a successful airshow for the community.

The airshow performer line-up featured the U.S. Navy Blue Angels, Tora Tora Tora, Red Bull Team Chambliss, F-22 Demo Team, Randy Ball's MiG-17, a P-51 Heritage Flight, and the United States Air Force Academy Wings of Blue parachute team.

Team Scott also supports the next generation of leaders interested in going into STEM career fields. Part of the "STEM Expo" held featured a 'recruiting village' composed of career fields around base. Career fields and opportunities, like the explosive ordnance disposal team, and the Scott AFB Honor Guard, educated community members, as well as future airmen, about opportunities the military offers.

Airmen also acted as subject matter experts for more than 20 static aircraft on the flightline, including many of Air Mobility Command's assets like the command's newest air refueler, the KC-46 Pegasus. Other mobility aircraft were also displayed, including a C-40, KC-135 Stratotanker, C-130 Hercules, C-5 Galaxy, KC-10 Extender and C-21.

Lt. Col. Adam Wallace, the airshow director, said, "This is Team Scott's love letter back to the community. It's a 'thank you' and a 'come join us' message that we're trying to send."

One of the main things that was fueling this airshow since day one was the determination of organizations across the base, as well as the local community, to create an exciting, safe, and successful airshow and expo.

Ground logistics teams worked around the clock to organize the layout of the event for more than 40 vendors, and everything from static displays to the U.S. Air Force Band of Mid-America's performances.

The deputy ground boss, Maj. Aaron Hughes, added, "We have taken best practices from other installations that have recently done airshows and adapted those practices to fit Scott AFB best."

The ground logistics team, consisting of more than 150 people from every unit within the 375th Air Mobility Wing, split into smaller Multi-Function Teams to successfully plan and execute airshow operations.

For example, to ensure there was minimal frustration while entering and leaving the base, the MFTs have contracted parking passes for the limited parking spots on base and encouraged attendees to use the Metrolink services and shuttles, rather than driving. Members also worked with the Illinois State Police Department to ensure people drove safely on the highways near the event.

The Transient Alert Team (TAT), led by Bill Murphy of T-Squared Services, met each plane as they landed and directed them to their designated parking spot.

"It's like we set up a symphony," said Murphy. "We gathered all the pieces together and tried to make it a fantastic show."



Each aircraft had special requirements that had to be considered during their arrival, as well as throughout the airshow. Intertwining like gears of a clock, TAT worked together with the Air Traffic Control Tower and ground logistics team, to ensure a seamless flow of information and execution for almost every aspect of the airshow.

While Team Scott has invested hundreds of hours to plan the airshow and STEM Expo, an equal amount was put into safety and emergency response efforts months in advance. Alongside airmen, local fire departments and Emergency Medical Technicians, worked side by side during the airshow, and were ready at a moment's notice.

All of this attention to detail and teamwork from Team Scott in the months prior added up to a one-of-a-kind airshow for the community to reach the next generation.

Wallace said, "I was the kid at airshows, just absolutely in awe, and I took that with me through my entire childhood, into college and into ROTC. Those memories you make at the airshows, they matter. If we provided that moment to one child and inspired service in them, our mission was accomplished." (www.scott.af.mil)

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EAA/Morey Fly-In Breakfast 2023

Roger Stuckey of Madison, Wisconsin, made his “Acroduster Too” aerobatic biplane available for the public to view July 9, 2023, at Middleton Municipal Airport – Morey Field. EAA Chapter 93 and Morey Airplane Company held their annual pancake breakfast that day, serving thousands of quality meals of pancakes, cinnamon buns, eggs, sausage, and beverages.

“I’ve never seen this many aircraft on the ramp at any one time,” said Richard Morey, manager of the airport that bears his family’s name. Morey’s grandfather, Howard Morey, established the airport in 1942, which today features a 4001 X 100 ft. paved runway, and a 1780 X 120 ft. grass crosswind runway.

The fly-in featured aircraft on display, and local fire, rescue and police vehicles and personnel. The annual event is good PR with the community and promotes aviation.

The Acroduster Too is an American two-place, homebuilt, aerobatic biplane, stressed to plus or minus 9g. The aircraft was introduced in 1971, and there are plans and some parts available at Aircraft Spruce & Specialty.



Dave Weiman Photo

The aircraft is described as having a sharp stall, and capable of keeping its wings level using rudder only. The Acroduster Too has a shorter wingspan and length, and larger ailerons than the Starduster Too SA300, and a stronger tail. The aircraft is constructed of steel tubing and spruce wing spars. Ribs are plywood with cap strips. The aircraft is fabric covered. □

EAA, Boeing extend agreement for collaboration at EAA AirVenture Oshkosh

OSHKOSH, WIS. – The Experimental Aircraft Association has extended its Platinum-Level sponsorship with The Boeing Company.

EAA’s relationship with Boeing dates back to 1989 and Boeing’s presence has grown into one of the largest vendor footprints on the AirVenture grounds.

With this 3-year agreement, Boeing will retain the naming rights of Boeing Plaza, and continue its commitment to provide AirVenture admission at no cost to all youth attendees 18 and younger. Other components include Jeppesen and ForeFlight product representation in the Pilot Proficiency Center, management of the Airline Crew Check-in, Presenting Sponsor of WomenVenture, and continued

support of KidVenture.

Commenting on the renewed agreement with Boeing, Jack Pelton, EAA CEO/Chairman said, “Boeing’s involvement with EAA and AirVenture means more people can engage with aviation at Oshkosh.” Pelton continued, “Boeing’s support of our free youth admission allows families to enjoy our event and discover flight, while EAA WomenVenture inspires women to pursue their dreams, and Boeing Plaza is known worldwide for a gathering of airplanes seen nowhere else but Oshkosh.”

“AirVenture is not just a general aviation event; the commercial, business and military representation is massive, which makes it a perfect venue to showcase our diverse collection of Boeing products and services,” said Brad Surak, vice president of Digital Aviation Solutions for Boeing’s Global Services business. Surak continued, “EAA is an organization with impressive global reach, and our collaboration is important on many levels. AirVenture is a platform that allows us to do many things – from assessing market interest of new products to inspiring the next generation of aviation professionals.” □

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Spot On: SIU's Saluki Aces Finish Second In 2023 Air Race Classic

by Pete Rosenbery

CARBONDALE, ILL. – Trusting their instincts and making smart decisions to overcome difficult weather paid off for Southern Illinois University Carbondale Aviation's Saluki Aces Meadow Boden and Graci McDaniel. The pair finished second – both overall and in the collegiate division – of the 46th transcontinental Air Race Classic – the four-day, 2,334 nautical mile journey from Grand Forks, North Dakota, to Homestead, Florida, June 20-23. The 2023 event, which honors female aviators, featured 41 teams of competitors of all ages and experience levels this year, including 14 universities.

Racing with a unique handicap and against their own best time, Boden and McDaniel made several decisions during their journey that helped propel them to SIU's second-highest overall finish in eight years of competing. A team from SIU won both the overall and collegiate title in 2015. Results are available on the Air Race Classic website. McDaniel, of Pinckneyville, Illinois who earned her bachelor's degree in aviation management in May, had hoped to at least finish third in the collegiate category as Boden and her teammate, Abby Lee, did in 2022.

"Sitting at the awards banquet, we were in shock that we did as well as we did," she said. "I was never expecting to be in the top 10 of all the racers. We ultimately just focused on not getting penalties and doing our best. I'm still in shock, and it is a major highlight of my life. We couldn't have done it without each other, and we are so proud to be Salukis!"

Competitors included trainees on Boeing 777s, retired air traffic controllers, fixed base operators (FBOs), airport owners, and collegiate teams. Competing against women of these different backgrounds is one of Boden's greatest experiences.

"Placing second among the 41

teams showed that no matter your background, you really can do anything," said Boden, of Bushnell, Illinois, a 2022 SIU graduate and certified flight instructor in the program.

Weather Posed Challenges

The biggest challenge while flying more than 30 accumulated hours was weather. The race's goal is to beat your own handicap, "which was extremely difficult with the amount of wind we had to encounter," and major concerns of

Southern Illinois University Flying Salukis Continues Success in National Competition!



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*NIFA = National Intercollegiate Flying Association

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afternoon thunderstorms in southern Florida, Boden said. The team faced “huge headwinds all week,” along with storms in Alabama and Florida, said McDaniel, noting the “smart decisions by flying as low to the ground as they could legally and safely and examining the convective weather carefully.”

“The night before the race deadline, we decided that we would be pleased with simply completing the race. Waiting around for a line of thunderstorms to go through, then quickly making the decision to complete the next leg before more storms came, was very challenging but ultimately paid off,” Boden said.

Finding hotels was another challenge, with McDaniel noting that one night they stayed with one of the Auburn University teams in a hangar generously provided by a volunteer at one of the stops.

More Than Just A Race

McDaniel and Boden said they made meaningful connections and friendships with other race participants, event officials and volunteers that will last a lifetime. The event will “always be a home away from home for me,” said McDaniel, adding she gained “an invaluable amount of aviation skills flying over a good chunk of the United States.”

Boden said the race is “so much more than the competition itself,” predicting that she will likely cross paths with many of the women in the future.

“I am so grateful that Meadow was my partner. We worked as a great team to accomplish what we did. We trusted our guts and collaborated to end with a finish that we were not expecting,” McDaniel said, again thanking the aviation program and aviation maintenance and flight line crew for their work.



(L/R) SIU Aviation's Graci McDaniel and Meadow Boden finished second, both overall and in the collegiate division, of the 46th transcontinental Air Race Classic.
Photo by Russell Bailey

Another Example of Program Excellence

José Ruiz, professor and School of Aviation director, said the work by Boden and McDaniel “speaks to the high level of expertise possessed by our students and flight instructors. It also reflects very positively on the caliber of flight instruction associated with the SIU aviation flight program.”

“The School of Aviation is committed to promoting diversity and inclusivity among our student body, instructional staff members and support staff. National recognition of this type showcases and reinforces that commitment.”

This summer, there are 554 undergraduate students in the School of Aviation's three programs – aviation flight, aviation maintenance and aviation technologies, with 90 of those students being women. Ruiz anticipates both numbers will increase in the fall. □

Arrowhead Eagles Awards 2023 Scholarships



(L-R) Arrowhead Eagles board member, Rodney Roy, and president, Mike Raymond, with scholarship recipient Vaughn Swindlehurst, and fellow Eagles board member, Tim Norman, at CKC-Grand Marais/Cook County Airport, Grand Marais, Minn.

GRAND MARAIS, MINN. – The Arrowhead Eagles at CKC-Grand Marais/Cook County Airport, Grand Marais, Minn., has presented its 2023 Aviation Scholarships to Vaughn Swindlehurst and Jordan Ekroot.

Swindlehurst received a \$2,500 award that he will apply towards his goal of earning a private pilot certificate, in his quest to become a commercial pilot.

Ekroot received a “continuation grant” to help him acquire his transitional fixed-wing rating. Ekroot is a licensed helicopter pilot



(L-R) Arrowhead Eagles President Mike Raymond with scholarship recipient, Jordan Ekroot, and Eagles board members, Rodney Roy and John Barton, at CKC-Grand Marais/Cook County Airport, Grand Marais, Minn.

and is working towards his commercial fixed-wing pilot certificate.

The Arrowhead Eagles is a non-profit 501(c)(3) organization with a mission to support Cook County Minnesota's airport and aviation tradition through promoting aviation events, airport enhancements, youth-oriented activities, and opportunities, and to encourage community use and a friendly atmosphere at the Cook County/Grand Marais Airport. This is the third year the organization has offered scholarships to local residents. Funds are raised through donations, endowments and the annual fly-in/drive-in pancake breakfast. For more information contact Mike Raymond, Eagles President, or Rodney Roy, Vice President, at [218-387-3024](tel:218-387-3024). □

MATA Scholarship Recipient, Ashley Tingley, Soloed!

ST. CLOUD, MINN. – Ashley Tingley does not come from a family of pilots, and she was working as a welder in Austin, Texas, when she chose to visit the airport. As she circled

the airport in her car, she decided to stop by a cargo facility where she interviewed for a cargo handling position with American Airlines. The excitement of working in aviation

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

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Ashley Tingley

sparked her interest to learn to fly! She currently works for St. Cloud Aviation at St. Cloud Regional Airport performing line duties, and is taking flying lessons there from the owner, Bill Mavencamp Jr.

Ashley soloed on June 6th in a Cessna 152, and says it was the absolute greatest learning experience she has ever had and looks forward to getting her private pilot certificate.

She also mentioned that she is very thankful to the

Minnesota Aviation Trades Association (MATA) for giving her a start to become a professional pilot!

Ashley received a \$1,000.00 scholarship from MATA on April 27, 2023, which she could use for flight training at any MATA-member flight school.

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



Amy Squitieri Named Mead & Hunt COO/President

Amy Squitieri has been selected as Mead & Hunt's next Chief Operations Officer (COO)/President. In this role, Amy will help lead the firm toward its strategic goals and vision, helping Mead & Hunt become a future-ready firm today.

Amy has been with Mead & Hunt for 30 years and has held many roles throughout the company. Upon joining the firm, Amy established a dedicated Cultural Resource Management (CRM) practice that fit seamlessly within the firm's legacy of infrastructure design work. Since then, the practice has grown significantly in size and services. Most recently, Amy has served as the Environment and Infrastructure Group Leader since 2007, greatly expanding the company's water practice and leading multidisciplinary staff to deliver engineering and technical services to clients nationwide. Amy's business operations, client relationships, and people development skills have helped the business grow significantly both organically and through mergers and acquisitions. Her proven ability to take calculated risks necessary to enter new markets and geographies have shown her to be an ideal champion for Mead & Hunt's strategic pursuit of growth. This skillset will be invaluable as the firm continues to grow into new markets and geographies.

In addition to her leadership roles in the company, Amy has been actively involved in numerous initiatives and projects that move both Mead & Hunt and the architecture, engineering, and construction (AEC) industry forward. Amy has spearheaded Mead & Hunt's Foresight + Innovation + Technology (FIT) initiative, which helps to navigate potentially disruptive changes in the AEC industry through advancing technology, innovation, and market growth. She sponsored Project Confluence, an employee-driven program dedicated to learning new approaches for equitable infrastructure that supports Mead & Hunt's position as an industry leader in innovation and ESG. In addition, she



Amy Squitieri

serves on the board of Engineering Change Lab-USA, a non-profit organization dedicated to unlocking the full potential of engineering for the benefit of society.

Amy has a clear vision for how to lead Mead & Hunt into the future. She says, "As we move forward, culture will be front and center. This means talking to people, understanding perspectives, listening, taking feedback, and aligning everyone around a common vision. This will allow us to continue to attract the best talent and provide exceptional solutions to clients as our markets evolve."

Andy Platz, Mead & Hunt CEO and Board Chair, echoes this sentiment, stating, "I have worked with Amy for the past 30 years and seen her leadership skills in action as she has led us through multiple acquisitions and strategic growth initiatives. I am excited to work with Amy as COO/President, and I have no doubt that great things are in store for our firm, industry, clients, and the communities we serve." □

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New Exhibits At EAA Highlight WWII Draftsmen & The Career of Mike Melvill

OSHKOSH, WIS. – The EAA Aviation Museum is seeing some updates as two new exhibits have opened. One exhibit focuses on the work of drafters who played a pivotal role in designing some of the most iconic aircraft of World War II (WWII). The other exhibit showcases the career of Mike Melvill, the first commercial astronaut.

The Telling Gallery in the Eagle Hangar is the home of AirCorps Aviation's traveling exhibit titled "Drafting: The Art of Aircraft Engineering in WWII." The exhibit provides a detailed look at the process of drafting aircraft designs during WWII. Original drawings from the Ken Jungeberg Collection are displayed across the exhibit showing detailed depictions of some of the



The Telling Gallery in the Eagle Hangar is the home of AirCorps Aviation's traveling exhibit titled "Drafting: The Art of Aircraft Engineering in WWII."

war's most iconic aircraft, such as the B-25 and P-51. The Telling Gallery is sponsored by Fred and Barbara Telling.

To make room for the exhibit, WASP: Women Flyers of WWII has been moved to a new permanent location in the Eagle Hangar by the Link Trainer. The exhibit highlights the heroic women pilots who served their country by flying military aircraft to bases around the world.

The museum's other new exhibit focuses on Mike Melvill and his accomplishments over his career. Melvill is most well-known for flying the Scaled Composites "SpaceShipOne," an experimental spaceplane, on its first flight into space. The flight made Melvill the first commercial astronaut. Included in the exhibit are a pair of "astronaut wings" that were given to him by the U.S. Department of Transportation, his Robert J. Collier Trophy and Medal, and the horseshoe pin that was his good luck charm from his wife, Sally. The exhibit opened June 23rd and is located in the SpaceShipOne exhibit near the Eagle Hangar entrance.



A replica of Joe Engle's X-15 flight suit.

The Engle Collection, located adjacent to the Wright Flyer replica, has a new addition as part of the exhibit. A replica of Joe Engle's X-15 flight suit is now on display. The suit was made by Hollywood prop and costume maker, Ryan Nagata, and includes lakebed dirt from Edwards Air Force Base to make the boots look worn. The suit adds to the collection of personal archives donated by Joe and Jeanie Engle from their careers in the aerospace industry.



Mike Melvill
Dave Weiman Photo



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Wes Miller of Wisconsin Aviation

(March 8, 1949 - May 18, 2023)



(L/R) Wes Miller, Linda Miller, Jodi Miller Maroney, Krys Brown, and Jeff Baum.
2008 Photo by Dave Weiman

Weston (Wes) Floyd Miller was born in Sidney, Nebraska on March 8, 1949. After a long two-and-a-half-year battle with cancer, he entered Eternal Life at his home on May 18, 2023. Wes attended

the University of Nebraska and obtained a degree in Animal Science and Ag Econ. He enjoyed a very successful and fulfilling career where he worked in the animal feed industry for 20 years. He purchased Foot-so-Port Shoe Corp and started Clown-so-Port, then started Oconomowoc Business Center. From there he went on to his dream job at Wisconsin Aviation in Watertown, Wisconsin. Wes started flying in 1975 on a grass strip in Galesburg, Illinois and loved airplanes. He was also a talented metal artist.

Wes married Linda Teague on May 31, 1969, in Lodgepole, Neb., and they raised three children: Jasen, Jodi and Jonathan. Wes is survived by his wife, Linda; their children, Jasen, Ixonia, Wis. and Jonathan (Kristy Janny), Oconomowoc, Wis.; and grandchildren, Trintge and Gracie, and son-in-law, Jon Maroney. Wes is preceded in death by his daughter, Jodi Miller Maroney.

Family was always the most important aspect of Wes' life. The last eight years he took such joy in granddaughter Gracie, who loved her Grampy and was always his helper. Everywhere he lived he was involved in his church, the community, sporting events for his children, and always helping others. Wes knew no strangers, and was dearly loved by all.

In lieu of flowers, memorials to Oconomowoc Cancer Center, AngelsGrace or Wisconsin Aviation via the "Wes Miller Flying Scholarship Fund" (1741 River Dr., Watertown, WI 53094) are appreciated. □

Former Illinois Aeronautics Director, Hugh Van Voorst

(October 5, 1934 - July 5, 2023)



Hugh Van Voorst

Hugh Edward Van Voorst, 88, passed away at his Union Hill, Illinois home, July 5, 2023. Van Voorst was born Oct. 5, 1934, in Union Hill, the son of Gilbert and Eileen Van Voorst. In 1956, Hugh graduated from the University of Illinois with a bachelor's degree in business. He married the love of his life, Anita, on Feb. 27, 1960. The two were lifelong

companions and friends for 59 years. The couple had three children: Grant, Beth, and Jill Van Voorst.

Van Voorst worked running Van Voorst Lumber Company and started and operated Vanfab metal fabrication while working as a pilot for United Airlines. He was a dedicated member of the community and served as mayor of Union Hill for 40 years. Van Voorst's other endeavors included serving on the Kankakee Community College board for 34 years, including serving as its president; serving as the Director of Aeronautics for the State of Illinois; owning and operating 17-47 Bowl in Dwight; and being an active member of the Kankakee Farm Bureau. Other endeavors included waterfowl hunting and wetland conservation.

Among the aircraft Van Voorst and his businesses owned and personally flew were a Cessna Citation II and Cessna Mustang.

Survivors include his sister, Barbara; children, Grant (Susan), Beth and Jill (Gregg); two grandchildren, Clara Lennae Van Voorst and Emma Grace Van Voorst; his nieces, LeAnn (Scott) Anderson and Lori Nelson; and many friends. Preceding Van Voorst in death were his parents; his wife, Anita; and brother-in-law, Bill Bumpous. Hugh Van Voorst will especially be remembered for his devotion to his family, his passion for aviation, his dry sense of humor, and his fiery spirit. □

Well-Known Minnesota Flight Instructor, Anders Christenson

(September 1, 1929 - May 21, 2023)

"For once you have tasted flight, you will walk the earth with your eyes turned skyward, for there you have been and there you long to return."
Leonardo De Vinci



Anders Christenson

On May 21st, 2023, well-known flight instructor, Anders Christenson, 93, returned to the heavens. He was born on September 1, 1929, in Elbow Lake, Minnesota and after high school, he enlisted in the U.S. Army and served in the First Cavalry Division during the Korean War. His service and heroism earned him a Bronze Star and five Battle Stars. After the war, he took advantage of the GI Bill and received his teaching degree from Macalester College

in St. Paul where he met his wife of 67 years, Mary Jean. During this time, he also earned his pilot certificate, which was a lifelong dream and passion.

In 1958, Anders became a flight instructor, and in 1965, the chief flight instructor for Thunderbird Aviation at Flying Cloud Airport in Eden Prairie, Minnesota. Anders achieved many accomplishments during his aviation career. He has published many articles in aviation journals, conducted over 9,000 flight tests, obtained over 30,000 hours of flight time, and has been inducted into the Minnesota Aviation Hall of Fame and National Flight Instructor Hall of Fame.

Anders spent his later years flying and working with his son modifying their Cessna 182 amphibian. His knowledge helped improve their airplane with every modification, big or small, making their airplane the envy of all who came to call.

Anders Christenson was preceded in death by his parents, Theodore and Agnes Christenson and siblings, Ansel Christenson, and Darlene Huseh. He is survived by his wife, Mary Jean Christenson; son and daughter-in-law, Charles and Sandra Christenson; sister, Gloria Witt; granddaughter and grandson-in-law, Britney and Moses Nguyen; and four great grandchildren, Mary Ellen, Evelyn, Julius Charles and Vivian. □

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2023 ARC Air Derby Dates Announced

The Air Race Classic is excited to announce the dates for the 2023 ARC Air Derby

- Registration opened July 3, 2023.
- Derby fly dates will be Friday September 29, 2023, through Sunday, October 8, 2023.
- Virtual Awards Banquet will be Friday, October 13, 2023, at 7:00 pm EDT.

THE 2023 FIELD IS SET!

As of April 6, 2023, registration for the 2023 Air Race Classic is closed. The racer field now shows the following:

- 44 teams and 101 racers.
- 19 teams representing 15 universities with 45 collegiate racers: Auburn University, Indiana State University, Jacksonville University, Kansas State University Poly, Kent State University, Lewis University, LeTourneau University, Liberty University, Middle TN State University, MN State University Mankato, Ohio State University, Purdue University, SIU Carbondale, University of ND, and Western Michigan University.
- 4 EDMA Teams; UND, Liberty (2), MN State University Mankato.
- 2 teams with family members.
- 66 new racers.
- 19 first-time teams.

ANNOUNCING A NEW CLASS OF EDMA!

Do you fly a plane that limits flying at full throttle for more than take-off? Do you fly an airplane that has a fixed-pitch prop with advanced avionics? The ARC is calling them EDMA (electronic data monitoring aircraft). Are you prevented from flying in the Air Race Classic due to these limitations? The Board of Directors of the Air Race Classic has been diligently working on a solution for you! After lengthy testing in limited models of airplanes, the Air Race Classic believes it has the solution for some of these issues.

If you have either a Cessna 172S or Piper Archer P100 equipped with a G1000 or similar equipment, you can now participate in the Air Race Classic! ARC will need to have access to the aircraft data logs from the handicap flights and race legs with the schools or owners providing a clean SD card for those particular flights. A handicap flight will need to be flown twice – at 2500 RPM and 2600 RPM. The race would be run at 2500 RPM (according to this year's racers, that's not as easy as it first sounds!). Cash and other prizes will be awarded for top scoring teams!

At this time, ARC will be limiting the number of airplanes that would be able to fly under these rules because of the processing requirements at the end of the race.

ARC is still gathering data on other airplanes that have speed limitations in order to incorporate them into the race.

If you fly a plane with speed limitations other than the Cessna 172S or Piper Archer P100, and it has electronic monitoring such as the G1000, you can help officials gather data by flying in the non-competition class and sharing your data with them.

For additional information about this new program, contact Alicia Sikes at sikesa@gmail.com and Lorraine Denby at ldenby@gmail.com.

ARC ORGANIZATION

The Air Race Classic Board of Directors is a diverse group of volunteers who work year-round to plan and organize each year's race. Each board member donates personal energy, time, and resources to continue and enhance the traditions of the Air Race Classic. They cover all their own expenses related to the race and any associated meetings.

Members of the ARC board are bound by a code of conduct and a B-10d Code of Ethics. These codes dictate the behavior expected of board members as they interact with other members of the board and with those outside the organization, and set out principles to mitigate conflicts of interest when board members are racing or serving as race officials. Board member adherence to these codes is taken very seriously, and a member can be removed for non-compliance.

The ARC board is comprised of 11 directors plus assistant directors, with support from past presidents, former directors, and a host of volunteers across the country. New members are invited to join the board based on the needs of the organization.

ARC EXECUTIVE BOARD

- President, Lara Gaerte - Fort Wayne, IN
- Vice President, Donna Harris - San Juan Capistrano, CA
- Secretary, Sherry Kandle - Boise, ID
- Treasurer, Linda Evans - North Wales, PA
- Safety Officer, Lin Caywood - Frederick, MD

ARC DIRECTORS

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- Director, Lorraine Denby - Berkeley Heights, NJ
- Director, Linda Evans - North Wales, PA
- Director, Lara Gaerte - Fort Wayne, IN
- Director, Donna Harris - San Juan Capistrano, CA
- Director, Sherry Kandle - Boise, ID
- Director, Amy Myzie - Flemington, NJ
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- Director, Theresa White - Kent, WA
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- Assistant Director, Emmy Dillon - San Marcos, CA
- Assistant Director, Kayleigh Bordner - Neola, IA
- Assistant Director, Gretchen Jahn - Broomfield, CO
- Assistant Director, Bonnie Johnson - Sedgwick, KS
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- Assistant Director, Anita Mixon - Palm Beach Gardens, FL
- Assistant Director, Terry Nitz - Fredericksburg, VA
- Assistant Director, Brenda Thibodeau - Fryeburg, ME
- Assistant Director, Jeneanne Visser - Grimes, IA
- Assistant Director, Marolyn Wilson - Whitesboro, NY

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- 1993-1996 Pauline Glasson
- 1990-1993 Barbara Lewis
- 1987-1990 Esther Lowry Safford
- 1984-1987 Pat Jetton
- 1976-1984 Velda King Mapelli

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Until now, the achievements of these trail-blazing pilots have been tucked away in boxes at the **Museum of Women Pilots** and the **Smithsonian National Air and Space Museum**. Courtesy of a generous research grant from the **Amelia Earhart Memorial Scholarship Fund**, research was undertaken to provide visibility to these achievements. You can now access all 30 years of races! You can see:

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— Helen Shopshire, pilot and 6-time racer*

* Powder Puff Derby — The Record, 1985, page 17



LEGISLATION

Obernolte-Cartwright Amendment On Ramp Fees For Transient Aircraft Was Halted In House

WASHINGTON, D.C. — The Obernolte-Cartwright Amendment to the Securing Growth and Robust Leadership in American Aviation Act (H.R. 3935) on ramp fees for transient aircraft parking was halted July 18, 2023 in the House of Representatives, because members of the National Air Transportation Association (NATA) and others lobbied against it.

The transient ramp mandate, proposed by AOPA and 600 other pilot groups, was NOT included in the House Rules package, which specifies amendments to be considered on the House floor. Other amendments that NATA opposed on noise, privatized ATC, restricting public charter, and banning

100LL, were also halted by the House Rules Committee.

The U.S. House of Representatives went ahead and passed (H.R. 3935) without the proposed amendments. This Federal Aviation Administration (FAA) reauthorization bill provides funding and direction to the agency, which has its current congressional authorization expiring on September 30, 2023. General Aviation Manufacturers Association (GAMA) President and CEO, Pete Bunce, released the following statement regarding passage of the House's FAA reauthorization bill:

CONTINUED ON PAGE 58

eVTOL AutoFlight Flies At Paris Air Show



The AutoFlight eVTOL, often referred to as an Airtaxi, offers safe, quiet, and affordable urban air mobility solutions.



LE BOURGET, FRANCE – The eVTOL (electric Vertical Take Off and Landing) aircraft participated in the 2023 Paris Air Show, June 19-25th in Le Bourget, France. AutoFlight's first presence at this world-class event provided an exclusive opportunity for professionals and aviation enthusiasts to witness the world's first public presentation of the cutting-edge eVTOL aircraft, "Prosperity I," including the full interior design of the cabin.

Penned by legendary designer Frank Stephenson, AutoFlight's Prosperity I represents the forefront of electric vertical take-off and landing (eVTOL) technology. This innovative aircraft, often referred to as an Airtaxi, offers safe, quiet, and affordable urban air mobility solutions. AutoFlight is one of only a few eVTOL OEMs to have mastered the challenging "transition phase" from vertical to horizontal flight and have done so hundreds of times, paving the way for sustainable, efficient, and reliable logistics and passenger transportation systems.

Prosperity I completed the world's longest eVTOL flight in February with a distance of 250KM / 155 miles on a single charge.

Prosperity I, with its advanced features and design, presents a new era of safe and sustainable transportation possibilities, unlocking the prospect of more livable cities, with reduced congestion and air pollution.

AutoFlight is a global company with its engineering and certification center in Augsburg, Germany; manufacturing and test facilities in Shanghai, China; and commercial operations in California. AutoFlight is backed by European tech holding company Team Global (www.autoflight.com). □

14 International Orders & Letter of Intent For Elixir Aircraft



The Elixir Aircraft EASA CS-23

Elixir Aircraft continues its expansion in the European market with the sale of four aircraft to a Luxembourg leasing company. This is another international success for the aircraft manufacturer from La Rochelle, France, following the sale of 10 aircraft to the United States last February and its recent announcement of 100 Elixirs preordered for the United States.

Founded in 1999, ALD LUX is a leasing company in Luxembourg. The company is now turning its attention to aircraft leasing, with this first order for four new-generation French aircraft.

With its low fuel consumption, averaging 12L/h and simplified maintenance, the low operating costs of the Elixir convinced the Luxembourg company that this was the aircraft for them.

Elixir Aircraft was founded in 2015 to meet the technical, ecological, and economic challenges of general aviation. With this permanent objective and more than 70 orders worldwide, Elixir Aircraft has all the cards in hand to continue its

attractive growth.

International Aviation Academy of New Zealand Signs LOI For 10 Elixir 100 HP, Full-Glass Cockpit Aircraft

Elixir Aircraft – the aircraft manufacturer and the New Zealand professional training organization – are embarking on an exciting partnership.

Following a visit by a delegation from the IAANZ to Elixir Aircraft in La Rochelle in April where they received demo flights and an in-depth study of the aircraft and its ecosystem, the professional training organization has committed to renewing its fleet with the 4th generation aircraft, aiming to order a minimum of two aircraft per year for the next 5 years.

Elixir Aircraft is offering an extremely modern, safer, greener aircraft that also cuts maintenance time by almost 60%. This is of major interest to a flight school that operates a large fleet on the other side of the planet.

"The parts catalogue for an Elixir consists of between

20 to 30 times less references than existing older generation aircraft, so it's an incredible opportunity for a flying school to manage its spare parts and day-to-day operations," says Mike Tonkin, head of sales for Elixir.

On the threshold of the Rugby World Cup, where the All Blacks and Les Bleus will kick off the tournament in Paris, the aircraft manufacturer and the flying-school are looking forward to a shared horizon, one that is sure to be sweeter, stated Jeremy Ford CEO IAANZ

About Elixir Aircraft

Elixir Aircraft is headquartered in La Rochelle, France, with close to 100 employees. The company was created in 2015 to meet the challenges of global light aviation.

The objective of Elixir Aircraft is to make safer, more economical, and more versatile aircraft. Elixir Aircraft believes that complexity is the reason why current aircraft suffer from

failures (technical or human) and are expensive to operate (consumption and maintenance).

Elixir Aircraft employs a technology from the world of competitive sailing, the "Carbon Oneshot," to simplify the structures. More simplicity means less failure, therefore more safety, but also less maintenance, and less costs (estimates of 40€/h of fuel and maintenance).

At the end of 2021, Elixir Aircraft opened a new production site in Périgny, Charente Maritime, to internalize the entire production of carbon parts.

- 4th generation two-seat aircraft certified EASA CS-23 since 2020.
- 100 employees, including over 70 new hires since the first quarter of 2021.
- Two production sites in France, one 23,000 square feet; the other 9000 square feet.
- Serial number 70 aircraft on firm order.
- Over 100 aircraft have been pre-ordered.

International Aviation Academy of New Zealand Signs LOI For 10 Elixir 100 HP Full-Glass Cockpit Aircraft

The International Aviation Academy of New Zealand (IAANZ) has signed a letter of intent to buy 10 Elixir aircraft, following a visit by a delegation to Elixir Aircraft in La Rochelle, France, in April. There the delegation received demo flights and an in-depth study of the aircraft and its ecosystem. The academy has committed to renewing its fleet with the 4th generation aircraft, aiming to order a minimum of two aircraft per year for the next 5 years.

Elixir Aircraft provides an extremely modern, safer, and greener aircraft that also cuts maintenance time by almost 60%. This is of major interest to a flight school that operates a large fleet on the other side of the planet. "The parts catalog for Elixir consists of between 20 to 30 times less references than existing older generation aircraft, so it's an incredible opportunity for a flying school to manage its spare parts and day-to-day operations," says Mike Tonkin, head of sales for Elixir.

Elixir Aircraft that has close to 100 employees, was created in 2015 to meet the challenges of global light aviation.

Elixir Aircraft utilizes a technology from the world of competitive sailing, the Carbon Oneshot, to simplify the structures. More simplicity means less failure, therefore more safety, but also less maintenance, and less costs (estimates of 40€/h of fuel and maintenance).



Elixir Aircraft is headquartered in La Rocelle, France, and manufactures the EASA CS-23.

In other news, Elixir Aircraft received an order for four aircraft from a Luxembourg leasing company. This is another international success for the aircraft manufacturer, following the sale of 10 aircraft to the United States last February and its recent announcement of a preorder of 100 Elixirs for the United States.

Founded in 1999, ALD LUX is a leasing company in Luxembourg. The company is now turning its attention to aircraft leasing, with this first order for four new-generation French aircraft.

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.

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

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

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

AUGUST 2023

- 3* **TURTLE LAKE, MINN.** - For float planes only fly-in for burgers at Kohl's Resort (6nm North of BJL) 5-7 pm. Bring anchor if beach fills up. CTAF 122.9. If attending RSVP [805-325-3464](tel:805-325-3464).
- 5-10 **MINNISKA LODGE, ONTARIO (CPS5)** - Canada Fishing Fly-Out. Arrive on the 5th and depart on the 10th. (5 nights/4 days) or **6-10** (4 nights/3 days) or **10-13** (3 nights/2 days). Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com
- 6* **LONGVILLE (KXVG), MINN.** - Longville Flyers Pancake Breakfast 8am-Noon. Best pancakes in 100 miles, Cheapest avgas in 100 miles! Please join us! [218-363-3068](tel:218-363-3068) beechjock@aol.com
- 10* **BEMIDJI, MINN.** - Burgers at Moberg's (MN13) 5-7pm. Wheels and floats welcome. CTAF 122.8. If attending RSVP [805-325-3464](tel:805-325-3464).
- 12 **NEENAH (79C), WIS.** - Brennand Airport Fly-In. Food, aircraft displays, Young Eagles Rally, radio-controlled airshow at Noon, flight simulators, and more. Hamburgers, hot dogs, brats, chips, soda, and water available throughout the event. Runway closed from Noon to 1 P.M. for the RC airshow. [920-585-6698](tel:920-585-6698). For more information visit chapters.eaa.org/aaa41/brennand-airport-fly-in
- 12-13 **YPSILANTI, MICH.** - Thunder Over Michigan at Willow Run Airport. yankeearmuseum.org/airshow
- 13 **LINO LAKES, MINN.** - MSPA Pig Roast at Surfside Seaplane base starting at Noon. mnseaplanes.com
- 16 **WATERTOWN (KRYV), WIS.** - "Annual Corn Roast & Cornhole Tournament" Fly In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/cornroast>
- 17* **BEMIDJI (KBJI), MINN.** - Burgers at Barnstormers Flight Training 5-7pm. If attending RSVP [805-325-3464](tel:805-325-3464).
- 18-19* **BEMIDJI (MN13), MINN.** - Annual Moberg Air Base Fly-In 5-7pm. Wheels and floats welcomed. CTAF 122.8. If attending RSVP [805-325-3464](tel:805-325-3464). <https://www.eaa.org/flights/flytheb25.aspx>
- 18-20* **BEMIDJI (KBJI), MINN.** - EAA Chapter 1397 is hosting the EAA B-25, Berlin Express! The North American B-25 Mitchell is a medium-range bomber from the Second World War and this is your chance to get a ride! Ground tours will also be offered. [805-325-3464](tel:805-325-3464). <https://www.eaa.org/flights/flytheb25.aspx>
- 19-20 **GARDNER, KAN.** - Kansas City Air Show featuring the Blue Angels. kcairshow.org

- 19-20 **CHICAGO, ILL.** - Chicago Air & Water Show at Lake Michigan Lakefront.
- 26 **PAYNESVILLE, MINN.** - Paynesville Airshow 9 A.M. - 5 P.M. Follow on www.pexfriends.com Thomas.fread@gmail.com
- 26-27 **LINCOLN, NEB.** - Lincoln NE Air Show featuring the Blue Angels. lincolnairshow.com
- 28-29 **GREENFIELD, IND.** - Indianapolis Crossroads Air Show 2023 featuring the Blue Angels. crossroadsbsa.org/activitiesandevents/crossroads-air-show

SEPTEMBER 2023

- 2 **Glencoe (KGYL), Minn.** - "South Central Minnesota Flyers EAA Chapter 1658 annual sweet corn and bratwurst feed Fly-In 11am to 2pm. Stuart Selchow [320-238-2376](tel:320-238-2376), Cell [320-583-8367](tel:320-583-8367). Email stuart.selchow@gmail.com. www.eaa192.weebly.com
- 2-4 **CLEVELAND, OHIO** - Cleveland National Air Show at Burke Lakefront Airport. clevelandairshow.com
- 9 **OSCEOLA, WIS.** - Osceola Wheels & Wings at L.O. Simenstad Municipal Airport. wheelsandwings.org
- 9 **MILWAUKEE (KMWC), WIS.** - Spot Landing Contest at Timmerman Airport. Free admission & lunch. Contact [414-461-3222](tel:414-461-3222) or visit TimmermanAirport.com for details.
- 10* **NEW ULM (KULM), MINN.** - Lions Fly-In Breakfast 7am-12:30pm. [612-501-2719](tel:612-501-2719). bbschir@comcast.net
- 13* **EDEN PRAIRIE (KFCM), MINN.** - Flying Cloud Airport aircraft viewing area open house. metroairports.org
- 15-16 **EAST GULL LAKE, MINN.** - MSPA & MNDOT Safety seminar at Madden's resort. mnseaplanes.com
- 20 **WATERTOWN (KRYV), WIS.** - "Rock River Rumble" Fly-In Food Fest 5-7 P.M. <https://www.eaa320.com/event-details-registration/rockriverrumble>
- 20-22 **APPLETON, WIS.** - Wisconsin Aviation Conference hosted by Appleton International Airport at Hilton Appleton Paper Valley Hotel. wiama.org
- 23* **EDEN PRAIRIE (KFCM), MINN.** - Girls in Aviation Day at Flying Cloud Airport. metroairports.org
- 27* **BLAINE (KANE), MINN.** - Anoka County-Blaine Airport aircraft viewing area open house. metroairports.org

OCTOBER 2023

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

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“The Securing Growth and Robust Leadership in American Aviation Act provides a strong foundation to set a positive trajectory for the FAA at a critical time for the agency. We applaud the House for its expedient work passing its FAA reauthorization bill and commend the leadership of Chairman Graves, Ranking Member Larsen, Aviation Subcommittee Chairman Graves and Aviation Subcommittee Ranking Member Cohen, who were instrumental in ensuring this was a bipartisan bill. The House FAA reauthorization bill works to provide leadership, stability, and direction to the FAA. We are pleased to see that the bill powerfully addresses regulatory process improvements, international engagement and leadership, and support for the emerging advanced air mobility sector. We particularly appreciate the extension and enhancements of critical aviation workforce development programs which are being expanded to focus on attracting the next generation of manufacturing workforce. We are also grateful for the work done by Representatives Carbajal, Yakym and Davids. They collaborated on an important amendment, adopted by the House, which establishes a pilot program to examine the use of technology in air traffic control towers to deliver more efficient digital clearances to aircraft through internet protocol for general aviation and on-demand Part 135 air operators.”

NATA will continue to fight these efforts to favor one class of aviation user at the expense of airports, aviation businesses, and Part 135 operators.

At press time, the Senate’s FAA Reauthorization Bill, S.1939, remained under consideration by the Committee on Commerce, Science and Transportation.

Both House and Senate measures must be passed, reconciled and signed into law ahead of the expiration of the current FAA authorization on Sept. 30, 2023.

Fight For Fair & Reasonable FBO Fees Hits Turbulence... Airports & FBOs Embark On Misinformation Campaign, Says AOPA

Reported by Lillian Geil, AOPA

While AOPA’s effort to see an amendment included in the 2023 House FAA reauthorization bill may have been thwarted by airport associations, FBOs, and others, AOPA and the pilot community will continue the fight against those who want to continue to impose egregious and unnecessary fees on GA pilots.

For years, pilots have been contacting AOPA with increasingly concerning stories of landing at public-use airports to grab a sandwich, have a meeting, or just pick up passengers, and being met with what many refer to as egregious fees. One pilot who picked up four passengers in a midsize jet was slapped with a \$1,200 bill after just 20 minutes on the ground. Another paid nearly \$600 to park for a mere three hours. A flight instructor was charged \$80 so his student could use the FBO restroom for 10 minutes.

As the House FAA Reauthorization Bill (H.R. 3935) went to the floor for a vote this week, Reps. Jay Obernolte (R-CA) and Matt Cartwright (D-PA), two GA pilots, introduced a bipartisan amendment that would have ensured pilots would

be able to park their aircraft at public-use airports without being charged unfair, unreasonable, and hidden FBO fees.

AOPA President Mark Baker urged a coalition of nearly 600 pilot organizations and hundreds of thousands of AOPA members to contact their representative in Congress and support the fair and reasonable fee amendment.

“Many airports and smaller FBOs don’t charge fees and if they do, they are often fair and reasonable. Like most pilots, I am willing to pay fees but let’s not allow for monopolistic practices that limit access to public-use airports by requiring pilots to pay a private business that imposes unfair and unreasonable fees. As a matter of principle, it’s just not right,” Baker said.

The organizations that worked against fair and reasonable FBO fees erroneously suggested the amendment required airports to provide free parking and that it also required construction of new ramp areas. They also claimed the amendment imposed an unfunded mandate on airports, that it would be impossible to administer, and that the amount of fees being charged reflected the cost of doing business. These inaccurate and gross mischaracterizations of the amendment harmed the sincere intentions of the pilot organizations to fairly and responsibly address this issue for their members.

AOPA will continue to support the FBO and airport communities and remains determined to ensure GA pilots have access to and are being charged reasonable fees at federally funded, public-use airports.

Securing Growth & Robust Leadership In American Aviation Act

H.R. 3935 — 118th Congress (2023-2024) This bill reauthorizes the Federal Aviation Administration (FAA) through FY2028, including activities and programs related to airport planning and development, facilities and equipment, and operations. The National Transportation Safety Board is also reauthorized through FY2028.

The bill also addresses a wide range of issues. For example, the bill

- directs the FAA to increase air traffic controller hiring targets;
- establishes a workforce development program to support the education, recruitment, and retention of aviation professionals;
- establishes an FAA Ombudsman to coordinate the response to submissions of inquiries or objections relating to issues such as aircraft certifications and registrations, pilot certificates, and operational approvals, waivers, or exemptions;
- raises the commercial airline pilot retirement age to 67 (currently 65);
- prohibits aircraft dispatchers from working remotely, with limited exceptions for emergencies;
- requires the Department of Transportation (DOT) to establish standards to ensure the aircraft boarding and deplaning process is accessible for individuals with disabilities, including for individuals who use wheelchairs;
- requires DOT to establish a policy directing certain air carriers to seat a young child next to an accompanying adult if adjacent seats are available without charging an additional fee;
- prohibits the FAA from requiring mask wearing or COVID-19 vaccines for passengers, air carrier employees, or FAA employees;
- requires the FAA to issue rules to update the requirements for testing and operating unmanned aircraft (i.e., drones), including for drones operating beyond the visual line of sight; and
- requires the FAA to issue rules for certifying pilots for powered-lift aircraft (i.e., capable of vertical takeoff and landing) and operational rules for powered-lift aircraft.



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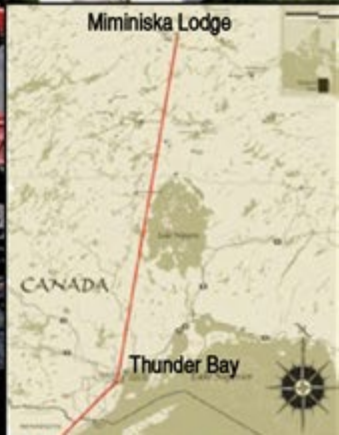
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