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ON THE COVER: The P-47 “Thunderbolt” 42-27884 “Bonnie,” built by Republic Aviation, and flown by Bill Dunham, was developed as a heavyweight fighter. The P-47 made its first flight on May 6, 1941. In April 1943, the aircraft flew its first combat mission: a sweep over Western Europe. Used as both a high-altitude escort fighter and a low-level fighter-bomber, the P-47 quickly gained a reputation for ruggedness. During World War II, the P-47 served in almost every active war theater and in the air forces of the British, Free French, Russians, Mexicans, and Brazilians. Early P-47s were built with metal-framed “greenhouse-like” cockpit canopies (“razor back”). Late D series aircraft and all M and N series aircraft were given clear “bubble” canopies, which gave the pilot improved rearward vision. The Thunderbolt has a 2,000-hp radial engine and eight .50 caliber machine guns. The United States built more P-47s than any other fighter. By the end of World War II, more than 15,600 Thunderbolts had been built.

Chris Bildilli Photo taken at EAA AirVenture Oshkosh 2023.



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The Aviation Community Is Up & At 'Em!

by Dave Weiman

Of all the industries I have been involved with over the years for business and pleasure, the general aviation community has been the most active when it comes to investing in its future. Everything from the EAA Young Eagles program, to AOPA's scholarships which you will read more about in this issue, the Recreational Aviation Foundation's (RAF) efforts to protect and promote back-country airstrips, Women In Aviation International programs to inspire young women to pursue careers in aviation, to aircraft manufacturers like Boeing which recognize the need for more pilots and aircraft technicians and are doing something about it, the aviation



community is deeply involved in preserving its existence.

While having national aviation organizations to help lead the way, it is individual volunteers who roll up their sleeves and make events and programs happen.

When we add in all the aviation events, from EAA AirVenture-Oshkosh, July 24-30, 2023, to local fly-ins, there are plenty of activities for us to enjoy.

Thanks to all the EAA chapters and airport groups for hosting these events, and for working to keep GA strong. Thanks also to all the volunteers who park planes and cars, fly Young Eagles, flip pancakes and cook hamburgers, and lead by example. Airports throughout the country and their managers and fixed base operators are likewise to be commended for hosting events, which oftentimes require aircraft and shop equipment to be moved to make room in their hangars for tables, chairs, and cooking equipment.

Let's keep investing in our future by being involved. □



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Logging PIC and SIC Flight Time

by Gregory J. Reigel, Esq
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I am frequently asked questions about logging flight time. One would hope that a topic so important to airmen certification and currency would be spelled out fairly clearly in the Federal Aviation Regulations ("FAR"). Unfortunately, that isn't the case.

This topic came up recently for a company that was trying to ensure that its pilots were logging their flight time correctly. So, I thought I would try to provide some clarity in a few fairly common scenarios.



Greg Reigel

Applicable Law

Before we get to the scenarios, it is important to understand the regulations that govern and/or impact logging of flight time.

FAR §61.51(e)(1)(i) states, in relevant part, that a sport, recreational, private, or commercial pilot may log pilot in command ("PIC") time for the time during which that pilot is "the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges." When referencing aircraft controls, the FAA is referring to flight control systems, such as the yoke, rudders, power, trim, yaw dampener, auto-pilot, etc. These systems control the flight of the aircraft, which is in contrast to communication and navigation radios, and other systems within the aircraft that do not directly control the aircraft's flight.

For FAA purposes, a pilot logs flight time primarily to qualify for or maintain an airman certificate or rating. While a pilot may wish to keep track of other flight time (e.g., "ride-along" time where the pilot is neither a required crewmember or the sole manipulator of the controls), that time is not flight time that should be logged with the flight time a pilot maintains for qualification or currency purposes. If the pilot chooses to keep track of time that is not for purposes of qualification or currency, that time should be maintained separately from time logged for FAA purposes.

FAR §61.51(e)(1)(iii) further states that a private or commercial pilot may log PIC time for the time during which that pilot acts as PIC of "an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted."

Under FAR §61.51(f) a person may log second in command ("SIC") time only when more than one pilot is required by the aircraft's type certificate (e.g., requiring a PIC and SIC) or by the regulations under which the flight is being

conducted. The SIC must also hold the appropriate category, class, and ratings for the aircraft being flown and, if flying internationally, a pilot type rating.

The term "rated," as used in FAR §61.51(e), refers to the pilot holding the appropriate aircraft ratings (category, class, and type, if a type rating is required) and for the purpose of logging PIC time under FAR §61.51(e), a pilot must hold ratings for the aircraft, rather than for the conditions of flight.

Additionally, in order to act as a safety pilot under FAR §91.109, the person must possess at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown, although the safety pilot need not be instrument rated or instrument current.

Scenario 1

A company conducts operations under FAR Part 91 using an aircraft which is type-certificated for single-pilot operations. The PIC holds the proper type rating to fly the aircraft as a single pilot. The company's policy requires two pilots onboard at all times, even though the plane is type certificated for single-pilot operations. The second pilot designated by the company as an SIC holds an SIC privileges only type rating.

What Time Can Be Logged?

a. Even though the company requires a second pilot, because the aircraft is type-certificated for a single pilot, and neither the operation nor the regulations require two pilots, the second pilot designated by the company as an SIC would not be a required crewmember and would not be eligible to log the time as SIC. The aircraft is type rated as a single pilot aircraft and an SIC is not required. Thus, the second pilot designated by the company as an SIC is not a required flight crewmember, and cannot log the time as SIC.

b. Because the second pilot does not hold a PIC type rating in the aircraft, even if the second pilot designated by the company as SIC was the sole manipulator of the controls, he or she could not log the flight time as PIC. However, if that pilot did hold a PIC type rating in the aircraft, then he or she could log the flight time as PIC when he or she was the sole manipulator of the controls.

c. If the PIC also happened to be a certificated flight instructor, the second pilot designated by the company as SIC could log some of the flight time as instructional time, and also log cross-country, night, and instrument flight time, although the PIC, who is also acting as a Certified Flight Instructor, would need to make appropriate logbook entries for the SIC student.

d. Also, if the PIC chooses to fly a portion of the flight under a view limiting device, and the SIC acts as safety pilot,

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the second pilot designated by the company as SIC could log that time he acted as safety pilot as SIC time. Under this scenario, the second pilot designated by the company as SIC would be a required crewmember for the portion of the flight when the PIC is under the hood. The second pilot designated by the company as SIC would need to hold the appropriate category and class ratings for the aircraft. However, this logging of SIC time when acting as a safety pilot is not the same as acting as an SIC.

Scenario 2

Pilot A and Pilot B are operating an aircraft that is certificated for single pilot operation for the purpose of conducting several practice approaches in order to maintain instrument currency. Both pilots have appropriate ratings for the aircraft. To simulate instrument flight rules (“IFR”) conditions while flying in visual meteorological conditions (“VMC”), Pilot A puts on a view-limiting device after takeoff and Pilot B acts as a safety pilot for that portion of the flight. Pilot A is the sole manipulator of the controls throughout the entire flight.

What Time Can Be Logged?

Pilot A may log the entire flight as PIC time as that pilot is the sole manipulator of the controls for the entire flight. If Pilot A is acting as PIC for the flight, then only Pilot A may log PIC time during the flight. Although Pilot B is a required crewmember under FAR §91.109(c), Pilot B may only log SIC time under FAR §61.51(f) during the time that Pilot A operates in simulated instrument conditions.

However, if Pilot B is acting as PIC for the flight, Pilot B may log any portion of the flight during which Pilot A operated in simulated instrument flight and Pilot B acted as the safety pilot because Pilot B's presence is required for that portion of the flight under FAR §91.109(c).

Scenario 3

PIC has a type rating in an aircraft type certificated for single pilot operations, the PIC for a single-pilot operation, and the regulations do not require more than one pilot for the operation.

What Time Can Be Logged?

Although the regulations would prevent the assignment of a second pilot to that operation, that second pilot would not be a required flight crewmember because only one pilot is required for the operation. Accordingly, under FAR §61.51(f), that second pilot may not log flight time as SIC for any part of the operation.

However, that second pilot may be able to log PIC time for the portion of the operation during which the second

pilot is the sole manipulator of the controls provided that pilot holds the required category, class, and type rating for the operation.

Conclusion

Logging flight time accurately is important. But determining when you can log PIC or SIC flight time can be tricky. Make sure you understand the applicable regulations governing the logging of flight time and how those regulations apply to your flight operations. If you have questions about a specific scenario and can't figure it out from the regulations and FAA guidance, give me a call, I can help.

EDITOR'S NOTE: Greg Reigel is an attorney with Shackelford, Bowen, 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) (www.shackelford.law)

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AirVenture Aeromedical News

by Dr. Bill Blank, MD

Senior Aviation Medical Examiner

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Dr. Bill Blank

From an aeromedical point of view, EAA AirVenture Oshkosh 2023, July 24-30, was a quiet year. There were no major certification changes announced. Even so, careful analysis reveals several interesting subjects.

FAA medical representatives included Deputy Federal Air Surgeon, Brett Wyrick, D.O., M.P.H. (recently retired USAF Major General USAF); David O'Brien, M.D., MPH, Manager, Aerospace Medicine Certification Division Manager (AMCD); Scott Rossow, D.O., Deputy Regional Flight Surgeon Central Region, a member of the neurology panel; and a representative from the Flight Standards District Office (FSDO) Enforcement Division.

Dr. Wyrick stated that many improvements have been made in the certification process over the last 2 years, but much work remains. He announced unequivocally that FAA opposition to basic med is over.

Because pilot privileges for basic med and 3rd class medical certificates are essentially the same, could the 3rd class medical be eliminated and the FAA only issue 1st and 2nd class medicals? This would require multiple regulatory changes.

Color vision was discussed. A cheating scandal at the Air Force Academy several years ago led to the recently instituted computerized color vision tests being added to the list of approved tests. Some cadets had memorized the color vision test book. This is an attempt to eliminate cheating. Some in the FAA may not trust AMEs to administer the test correctly. Could hackers figure out how to compromise the new tests? Probably so.

14CFR§61.53 was discussed. This is the regulation which prohibits flying while having a known medical condition which would make a pilot unable to operate an aircraft in a safe manner. This applies to all pilots. If the FAA becomes aware of such a situation concerning a holder of an FAA medical certificate, it will revoke the medical certificate.

Since the FAA does not issue a basic med, the FAA can't revoke it. Instead, the FAA will revoke all the pilot's certificates. Either way, the pilot can't fly; no medical or no pilot certificates. In this situation, if the pilot regains his medical certificate, he will need to retake all written and flight tests for all certificates he wishes to re-obtain. Such enforcement actions have been taken against basic med pilots.

If the FAA decides to act, the pilot will first be asked to surrender his certificates. If he fails to respond or refuses to do so, his certificates will be revoked.

From a low of 363,290 in Federal Year 2023, the number of FAA medical applications is recovering. 363,653 medical exams were processed for the first three quarters of Federal Year 2023 (10/1/2022-6/30/2023). 420,000 applications are projected for the entire year. There were 33,653 special issuances during the same period.

It will be interesting to see how all these issues play out. 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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Airspace Incursions

by Richard Morey

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At a recent FAAS Team training seminar, fellow pilot Jurg Grossenbacher brought up a disturbing trend. Airspace incursions are up. Pilots are flying through Delta, Charlie and even Bravo Airspace without establishing communication at an increasing rate. From October 1, 2022, to June 15, 2023, there have been 56 pilot deviations in the Milwaukee Flight Standards District Office (FSDO) operating area, that are under investigation or have been closed. This is almost twice the number in the previous year. Incursions happen because pilots lack situational awareness. They simply do not know where they are relative to the surrounding airspace. The question remains why?



Richard Morey

With today's proliferation of navigation software, such as ForeFlight and Garmin Pilot, and the increase in panel-mounted GPS units, situational awareness should be at an all-time high. Or should it? Are we as pilots over relying on our "boxes" and neglecting the basics? Does having so much information available, on our moving map displays, actually making it harder to sort out the important information from the abundant background? Do our "boxes" not show us what we need to know? If so, how can we as pilots navigate this wealth of information and remain safe and in compliance with the regulations?

Consequences

What are the consequences of violating airspace? According to GAA.gov, the penalty for each violation (of airspace) ranges from \$1,100 to \$27,500, depending on the provisions violated. A sign posted on the exit from the terminal to the ramp at Middleton (Wisconsin) Municipal Airport - Morey Field (C29), where I fly out of, states, "Avoid losing your license and a \$10,000 fine. Remain clear of Class C Airspace until you contact Madison Approach on 135.45." We were requested to post these signs at both exits from our terminal after a corporate jet departing from Middleton Municipal-Morey Airport climbed through the Charlie Airspace and then contacted air traffic control. For those of you unfamiliar with Middleton Municipal Airport -Morey Field, the airport is located 9 miles west of Dane County Regional Airport (KMSN) in Madison Wisconsin. Even if the penalty is only taking remedial training in navigation, communication and airspace, the financial consequences can

be serious. Even more important is that safety is compromised when aircraft are in airspace that they should not be in. Airspace incursion has the potential to cause a midair collision.

ADS-B and enforcement action.

There is no doubt that Automatic Dependent Surveillance Broadcast (ADS-B) transponders are making flying safer. The ability to have traffic depicted on a GPS or tablet screen does allow pilots to see and avoid traffic to a greater degree than ever before. The emphasis needs to be on actually seeing the traffic. However, I have witnessed students checking their tablets, rather than looking out the window, when ATC issues a traffic alert. You cannot see what you are not looking for. An electronic image of traffic alone will not guarantee avoidance. In addition, not all aircraft have ADS-B-capable transponders or even a transponder at all. Those aircraft will of course not be depicted electronically and may not show up as primary radar targets either. ADS-B-equipped aircraft leave an electronic track which includes altitude. If an ADS-B transponder-equipped aircraft strays into airspace they are not cleared to be in, ATC will know about it.

GPS and tablet-based navigation systems.

Not all aircraft that violate airspace have a GPS or tablet-based navigation system onboard. That said, the vast majority of aircraft now have a panel-mounted GPS units, and pilots are using tablets and navigation software, or both, and not referring to paper sectionals or Terminal Area Charts. This reliance has in my observation created a complacency in many pilots. Often such things as weather briefings, wind drift calculations, plotting headings and route familiarity are being overlooked.

Flight planning is all too often being conducted after aircraft start up, and during the route being programmed into the GPS, tablet, or both. There is an abundance of information available via the tablet software. Weather, NOTAMs, TFRs, airport information and so much more can be accessed at the touch of the screen. Unfortunately if done in haste, it is all too easy to miss critical information. I have personally had this experience.

Informational overload and busy displays.

My reliance on a small GPS display could easily have resulted in a violation of Bravo Airspace. I was ferrying, what was a relatively unfamiliar aircraft, from Indiana to Middleton, Wisconsin with another pilot. We were under

Chicago Bravo Airspace, and were operating VFR, utilizing Flight Following. I looked at the small panel-mounted GPS screen and thought we were in an area where the floor of the Bravo was higher than it actually was. Fortunately, my copilot was more familiar with the route and the GPS than I, and politely, yet firmly, pointed out my error.

This points to a few things. The moving map display of the GPS was cluttered, making it difficult to read. The dense airspace had to be depicted on a small screen. In retrospect, the steps to avoid this potential incursion are easy to see. If I had studied the Terminal Area Chart prior to the flight, and had it out during the flight, I would have been far less likely to make a mistake. By familiarizing myself with the route before takeoff, I could have planned the altitudes to fly to make sure we would keep clear of the Chicago Bravo.

Workload and runway incursions.

Workload has a negative effect on our situational awareness. As we all know, flying is full of distractions. To minimize these distractions, pilots need to do as little as possible once the aircraft is actually moving. What I mean by this is, flight planning needs to be done prior to start up. The GPS, tablet, or both need to be programmed before the aircraft moves. The radios need to be set up with the correct frequencies, and AWOS or ATIS listened to prior to taxi. Maps should be folded to show the route, and placed where they can be referenced easily prior to taxi. Certainly weather, NOTAMs, weight and balance calculations, takeoff and landing distance calculations, should all be completed prior to startup. Last, but not least, the taxi diagram for the departure airport, ether paper or electronic, should be visible, with the likely taxi route marked or at least already in mind. By having

all these items accomplished prior to taxi, the pilot is free to JUST TAXI the aircraft. With nothing to distract the pilot, and with a taxi diagram visible, the likelihood of taxiing onto an active runway is minimized.

In summary, airspace incursions are increasing, resulting in potential compromised safety, and potential enforcement actions. This is likely a result of the loss of pilot situational awareness due to distraction and poor flight planning. The increased airspace incursions may also be partially due to the over-reliance on GPS or tablet-based navigational software. By doing thorough preflight planning, and avionics set up, especially GPS and tablet, pilots can reduce distractions while the aircraft is taxiing and in flight. Reduced distractions will result in better situational awareness, which should lead to less airspace and runway incursions.

EDITOR'S NOTE: Richard Morey was born into an aviation family. He is the third generation to operate the family FBO and flight school, Morey Airplane Company at Middleton Municipal Airport – Morey Field (C29). Among Richard's diverse roles include charter pilot, flight instructor, and airport manager. He holds an ATP, CFII, MEII, and is an Airframe and Powerplant Mechanic (A&P) with Inspection Authorization (IA). Richard has been an active flight instructor since 1991 with over 15,000 hours instructing, and more than 20,000 hours total time. Of his many roles, flight instruction is by far his favorite! Comments are welcomed via email at Rich@moreyairport.com or by telephone at [608-836-1711](tel:608-836-1711). (www.MoreyAirport.com).

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



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Tachs, Dumb Stuff & Setting Your Selling Price!

by Pete Schoeninger

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Q: I have read that mechanical tachometers can have errors. Is that true?

A: Yes, some do, especially older ones. If errors occur, they are more likely seen at higher RPMs, with lower than actual readings. Your mechanic probably has an optical tachometer that could check your RPMs, or you can buy one for a couple hundred dollars that will indicate RPMs from inside or outside your cabin.



Pete Schoeninger

Q: You've said climbing at best angle of climb speed (V_x) is not a good idea unless absolutely needed to clear obstacles out of a short runway. Why?

A: In the unlikely event your engine fails, or even sneezes, you've got to immediately dump the nose down to prevent stalling. Since an engine failure right after takeoff is a complete surprise, many pilots will not do anything for a couple of seconds... too late to recover from a stall and impact with the ground. Some pilot operating handbooks (POHs) even caution that an engine failure at best angle of climb speed at low altitude is not recoverable.

Q: What do you notice "weak" pilots do, or don't do, that are not often addressed by other publications? How about some real-world examples?

A: Just in my opinion, here are some things I have seen more than once that are dumb. I can say that because I am GUILTY of every one of them!

1.) Checking oil level with an oil dipstick, but not checking security of a filler cap. (Most Lycomings have a dipstick in the oil fill tube, but some Continentals have separate oil dipsticks and oil fill caps.) After checking oil

on the dipstick and noting that the engine needs a quart of oil is good, but not checking that whoever added the oil, secured the cap, is dumb. Don't ask me how I know.

2.) Taking off in a fixed-pitch prop airplane and not knowing what RPM to expect at the beginning of the takeoff run. A quick story if I may about this... When I once took off from a short runway in an airplane that was strange to me, the engine seemed sluggish but smooth. My passenger (a knowledgeable A and P mechanic) yelled at me to abort the takeoff, which I did. Later we did a full power runup, and sure enough, the engine was turning about 150 RPM less than it should have been, a figure I didn't know at the time, but should have known. A collapsed muffler was the culprit. Had I known that the takeoff RPMs should have been about 2350 at the beginning of the takeoff run, rather than 2200 RPMs, I would have known that. Dumb me.

3.) Many folks way over control ailerons on final approach. You can see them furiously moving the wheel left and right quickly in slightly turbulent air. This stresses the control rigging, and is usually not necessary. In most airplanes, a little bit of rudder input, and less aileron control, yields a smoother ride.

4.) Not checking fuel quantity and quality after refueling. Before the first takeoff of the day, most pilots do a fuel sample check, and if possible, do a visual check for fuel cap security, and also look at the fuel gauges. But while on a cross-country flight at a refueling stop, many pilots do not. Another story about dumb Pete: Cherokee Six aircraft have four fuel tanks. Once, when ferrying a Six from Kentucky to St Louis, I



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stopped for fuel in southern Illinois. Both tip tanks were dry, so I asked the lineman to fill both tanks, and bring each main tank up to the 17-gallon tab. While the airplane was being filled, I went inside for a quick pit stop and pilot lunch from the vending machine. I settled up on my fuel bill and departed on the single runway with a strong left crosswind requiring almost full left aileron input. To my surprise, on liftoff with left deflection of the control wheel for the left crosswind, the left wingtip nearly scraped the runway. I immediately had to add about half right aileron deflection to hold the airplane level on climb out. Then it dawned on me to look at the fuel gauges. The lineman forgot to refuel the right tip tank, so I had a major imbalance of fuel. Had I checked the tanks visually, or checked the fuel gauges, or checked the fuel bill, I would have caught this potential problem.

5.) My last confession is about FAR Part 91.151, which requires a 30-minute fuel reserve for a daylight cross-country flight in good weather. On a four-hour flight, a little change in winds aloft can play havoc with your fuel reserve. I once landed a Lake Amphibian in the Atlanta area with less than 3 gallons of fuel remaining in the only fuel tank after a 3 ½ hour flight because the flight took about 15 minutes longer than planned. A planned 30-minute fuel reserve may make you legal, but in my opinion, it is rarely enough to be safe while on a trip. Winds change a little from what's forecast, and many other things can go wrong delaying your arrival a little. Don't cut it too close. Personally, I try to always have an hour of fuel onboard when I land. End of confessions!

Q: I have had my 1982 Cessna 172 for sale for 6 weeks with almost no response. Is the market dead? Would reducing the asking price \$2500 help? Where should I look for help?

A: At the risk of being a wise guy, I will tell you to look in the mirror for sale help. IF you are advertising the airplane in at least three major places, including *Midwest Flyer Magazine*, and not getting a satisfactory response, your price is too high, period. A \$2500 price reduction is not enough to prod buyers to jump on a roughly \$100,000 asking price. If a buyer believed that you were only \$2500 above what they felt your airplane was worth, they would offer \$2500 less than your asking price. My suggestion is that you lower your price a significant amount of perhaps 10%. We are at the end of the post covid buying spree, and buyers are fewer than in recent times, but there is ALWAYS a demand for good Cessna 172s priced fairly. Since I got your question in the middle of August, which is the second slowest aviation sale month of the year, by the time readers see this column, we will be in the good market months of September and October. This should help.

Q: I recently moved my Cherokee 180 from Texas to Iowa. With winter approaching, the local FBO mechanic is recommending I change from straight 50 weight oil to multi weight oil, and have an engine preheater installed. I do plan on flying about 50 hours a month during winter months. Should I do either or both?

A: Two of the best inventions in the last 50 years for winter flying in my opinion are multi weight oil, and good electric (plug in) engine heaters. Yes, I urge you to get one and follow the manufacturer's, and your mechanic's, guidelines, and you'll be a happy winter flyer.

Q: It appears to me that the Cessna 182 and 206 have a pretty similar wing area. Yet the 206 is allowed a higher gross weight. Why?

A: In addition to wing strength, aircraft performance requirements must be met to get an airplane certified, including minimum climb rates. In the C206, an additional 50 hp or so provides the extra climb power needed to haul the heavier load, and wider span flaps on the wing, help keep the stall speed down.

Q: A friend flies for an air taxi outfit in Alaska. He claims they are allowed to depart at 15% OVER gross weight under certain conditions. If this is true, is it a major gain for an operator?

A: FAR Part 91.323 has your answers. In a nutshell, the gross weight is approved ONLY for Part 121 and Part 135 operators on a case-by-case basis. So, Dave and Peg, vacationing in Alaska in your Cessna 182 Skylane (Part 91 pleasure pilots), you cannot operate over gross weight. These increases were primarily allowed so commercial operators could carry more fuel to remote destinations and still have some weight left over for payload.

Let's play with some numbers: If we have an airplane that has an empty weight of 2000 pounds, and has a gross weight of 3000 pounds, useful load is 1000 pounds. Subtract 250 pounds or so for a pilot and survival gear, and payload (fuel and load) can be 750 pounds max. But if the airplane is approved for a 15% gross weight doing Part 135 air taxi operations, gross weight now could be 450 pounds higher, allowing a payload of 1200 pounds vs 750 pounds without the 15% gross weight approval. Again, note this is ONLY for Part 121 (airline) and Part 135 (air taxi) operations on a case-by-case basis by the feds.

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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Pattern Practice

by Dean Zakos S.J.A.

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The man stood next to the flagpole and felt the autumn breeze brush lightly over him. The faded colors above his head snapped lazily against a sky of broken clouds signaling that the wind was out of the southwest. A glance at the windsock confirmed it. Looking farther to the west, he could see that the sun was slowly draining itself into the horizon, beginning to take the late afternoon light with it. A cold front was coming, and a line of steel gray overcast was stretched tight on a diagonal across the sky in the distance, with broken puffs of cumulus hanging, backlit, against the setting sun. With the front would come rain. But there was enough time. Enough time to fly.

Loose gravel crunched under his feet as he walked toward the tie-down area. His light cotton jacket was open, despite the slight chill in the air, since he knew once he was in the cockpit the warmth of his body would be enough. The Piper Archer was parked in the first tie-down spot west of the taxiway. As he approached the airplane, he looked at the wings and then the tail, searching for any sign of irregularity – a wing down, an uneven line – any asymmetry in the otherwise clean, straight lines of leading edges, dihedrals, and wing cords. Three tie-down ropes were in place. The “Remove Before Flight” ribbon

fluttered beneath the well-worn cowl plugs.

He walked slowly around the airplane, coming to a stop at the right wing root, and placed his flight bag on the ground. He stepped up, unlocked both door latches, and entered the cockpit, resting one knee on the right front seat. A faint, stale smell of aviation gasoline permeated the seat fabric. The bungee cord securing the control yokes was in place. He quickly unfastened it and slipped it into the pocket behind the right seat. Next, he checked the Hobbs meter and scrawled the time on the tach board he had brought with him from the clubhouse. A quick glance at the instruments, noting that the radio avionics switch was in the off position, was all he needed before he flipped on the master switch. The gyros, needles, and the low voltage light all came to life.

The fuel tanks each showed three-quarters full. He rolled the stabilator trim wheel until the mark lined up for normal takeoff position. He reached down between the seats and slowly pulled up on the flap handle, waiting to hear each successive click as the flaps extended. With a quick look around, he pressed the master switch back to the “off” position and exited the airplane. Preflighting an airplane had become second nature to him. He knew what to look for; he knew where to look. He knew what the airplane felt like; he knew what it smelled like. And he knew after walking around one last time and performing all the checks, so well, that the

airplane was ready to fly.

He adjusted the seat and buckled himself in. The two prongs of the cord attached to his headset slipped easily into place on the lower left corner of the instrument panel. The headset, with its familiar green ear cups, was balanced on top of the panel just to the left of the compass. His movements now became slow and deliberate as he scanned the "Starting Engine" checklist. A couple of shots from the primer. Throttle pumped three times and opened just a scotch. Master switch on. Electric fuel pump on. Mixture to full rich. Rotating beacon on. Confirm that no one is around the airplane. Open the storm window.

"Clear!"

The engine turned over slowly at first, so slowly he thought he could almost count the spinning prop blades. As he cranked, he pumped the throttle twice. The engine caught. He knew it would catch, expected it to catch. The engine vibration was steady, comfortable. He settled into the left seat, rocked slightly, and scanned the instruments. R-O-R-F-L-D. RPM one thousand. Oil pressure in the green. Radio avionics switch on. Flaps up. Lights. Directional gyro set. Brakes released, throttle inched forward, slowly the airplane began to taxi across the matted grass toward the single paved runway.

"Westosha Traffic, Archer 2241 PAPA back-taxiing Runway 21, Westosha."

Turning to the right, the Archer bumped onto the hard surface of the runway and began tracking the faded white centerline. After the run-up, he was ready to go. He looked down the strip, making sure it was clear, and then once more looked at the sky, verifying that no one was on short final or had sneaked into the traffic pattern unannounced.

"Westosha Traffic, Archer 2241 PAPA departing Runway 21, Westosha. Staying in the pattern."

Glancing again at the instruments, he confirmed he was ready to go. Full aileron deflection into the wind. Smoothly to full throttle. Track the runway centerline. Right rudder. Roll out the aileron slowly. Good RPM. Good oil pressure. Fifty-nine knots. Rotate.

He pulled back on the yoke and the Archer lifted easily into the air. Tracking the runway heading, the ground slipped away beneath him. Flagpole and clubhouse passed under the left wing. RPM good. Oil pressure good. Wings level. Heading is two one zero degrees.

"Westosha Traffic, Archer 2241 PAPA departing Runway 21, Westosha. Staying in the pattern for a touch-and-go."

At one thousand three hundred feet, he started his left turn, using aileron and rudder to bank the airplane into the first leg of the rectangular pattern. The low clouds had started to move in. Sticky puffs of cotton, some smudged and dirty, as if they had been dragged along a garage floor, floated in clumps or were stretched thin by the wind just overhead. TPA was one thousand five hundred feet. The clouds would easily be a few hundred feet higher. But still close enough to see them – really see them – in a way he never could see them when he was standing on the ground. Close enough, at times,

that he thought he could almost reach out and touch them. See them stream through his fingers. Feel the cold, damp chill. Know what it was like to be in a place where, as a small boy, he thought only angels could know.

As he reached one thousand five hundred feet, he throttled back and began his turn downwind, pointing the nose of the airplane to a heading of zero three zero degrees.

"Westosha Traffic, Archer 41 Pop entering left downwind for Runway 21, Westosha."

He crabbed slightly to compensate for the light crosswind. The sun was setting. Its fading light continued to backlight the approaching clouds stretched across the horizon. The area surrounding the airstrip, cast in its patchwork quilt of fall browns and golds, spanned out beneath him, and the flat black ribbon of runway, intersected by his left wing tip, was neatly parallel to his path of flight. The twin lakes to the west shimmered in the remnants of the late afternoon light. B-G-U-M-P-C. Boost on. Gas on fullest tank. Undercarriage down. Mixture full rich. Prop. Carb heat. He touched each lever or noted each item as he went through his short checklist.

He looked first at the runway, next the tie-down area, then looking to see if there was other traffic he would need to locate. The clubhouse was at the southwestern end of the runway, with a row of T-hangars running alongside to just before the end. The T-hangars had red and white striped roofs. Somebody had thought that this color scheme would improve visibility. It did, but was really only of use during the summer months, when the dark green of the grass made the small structures stand out at a distance of a few miles. Looking straight ahead again, he adjusted the pitch attitude slightly, pulled the throttle back to achieve 2100 RPM, and confirmed the altitude of one thousand five hundred feet. No traffic on the ground. No traffic in the pattern. The airplane was now almost opposite the spot on the runway where the man intended the airplane to touch down. He throttled back to 1500 RPM and adjusted the nose of the aircraft to a point just above the horizon that he knew would give him best glide pitch attitude and airspeed.

This was the part he liked best. With the engine almost at idle, the Archer was gliding gracefully back to earth. With best glide pitch attitude, the airspeed started to fall. As the needle passed into the white arc of the airspeed indicator, the man reached for the flap handle. He pulled it up, stopping at the first audible detent in the mechanism – one notch. Flaps down, nose down. The man adjusted the pitch attitude slightly to maintain seventy-five knots of indicated airspeed. The end of the runway had passed under the left wingtip of the Archer and the distance between them was now increasing. Looking first forward, then at the airspeed, the man looked several times over his left shoulder at the runway. He then scanned forward again, extending himself slightly to see any traffic which may have been approaching from the north. When the angle between the intended touchdown point and the position of the Archer appeared to be about forty-five degrees, he banked the airplane to the left.

“Westosha Traffic, Archer 41 Pop turning left base for Runway 21, Westosha.”

He gently rolled the airplane out of the turn with the directional gyro indicating three zero zero degrees. The sun was nestled comfortably between the horizon and clouds now. The sky to the west had been painted in soft pastels by a master’s brush. Airspeed seventy-five knots. Key position. Distance looks good. Altitude looks good. Add one notch of flaps. Flaps down, nose down. The Archer was gliding northwest, descending steadily, predictably, traveling a line perpendicular to the runway, between one-half and three-quarters mile away. The man looked ahead, checked his airspeed, looked to his right, and then looked down the left wing, locating the runway threshold.

He didn’t know how many times he had landed an airplane. You could have asked to see his logbooks. The ratings, the aircraft, the trips, the significant events were all recorded there. “An equal number of take-offs and landings,” he would have said dryly to the person posing such a question. You might as well have asked him how many times he had cut the grass in the tie-down area or how many gallons of gasoline he had pumped into the wing tanks of the club airplanes when he was a teenager. After a while, the number of hours no longer had any real meaning. It wasn’t the number that was important anyway. It was the experience.

For him, flying an airplane, landing an airplane, was an experience like no other. It wasn’t like work, or sports, or trying to get along with people he didn’t really care for. It was planning, and experience, and using his head to manage. Almost everything about his flying depended on him. He made the decisions; he complied with the rules; he anticipated, and acted, and reacted. It was satisfying and challenging, and just plain fun, in so many ways that life’s other endeavors, both small and large, were not – and could never be.

Looking to his right, then swiveling his head left, the man checked for traffic again. No traffic. No radio chatter.

“Westosha Traffic, Archer 41 Pop turning final for Runway 21, Westosha. Touch-and-go.”

As the man keyed the microphone, he turned the yoke to the left and touched the left rudder pedal, causing the Archer to enter a gentle bank. He held the turn until the white spinner of the propeller lined up just off center of the extended centerline of the runway, crabbing slightly for the crosswind. The aircraft was now on a glide path the center of which would bring the Archer straight down to the middle of the runway threshold. From this position the world always looked beautiful. The runway numbers and markings, painted white against the darker background of the asphalt, stood out against the pavement, occupying a spot approximately one-half the way down the

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windshield in front of him. "Just keep the numbers there and watch them grow larger," his primary instructor used to say.

If the numbers started moving up, he knew he was falling below the intended glide path. If the numbers started moving down, he knew he was above the intended glide path. The numbers didn't move. They stayed put. The man used the controls judiciously, making small corrections as needed to keep the numbers centered. Airspeed seventy knots. Descending at about four hundred feet per minute. Flap handle. Add the last notch of flaps. Flaps down, nose down.

The runway threshold for 21 always looked a little imposing for newcomers. It wasn't what every pilot was used to. The runway itself was fine, not as long or wide as some, with two thousand eight hundred fifty feet in length and thirty-eight feet wide. At the threshold of 21 was a drop-off of some thirty or forty feet, opening into a shallow valley wedged between the surrounding farm fields. You wouldn't want to be short coming in at this end.

The man thought back to that early evening when he was returning from his first checkride. He had earned his private license that late November afternoon, and flew back to Westosha in the gathering darkness. He called about five miles out. Mel was still in the clubhouse finishing the last of the day's coffee. "I'll put the lights on for you," he said. As the man thought back to that day, he smiled to himself. For a moment, he was once again on that short final. The air was still that night, and the twin rows of runway lights sparkled invitingly before him as he gently glided earthward. He would always remember that landing in the dying light at the end of that day.

The Archer's airspeed was now at sixty-six knots. Small control inputs, pitch for airspeed, power for altitude, kept the light airplane on its intended course. From this point, the Archer could glide in on its own. The man knew he had the runway made. He throttled the engine back to idle. He pitched the nose up slightly and the airspeed hovered at about sixty knots. The runway numbers flashed under the wings. He applied slight back pressure to the yoke, causing the nose to move gently upward, and leveled the airplane about fifteen to twenty feet above the runway. As the man held this attitude, keeping the wings level and the nose tracking above the runway centerline, the aircraft's speed began to bleed off.

The man now looked down the left side of the engine cowl to a moving spot about two hundred feet out and equi-distant between the runway centerline and the edge of the runway. As he focused on this distant spot, he began to sense the deceleration of the aircraft and continued to apply slight back pressure to the yoke. The Archer continued to slow and settle. Each moment brought the minute, familiar sensations of pitch, bank, and yaw as the aircraft passed over the asphalt. Track the centerline. Bank a little right. Left rudder pedal. Back pressure. Track the centerline. Bank a little left. The Archer's mains were barely above the surface. Airspeed continuing to decelerate. Pull the yoke back. Slowly. Slowly. Back ... back ... back. The rubber tires chirped lightly as they contacted

the abrasive surface. Hold the nose wheel off. Off. Now, let it down gently. Gently. On the runway centerline. Full aileron deflection into the wind. Flaps up. Smoothly to full power. Adjust the ailerons. Right rudder. Track the runway centerline. 2700 RPM. Fifty-nine knots. Rotate.

"Westosha Traffic, Archer 2241 PAPA, departing Runway 21, Westosha. Staying in the pattern."

The man didn't need to think about the just completed landing, although he felt pleased. Pleased to be flying. He would think more about it later. Now a few small drops of rain were spattering on the windshield, smearing the fall colors and the scenery below. He flew the rectangular pattern twice more that afternoon. Each time he flew it, he thought about the small corrections that he would need to make, the perceptive adjustments that would result in the Archer being at the right airspeed at the right position in the pattern at the right time. And he would think of other memories and special times in his life. He knew he was happiest when he was flying.

The Archer exited the runway and pulled on to a narrow concrete taxiway. The man stepped hard on the right rudder pedal, resulting in a sharp turn into the first open tie-down spot. He reached over and retarded the throttle while in the turn. The aircraft rolled slowly forward, engine at idle, propeller whistling softly, until the tie-down ropes, lying coiled in the grass, disappeared under the wings. The man touched the toe brakes, easing the pressure at the last instant, bringing the Archer to a smooth stop. He methodically went through the "Stopping Engine" checklist, pulling the mixture and waiting for the shudder of the engine as it gasped for fuel before going silent.

The only sounds remaining were the gyros spinning down and the light rain skidding intermittently on the aluminum skin of the aircraft. The lingering smell of the warm engine mixed with the scent of the man's own perspiration in the cramped cockpit. The man unbuckled his safety belt. As he stepped down from the wing, he looked up into the gray and mottled sky. The small, cold droplets softly pelted his face. He stood next to the Archer for a moment. He did not have to say it. He did not even have to think it. He knew in his heart he loved to fly. He knew he always would.



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.



Figure It Out

by Diane Earhart

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Checklists are good. You should use them. But what do you do when something happens for which there is no checklist?

What do you do when there's a catastrophic engine failure on a Boeing DC-10 that cuts through hydraulic lines? Al Haynes knows. Haynes (August 31, 1931 – August 25, 2019) flew for United Airlines, and on July 19, 1989, was the captain of United Airlines Flight 232 which crashed in Sioux City, Iowa. Using his ingenuity and skill as a pilot, Haynes managed to control the aircraft by alternating the thrust in both engines, keeping it in a slow, circling descent for more than 40 minutes. Haynes worked with air traffic controllers to find a place



Diane Earhart

to put the plane down, eventually deciding on Sioux City's Gateway Airport. The plane crashed and exploded and 112 people died, but 184 people lived.

What do you do when a flock of geese goes through both engines?

Chesley Burnett "Sully" Sullenberger III knows. He is best known for his actions as the captain of US Airways Flight 1549 in which he and his copilot, Jeff Skiles, ditched an Airbus A320 in the Hudson River in 2009 shortly after taking off from LaGuardia, having lost all engine power. The 155 people aboard survived.

You take what you know, add two and two together, and come up with an answer that makes sense. You figure it out.

I had recently become current after more than two decades of inactivity following two decades of flying and flight instructing a lot. I was flying a Cessna 150 with a fresh annual after several years of inactivity. What could possibly go wrong? More than half of my scant couple thousand hours are in Cessna 150s and 152s. It's an airplane I call "home."

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I departed St. Louis Downtown Airport mid-morning on a cloudless day with light winds and pointed the airplane south for a 200-mile flight to West Memphis Municipal Airport (KAWM), where I would deliver the aircraft to its new owner. I could fly classic IFR – “I Follow Roads AND a River!” I opted for pilotage with a paper sectional.

I wasn't far outside the Class D airspace when I realized the directional gyro (DG) was deviating a lot. And I define “a lot” as 90 degrees every 5 to 10 minutes. I guess I'd be flying to Memphis using the magnetic compass. Less than ideal, but not a problem. The little airplane kept trying to drift to the left along the yaw axis. I would be fighting the heading for the next couple hours. Luckily, my course was almost straight south, so following section lines would help me stay on course.

The sun was in my eyes just enough to bounce off some haze to thwart a lot of forward visual reference points. Not that there are a lot of visual checkpoints over the flat farmlands of southern Illinois and Missouri. The King/Bendix wasn't giving me enough range to pick up Flight Following, so I was on my own with a paper sectional and a VOR.

I tracked my progress using radials off the Farmington VOR. I was on course on the 155-degree radial, following the pencil course line I had drawn on my paper sectional. A few minutes later, I checked again, and I was on the 160-degree radial. Jeepers, could I go much slower?

The DG, the sun, the haze, the drift. It was starting to almost not be fun. Almost. It was still fun, but it was becoming annoying.

Rural Missouri is full of towns that are little more than a wide spot in the road, depicted on the sectional as merely a circle. Almost impossible to distinguish one from another from 3000 feet (which in this area is in the neighborhood of 2500 feet AGL). I could verify which VOR radial I was on, but not WHERE along that radial I was.

Meanwhile, I had been monitoring the engine instruments. The four that are standard equipment in any little Cessna I've flown: oil temperature, oil pressure, left fuel tank, right fuel tank. The C150/152 only has a fuel selector for on or off, unlike C172s and bigger Cessnas that have a left, right, or both option. Theoretically, the C150 will draw from both tanks, more or less evenly. My little homegirl nicknamed “Homey” wasn't. The left tank was showing significantly lower fuel quantity than the right tank. By the time the left tank was indicating a quarter tank or less, and the right tank was still showing full, I was concerned. If I could have selected the right tank for a while, I would have, but I couldn't. I tapped on the fuel gauge. I knuckled it a little harder. No change.

In nearly 50 years of flying, I'd never specifically been taught what to do when fuel flows very unevenly. There's no checklist for this that I am aware of. So it was time to add two and two together.

- Two: I could keep going and trust the fuel gauges were inaccurate. They only have to be accurate on full and empty. When the left tank shows empty, I'll know for sure.

- Two: I could keep flying until the left tank ran dry and trust the right tank would start flowing.

- Two: I could keep flying and prepare for landing on a road or field somewhere further south.

- Two: I could land and figure it out.

According to my paper sectional, I should be approximately equidistant between the Missouri airports of Poplar Bluff and Dexter. Time for another decision.

- I could keep flying until I see an airport. Good enough idea, but it wouldn't be the first time in 50 years I'd flown past one without seeing it.

- I could take it on faith that I was on my pencil course and give a name to one of those wide spots in the road.

- I could figure out a way to verify my exact location.

There was a tiny town just off my right wingtip. Easy to see from the right seat, where I was sitting. (The only time I've sat in the left seat in the last 40 years was when I was instructing a CFI candidate. I'm comfortable in the right seat.) The tiny town was big enough to have two water towers. Was I really going to be cliché enough to ascertain my location by reading a water tower? Yes, I was.

Mixture rich, carb heat on, power back, descending turn, keeping an eye on the altimeter, too. I was hoping the water tower didn't say, “Go Spartans!” or “Eat at Joe's.” (Or “Hot” and “Cold” like the water towers in St. Clair, Missouri. Funny on the ground, but not so much in the air.) Flying clockwise around the town, I was finally on the correct side of the tower to read it, but from right to left. D-L-E-I-F-M-O-O-L-B. Ah, “Bloomfield!” Thank you, town of Bloomfield. And right there was the Bloomfield circle on the sectional. Now, according to the sectional, there should be a road going straight south out of Bloomfield, becoming a double road leading to Dexter. Yes, I saw it. I have been to Dexter several times before and felt comfortable landing there. I knew the lay-of-the-land. Unicom frequency and field elevation are right there on the sectional. Piece o' cake.

I haven't flown in a long time, but I know most non-towered airports have self-serve fuel. I saw the pumps and taxied up to them. There was a metal set of steps lying on its side next to the fuel pump, and praise the Lord, it had wheels that moved easily. I pushed it to the left wing. Reaching for my purse in the storage area of the C150, I realized the company credit card was in my husband's wallet somewhere along I-55 as he drives to pick me up in Memphis. So, hoping there's enough balance available on my personal credit card, I walked back to the pumps.

I use a credit card at the local truck stop all the time. How difficult could it be to use it to buy some avgas? The pump was quite a bit fancier than I'm used to, and one of the first pieces of information it requested is the aircraft tail number. Numbers are on a keypad, but how do I enter a letter? I figured it out. Next, it asked how much did I want to pump? I don't know. I figured it out. I pulled a number out of my ... ear ... and figured 20 gallons would be twice what I needed, so good enough.

I grounded the airplane and then started to pull the hose off its spool and decided it would be a good idea to climb up the steps and take the gas cap off first. Then I draped the fuel hose over my shoulder like a firefighter unwinding the pumper truck and climbed up the steps. Not enough hose. I climbed back down and tugged some more hose. I aimed the nozzle at the hole, squeezed the trigger, and sprayed avgas back at myself and the left wing. I've never seen a cap on the end of a fuel nozzle before. Great idea... Wish I would have thought of it! 100LL flowed into the tank. I figured out there was no automatic shutoff when the fuel started coating the wing. I turned the pump off, recapped the nozzle, hung up the handle.

Next, I had to rewind the hose. I looked around near the reel and saw a little switch that looked like a release. I pushed it in one direction, and it released tension to unwind the hose. That would have been helpful to know before I did the fireman drag. I figured it out and pushed it the other direction and the hose retracted. I unclipped the grounding wire (it was easy to retract) and retrieved my receipt showing 9 gallons pumped. Apparently, the left fuel gauge was pretty accurate when it was showing a quarter tank remaining. Good to know.

I returned the metal steps to its place on the grass and climbed back into the airplane. Mixture in, master on, key in the ignition. Wait, maybe not the best idea to start up facing the fuel pump. I very deliberately removed the key, turned off the master, and pulled the mixture. I was aware that this would be the perfect time for a problem, when things don't go as planned and trying to do familiar routine things quickly. That was not going to happen to me. Not today.

I climbed back out, leaned on the tail, and turned the airplane around. I'd forgotten just how lightweight a C150 is! Now I deemed it safe to start up and taxi to a parking spot. Again, I was very deliberate in securing the airplane.

Access to the pilot lounge is through the Airways Café, which is only open for breakfast and lunch. I'd never been to Dexter when it was open before, but it looked great and smelled heavenly. Under different circumstances, I'd have stopped for lunch, but I had a task to finish and a mission to complete, and it was time to focus. No distractions.

I called the mechanic. He asked how much fuel was in the right tank. Well, I didn't exactly check it because the left tank took 9 gallons, and it would have involved moving the steps to the other side of the airplane, and well, I just hadn't done it. He said it was really important information to know, so I should go check and then call him back. I was muttering under my breath walking across the chilly and windy ramp, that yes, I should have thought it through to know that in the first place. I once again thanked the Lord for the steps having four wheels that rolled easily, pushed it across the ramp, and checked the right tank. I didn't have my finger all the way in the tank before I felt liquid to my second knuckle. That was confirmation the right tank was not feeding at all.

I consulted again with the mechanic. We agreed the new owner would be disappointed, but even though now with a full left tank, I could soldier on to Memphis, but what would be the point? The fuel problem would have to be fixed there.

With the sun behind me for the return flight, I could see St. Louis from 30 or more miles away. I knew what I was doing. "Homey," the C150, knew what she was doing. I'd spent 4 hours in the air to return to where I'd started. A quick mag check before shutdown greeted me with a coughing and sputtering engine on the right mag. The little homegirl was telling me that after years of being a hangar queen, she'd like to have the 500-hour inspection on the mags done at 450 hours (i.e., now). The mechanic's initial inspection revealed a mud dauber nest in the right fuel vent.

It was a great day to fly and figure things out!

EDITOR'S NOTE: Diane Earhart retired as an air traffic controller after 30 years, 8 months, and 10 days, all of it at St. Louis Downtown Airport (KCPS). She is an FAA Master Pilot who soloed on her 16th birthday and earned her private pilot certificate on her 17th birthday, in Madison, Wisconsin. She was the 1999 Aviation Safety Counselor of the Year for the St. Louis District, and was a popular speaker and instructor at the Mattoon, Illinois Wings Weekend throughout the 1990s and 2010s. She was a long-time flight instructor at Scott Air Force Base Aero Club and currently instructs in C172s owned by AeroCareers NFP in Millstadt, Illinois. She is a 2020 Writer's Digest award winner. She lives in the St. Louis area with two other pilots, three dogs, and a cat. □



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Susan Dacy of Harvard, Illinois
in the 450 Super Stearman "Big Red" at
EAA AirVenture Oshkosh 2023. *Chris Bildilli Photo*

The AOPA Air Safety Institute... Creating Safety Programs For You!

by Mark Baker
AOPA President & CEO

I can't think of a worse day than when I get a call telling me that we have lost a friend, a fellow aviator. That recently happened to me and it hit hard. Ours is a tight-knit community. Everybody seems to know everybody, and when one of us grieves, we all do.

But even the most experienced, proficient and current pilots run a risk every time they take flight. Mind you, it's a significantly low risk as we are in the midst of the safest era for GA ever.

After I got over the shock and disbelief, my mind naturally went to: what happened, where did he go wrong (if he did go wrong at all), and what can we learn from such incidents? I try to separate my personal loss from my professional education. It can be a challenge, but pilots are learners and we look for every instance to keep filling our mental sponge of information. That's how we stay safe.

As we enter into the fall season, millions of young (and not-so-young) adults are headed back to school, continuing their education and staying on the path to success. For we pilots, school is always in session. We rarely take time off from our own education – and when we do have some down time, it's usually spent in the air, sharpening our skills and discovering wonderful new destinations. GA pilots are hungry for knowledge – we're curious, we're diligent, and we never settle for average.

It's no wonder that GA is safer than ever. Since 1950, the general aviation accident rate has decreased by 90 percent. It's also no coincidence that's the same year the AOPA Air Safety Institute began creating safety programs for the pilot community.

Under the leadership of Richard McSpadden, the Air Safety Institute has a single-minded focus on reducing general aviation accidents and reinforcing a culture of safety in GA. The ASI team takes great responsibility in fostering an overall safety culture in general aviation by educating and inspiring the entire GA community – pilots and aircraft owners, instructors, and policy makers.

If you have heard Richard give one of his excellent presentations on safety, you know that safe GA operations are



Mark Baker

based on five core principles: knowledgeable people, who are trained well, kept proficient, placed in reliable equipment, and surrounded in a culture that enables good decision-making. We've made progress across all five of those metrics through the last 25 years; and it shows in the numbers and culture.

Just look at the fact that the valuable content that our AOPA Air Safety Institute puts out is consumed more than 10 million times per year – engaging videos, podcasts, newsletters, articles, online courses, insightful accident analysis reports, and its recently updated *Focused Flight Review* program with six different custom profiles tailored to meet your proficiency goals. The content is designed for the way we consume information today – engaging and to the point. And may I add that most ASI content is free at the ASI page on AOPA's website.

For starters, you probably have seen the very well-received *Early Analysis* series that the team started in 2021. Through these videos, the ASI team addresses a recent aviation accident, makes a preliminary assessment of the overall event and notable portions, and highlights areas the NTSB will likely investigate to determine a probable cause. These videos are solely intended to give pilots some real-world application and learning, so they can apply them to their own flying. We have heard from many pilots that the *Early Analysis* videos have given tremendous and practical insights. Please take a look.

If you go to the ASI website, you will see a lot of other engaging content to make you a smarter, safer and more proficient pilot.

This includes our Accident Case Studies, exploring why pilots ignored the warning signs and pressed on under adverse circumstances; Real Pilot Stories, in which aviators share their mistakes so you can learn from their slip-ups while comfortable on the ground; Beyond Proficient, an inspiring series that helps pilots fly safely while operating in unique and challenging real-world situations; and the 'There I was...' podcast, which invites you into the cockpit to encounter unpredictable scenarios and gain knowledge from how pilots were able to fly safely out of them.

I often say that safety is in AOPA's DNA. Our team is fiercely passionate and committed to helping you be a safer pilot each day and every flight. AOPA pilots earn a diploma in safety every day.

Blue skies!



EAA AirVenture Oshkosh 2023

July 24-30

Wittman Regional Airport

Oshkosh, Wisconsin

Facts and Figures For A Record-Setting Year



William Read, Chairman & CEO of The Wag-Aero Group, Lyons, Wisconsin, assisting customers at EAA AirVenture Oshkosh.



Mary Myers, President of The Wag-Aero Group, Lyons, Wisconsin, writing up one order after the other at EAA AirVenture Oshkosh. Myers said that sales were excellent all week of the fly-in. The Wag-Aero Group, consisting of Aero Fabricators and Leading Edge Air Foils, has been exhibiting at EAA AirVenture Oshkosh longer than any other exhibitor.



(L/R) Ryan Walsh, Avionics Manager, and Rick Petroff, FBO Manager, of Wisconsin Aviation, Inc., Dane County Regional Airport, Madison, Wisconsin. Wisconsin Aviation is a full-service fixed base operation with locations in Madison, Watertown and Juneau, Wisconsin.



Kurt Hartwig of Eagle Fuel Cells, Eagle River, Wisconsin.

EAA AirVenture Oshkosh 2023

Dave Weiman Photos

Comment from EAA CEO and Chairman Jack Pelton:

- "There was so much going on during the week that encompassed the entire world of flight, from the presence of the U.S. Air Force Training Command and NASA, to

24 OCTOBER/NOVEMBER 2023 MIDWEST FLYER MAGAZINE

magnificent aircraft restorations and exciting new flying technology. Oshkosh was again the place that brought the aviation world together."



Ryan Gaug, Director of the Minnesota DOT Office of Aeronautics (center), with staff members Margaret Koele (left) and Luke Bourassa (right) at the Minnesota Aeronautics booth at EAA AirVenture Oshkosh 2023.



Kelly Halada, Assistant Aeronautical Environmental Coordinator, and Hal Davis, Airport Compliance Manager, with the Wisconsin DOT Bureau of Aeronautics, at EAA AirVenture Oshkosh 2023.



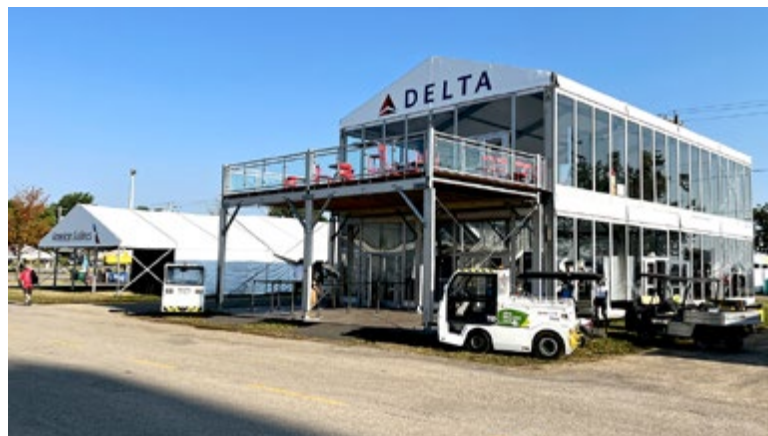
Alyssa Connell, President of Runway Three-Six, an aviation apparel company located in Cedar Falls, Iowa, greeted a happy customer.



Brad Stankey, General Manager of Aviation Oxygen Systems, Redmond, Oregon, demonstrated the various oxygen systems at his booth.



FedEx, American Airlines and Delta were among the many airlines recruiting pilots and aircraft technicians.



EAA AirVenture Oshkosh 2023

Dave Weiman Photos

Attendance: Approximately 677,000 – A record total (previous mark: 650,000 in 2022). Comment from Pelton:

- “We had record-setting totals of campers, exhibitors,

volunteers, and more. It was also a challenging year at times with weather, logistics, and other factors, which makes me even more proud of the efforts by our volunteers and staff to



EAA AirVenture Oshkosh 2023

Chris Bildilli Photo



Lark Schweiss of Schweiss Doors of Fairfax, Minnesota.

Dave Weiman Photo

organize an outstanding event.”

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 21,883 aircraft operations in the 11-day period from July 20-30, which is an average of approximately 148 takeoffs/landings per hour when the airport is open.

Total showplanes: 3,365, including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from 2022), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft.

Camping: More than 13,000 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.

Volunteers: More than 5,500 contributing in excess of 250,000 hours.

Commercial exhibitors: 848 (record number).

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

Social Media, Internet and Mobile: More than 18.3 million people were reached by EAA's social media channels during AirVenture (up 78 percent over 2022), with engagement of 1.9 million. More than 189,000 hours of viewing EAA video clips online also occurred during the event



EAA AirVenture Oshkosh 2023
Chris Bildilli Photos





EAA AirVenture Oshkosh 2023

Chris Bildilli Photos



(more than double the 2022 total).

International guests: International visitors returned in a big way in 2023, with 2,372 attendees registering at the International Visitors Tent from a record-tying 93 countries outside the U.S. Adding a significant number of international visitors who do not register at the tent when they arrive, the actual total is much higher.

The Gathering shines: The EAA Aviation Foundation's annual event to support its aviation education programs

attracted more than 1,000 people and raised more than \$2 million that will be focused on EAA's mission of growing participation in aviation.

Media: 863 media representatives on-site, from six continents.

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



EAA AirVenture Oshkosh 2023

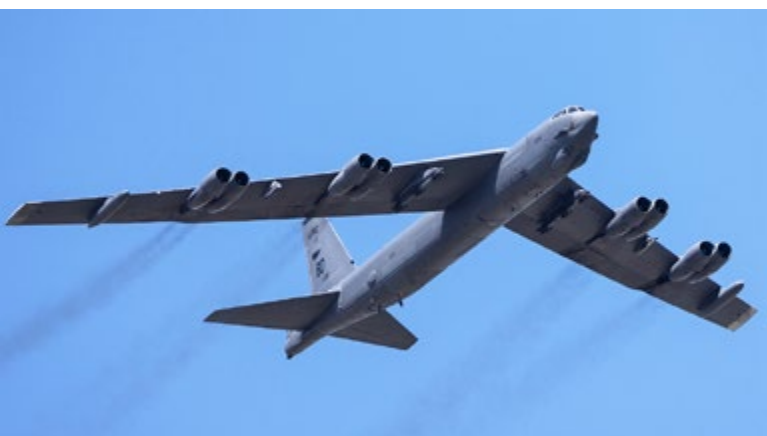
Chris Bildilli Photos

What's ahead for EAA AirVenture Oshkosh 2024 (July 22-28, 2024)? Comment from Pelton:

- “We’ll start planning for EAA AirVenture 2024 a little later in August, but we are already looking at a number of big activities, including the 100th anniversary of the Royal

Canadian Air Force. Plenty of ideas have also been forwarded to us from EAA members and others that will be part of the planning for 2024.”

Information updates posted at www.eaa.org/airventure



EAA AirVenture Oshkosh 2023
Chris Bildilli Photos



EAA AirVenture Oshkosh 2023
Chris Bildilli Photos



EAA AirVenture Oshkosh 2023

Skot Weidemann Photos of actual aircraft, NOT models or other unmanned aircraft.

UAS4STEM Competition Held At EAA AirVenture Oshkosh 2023

EAA AVIATION CENTER, OSHKOSH, WIS. – The UAS4STEM competition for high school students was back for the third year at EAA AirVenture Oshkosh 2023. The Academy of Model Aeronautics event is for groups of students, from age 11 to graduating high school seniors, who build an unmanned aircraft system (UAS) and compete against other teams to complete a specific mission through different obstacles. This year's competition features two divisions, Beginner and Advanced.

“As the competition has evolved, we want to continue

to challenge the competitors who return year after year,” said Kyle Jaracz, AMA's Education Director. The Advanced Division has teams build on skills from the previous year's competition.

Teams competing in the Beginner Class focused on the fundamentals of drone programming and flying, while Advanced teams were tasked with developing a mechanism to pick up and transport items to different locations.

Teams that competed at EAA AirVenture Oshkosh 2023 included:





Beginner Division

- The Corntographers (Yorktown Heights, NY)
- The Flying Nuggets (Decatur, GA)
- Greenville Composite Squadron (Greeneville, TN)
- Hardin Valley Academy AeroHAWKS (Knoxville, TN)
- Redstone Composite Squadron (Huntsville, AL)
- St. Mary's CAP (Hollywood, MD)

Advanced Division

- Arbitrary Innovations (Vernon Hills, IL)
- Bumblebees (Hawthorn Woods, IL)
- Midtown Mavericks Drone Team (Atlanta, GA)
- McIntosh Aeronautics (Peachtree City, GA)

- Redstone Composite Squadron (Huntsville, AL)
- Some Assembly Required (Rockville, AL)

The competition took place July 24-26 near the southwest corner of Camp Scholler. The winning teams were recognized prior to Wednesday's night air show. Teams in first, second and third place of both divisions received Skydio products, and scholarship awards were funded by the AMA Foundation and Skydio.

UAS4STEM is a competition that allows kids to discover different career opportunities in the UAS and aviation industries. UAS4STEM is a program of the Academy of Model Aeronautics (uas4stem.org). □





A Grumman HU-16 Albatross entertained guests at the AOPA Foundation gathering at “The Waters” on Lake Winnebago, Oshkosh, Wis.
Dave Weiman Photo

AOPA Aviation Foundation Gathering & Breakfast @ Oshkosh 2023

by Dave Weiman

Something I looked forward to attending this year at EAA AirVenture-Oshkosh in Oshkosh, Wisconsin, was the AOPA Foundation supporter appreciation “gathering,” held at “The Waters” on Lake Winnebago, July 25, 2023, and the “breakfast,” held at the AOPA Pavilion on the EAA grounds at Wittman Regional Airport, July 27, 2023. The gathering is an opportunity to mingle with fellow donors. The breakfast is an opportunity to meet some of the recipients of the AOPA Foundation’s Flight Training Scholarships, and participants in AOPA’s High School “Science, Technology, Engineering, and Mathematics” (STEM) program, and hear their testimonies.

The gathering at The Waters on Lake Winnebago featured great food and beverages, and this year, a demonstration by a Grumman HU-16 Albatross amphibian aircraft, based at Anoka County-Blaine Airport in the Twin Cities, and fly-bys by a couple of jet fighters. Apparently,



Some of the students who benefited from the AOPA Foundation High School STEM Curriculum were present at the AOPA Foundation appreciation breakfast held in the AOPA Pavilion, July 27, 2023. (L/R) David Anderson, Zane Hudspeth, and John David Muse of Ada High School, Ada, Oklahoma.
Dave Weiman Photo



Lily Ann Keutzer of Princeton, Illinois, received an AOPA Foundation "You Can Fly High School Flight Training Scholarship."
Dave Weiman Photo



Brian Morgan of Oconomowoc, Wisconsin, enrolled in AOPA's Rusty Pilot Program, and is now active flying again. Introducing Morgan was Elizabeth Tennyson, AOPA Foundation Senior Vice President.
Dave Weiman Photo

nothing was prearranged regarding the jets. They were part of the airshow back at the airport, and just happened to fly by The Waters, merely to turn around. Regardless, their performance was very cool.

AOPA President and CEO, Mark Baker, was at The Waters to personally thank guests for supporting the AOPA Foundation.

At the breakfast, AOPA members heard directly from some of the recipients of the scholarships and instructors in AOPA's High School STEM program.

These young people really have their acts together... they are excited about their future careers in aviation, and most appreciative of their scholarships.

One young person wants to be a corporate pilot, another an aircraft technician, and another will be entering the Air Force Academy this fall.

The scholarship awards are broken down into four categories: AOPA High School Flight Training Scholarships, AOPA Teacher Flight Training Scholarships, AOPA Primary Flight Training Scholarships, and AOPA Advanced Rating Scholarships.

Recipients can use the money for direct flight training expenses to pursue a primary pilot certificate, such as a private, sport, or recreational pilot certificate. They must also complete a flight training milestone, achieving either solo flight or earning a primary pilot certificate, within one year of receiving the scholarship.

The AOPA High School Aviation STEM Curriculum is a FREE four-year aviation-based program available at public, private, charter, and parochial schools, as well as high school home school co-op programs. The curriculum is currently in use by over 400 schools in 43 states, with over 16,000 students presently enrolled. The curriculum introduces students to academically rigorous aviation and aerospace

STEM concepts aligned to Common Core State Standards (CCSS) and Next Generation Science Standards (NGSS); prepares students for industry certification tests, specifically the FAA private pilot knowledge test and Part 107 sUAS written examination; and leads students through Career Technical Education (CTE) pathways and capstone projects for career success. The STEM program at Ada High School in Ada, Oklahoma, was featured at the breakfast.

The AOPA Foundation is the philanthropic arm of AOPA. Member contributions fund programs that membership dues do not cover, including the "AOPA Air Safety Institute" (ASI) and "You Can Fly."

You Can Fly is a collection of practical, rigorous, and engaging initiatives developed through real-world experience to support pilots at every stage of their aviation journey.

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

None of these programs would be possible without member contributions!

The AOPA Foundation offers various contribution levels: "Friends of GA" can vary between \$1.00 and \$999. Contributions to the "Hat in the Ring Society" varies between \$1,000 and \$9,999. The "President's Council" requires a gift of \$10,000 or more!

Heading up the AOPA Foundation is Senior Vice President, Elizabeth Tennyson, who has been with AOPA since 1998. The AOPA Foundation's Donor Relations Manager is Carli Stone. Carli can be reached at [301.695.2207](tel:301.695.2207) or via email at Carli.Stone@aopa.org. (<https://foundation.aopa.org/>)





Boeing Plaza.
EAA Photo by Connor Madison

The Need For Pilots Is Great & Growing...

Realizing This Need, Boeing Announces Scholarships For Pilot Training

OSHKOSH, WIS. – Boeing Aircraft is investing \$950,000 in scholarships for pilot training to grow and diversify talent required to meet significant long-term demand for commercial pilots.

Boeing is donating \$500,000 to fund 25 scholarships with five aviation organizations committed to developing future pilots, including:

- Aircraft Owners and Pilots Association
- Latino Pilots Association
- Organization of Black Aerospace Professionals
- Sisters of the Skies
- Women in Aviation International

Boeing is also donating \$450,000 to Fly Compton, a Los Angeles-based nonprofit that introduces minority youth to career opportunities in aerospace. This investment will increase the number of flight training classes offered to students in L.A.'s Compton community and introduce career topics related to designing, building and maintaining aircraft and drones.

"The demand for qualified and diverse pilots remains

high at airlines worldwide. While becoming a pilot provides a lifelong career, access to training remains a barrier to entry for many," said Ziad Ojakli, executive vice president of Government Operations at Boeing. "These organizations are helping the next generation of pilots realize their full potential, while also showing communities that are historically underrepresented in the industry that a future in aviation is possible."

Long-term demand for newly qualified aviation professionals remains strong. Boeing projects 602,000 new pilots will be needed to fly and maintain the global commercial fleet over the next 20 years.

"We are seeing more women and individuals from diverse backgrounds entering the pilot profession because of the mentorship and guidance that aviation organizations like these provide for early career professionals," said Chris Broom, Vice President of Commercial Training Solutions for Boeing Global Services. "The work they're doing to



Chris Broom, Vice President of Commercial Training Solutions, Boeing Global Services. *Dave Weiman Photo*

implement changes needed to remove social and financial barriers to entry are critical.”

Since 2019, Boeing has invested more than \$8.5 million to bring pilot training programs to underrepresented populations in communities across the United States. Here are comments from organizations receiving Boeing funding:

Mark Baker, President and CEO of the Aircraft Owners and Pilots Association: “The aviation community is all about partnerships and coming together around the shared goal of protecting and growing our passion for flight. This collaboration is a true embodiment of that spirit and supports our mission of getting more people into the skies.”

Demetrius Harris, President and Executive Director of Fly Compton: “We are grateful for the tremendous support from our partners at Boeing. They continue to demonstrate an unwavering commitment to breaking down barriers for minority youth within the aviation industry. At Fly Compton, we know that lack of exposure, access to resources and the high cost of flight training prevents underrepresented populations from exploring careers in aviation. We focus on eliminating these barriers to entry, and this funding package from Boeing helps us continue this important work.”

Claudia Zapata-Cardone, President of the Latino Pilots Association: “It brings us great joy that Boeing has provided these scholarships to our members. This award allows us to help them achieve their dreams of flight by eliminating the financial barriers associated with training. We look forward

to growing and continuing our work with Boeing and LPA, so all of our members can access a profession that otherwise would be unattainable.”

Samantha Whitfield, Executive Director of Organization of Black Aerospace Professionals: “Funding flight training is often one of the greatest barriers for students of color pursuing a pilot career. Scholarship partners like Boeing provide the much-needed support to fuel the careers of aspiring aviators. OBAP is proud to join forces with Boeing as we seek to diversify the aerospace workforce now and in the future.”

Stephanie Grant, a board member and the development director of Sisters of the Skies, and a United Airlines first officer: “Sisters of the Skies is an organization of professional black female pilots committed to improving scholarship opportunities, mentorship, professional development, and outreach. Being able to support our members through scholarships like this helps offset the high cost of flight school and ultimately sees these women become professional pilots. With less than 200 black female commercial airline pilots nationwide, we remain focused on increasing this number through the pillars of our mission.”

Stephanie Kenyon, Interim CEO of Women in Aviation International: “WAI members appreciate the longtime scholarship support from The Boeing Company. This year during our WAI2023 conference in Long Beach, California, Boeing provided scholarships for career enhancement, manufacturing skills and flight training. We know that scholarships change lives and provide our members with the financial resources to continue pursuing their aviation/aerospace dreams. As a nonprofit organization, WAI is thankful for Boeing’s commitment to help train the next generation of female aviators.”

As a leading global aerospace company, Boeing develops, manufactures and services commercial aircraft, defense products and space systems for customers in more than 150 countries. As a top U.S. exporter, the company leverages the talents of a global supplier base to advance economic opportunity, sustainability, and community impact. Boeing’s diverse team is committed to innovating for the future, leading with sustainability, and cultivating a culture based on the company’s core values of safety, quality and integrity. To learn more, go to boeing.com/careers. □



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Pilotsmith Partners With Purdue Global To Address Projected Demand For Pilots

WEST LAFAYETTE, IND. – As U.S. airline pilots approach the federally mandated retirement age of 65, the industry faces a shortage of pilots. Reports forecast a need for 130,000 pilots over the next 20 years in North America alone, and airlines are already finding it hard to fill open positions.

To help address this demand for pilots, Pilotsmith, a professional pilot academy in Wisconsin, and Purdue Global, Purdue's online school for working adults, have formed a partnership.

Students accepted into the Purdue Global professional flight degree program will complete their Bachelor of Science Degree courses online through Purdue Global, while completing professional flight training at Pilotsmith.

Students who complete all five flight certifications/ratings – private pilot certification, instrument rating, commercial pilot certification, certified flight instructor and multiengine flight rating – will receive 45 college credits from Purdue Global toward their bachelor's degree in professional flight, equivalent to one year of college credits. Students who have college credits from previous schools may also receive additional transfer credits, thereby saving them more money and allowing them to graduate faster.

Purdue Global's professional flight degree program is a collaboration between Purdue Global and Purdue University's School of Aviation and Transportation Technology. □

Wisconsin DOT sites to checkout in relation to AVIATION

SCHOLARSHIPS IN REGARD TO AVIATION

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

DEGREE PROGRAMS IN AVIATION

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

YOUTH AVIATION PROGRAMS

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

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Tom Poberezny waves to the crowd following one of hundreds of performances with the Eagles Aerobatic Team.

Tom Poberezny's Sculpture Unveiled At EAA AirVenture Oshkosh 2023

OSHKOSH, WIS. – Tom Poberezny, who served as EAA's president for more than two decades, and who was instrumental in the construction of the EAA Aviation Museum & Headquarters with his father, EAA Founder Paul Poberezny, and who was a world-class aerobatic competitor and airshow performer, was honored with a life-size bronze sculpture July 24, opening day of EAA AirVenture Oshkosh 2023. Poberezny died July 25, 2022, from natural causes at age 75 – the opening day of EAA AirVenture Oshkosh 2022.

Poberezny's sculpture is located in the entrance atrium of the museum, adjacent to a sculpture honoring his father.

Poberezny chaired AirVenture from 1976 until 2010, a period that saw the event become one of the world's preeminent aviation gatherings.

"Tom Poberezny was responsible for so many programs that engaged people in flight, including the growth of AirVenture, the creation of the Young Eagles program, and the introduction of the Sport Pilot and Light-Sport Aircraft categories," said Greg Anderson, retired EAA executive vice president who led the private fundraising effort for the sculpture. "It is fitting that a permanent remembrance be placed in the EAA Aviation Museum – a facility that was his brainchild as a world-class home for EAA Headquarters when it moved to Oshkosh in the early 1980s."

Paul Poberezny proposed the idea of the EAA Air Museum-Air Education Center in August 1958. In the late 1970s, Tom Poberezny began a campaign to raise money

to build the museum, and move EAA's headquarters from Hales Corners to Oshkosh, Wisconsin. The museum and headquarters officially opened in 1983, and the Education Center, which includes a Pilot Proficiency Center, opened in July 2022.

The sculpture was created by famed sculptor George Lundeen, who has created remarkable likenesses of noted personalities over his 40-year career. It features Poberezny wearing his Eagles Aerobatic Team flight suit, looking up at the Christen Eagle biplane he flew as a member of the team.

The late Charlie Hillard formed the "Red Devils" aerobatic team in 1971 with Poberezny and Gene Soucy, and they flew three red Pitts Special biplanes. In 1979, they started flying Christen Eagle biplanes and renamed the team the "Eagles Aerobatic Team." The Eagles performed throughout North America for 25 years, setting the record for the longest-running aerobatic team in the world, which included the same pilots. The team flew their final performance at Skyfest Daytona on November 5, 1995, in Daytona Beach, Florida.

A scholarship in Tom Poberezny's name, created by former EAA executive and friend, Adam Smith, is focused on giving a former EAA Young Eagle an opportunity to further their flight training. More details on the scholarship will be announced as they are finalized. Contributions to the scholarship fund are welcomed by going to EAA.org/Poberezny or by calling 888-500-5600.



A life-size bronze sculpture of Tom Poberezny was dedicated July 24, 2023, on the opening day of EAA AirVenture Oshkosh.



A life-size bronze sculpture of Paul Poberezny stands across from his son's sculpture.

Dave Weiman Photos



Support the Legacy of Tom Poberezny



A scholarship has been established within the EAA Aviation™ Foundation to recognize Tom's impact and help a new generation of aviation enthusiasts pursue their aviation goals. Contributions will extend the legacy of Tom Poberezny, who was dedicated to the world of flight and inspiring people of all ages to be a part of it.

EAA.org/Poberezny





The three Christen Eagle aerobatic biplanes flown by the Eagles Aerobatic Team for 25 years are displayed in the atrium welcoming guests to the EAA Aviation Museum. The bronze sculpture of Tom Poberezny has him looking up at the aircraft.

Dave Weiman Photo



Pictured here is Tom Poberezny (left) as he welcomed Dave Weiman (right) of *Midwest Flyer Magazine* to the EAA Aviation Museum while it was under construction in 1983. Behind them is the atrium where the three Eagles Aerobatic Team biplanes are now displayed.

Mel Jones Photo

Tom Meadows Recognized With 2023 Phillips 66® Aviation EAA Young Eagles Leadership Award



(L/R) Meghan du Plessis, Director, Phillips 66 Aviation Brand Marketing; Tom Meadows, 2023 Phillips 66 Leadership Award Recipient; David Leiting, EAA; Sean D. Tucker, EAA Young Eagles. EAA Photo

OSHKOSH, WIS. – Phillips 66® Aviation presented Tom Meadows, an EAA member with Chapter 1073 in Truckee, Calif., the 2023 Phillips 66 Aviation Experimental Aircraft Association (EAA) Young Eagles Leadership Award, July 26, 2023. This award, presented each year during EAA AirVenture Oshkosh, recognizes exceptional Young Eagles volunteers who have continually supported the future of aviation by exceeding expectations.

“I have so many stories of flying youngsters through the skies and seeing their faces light up with excitement and joy,” Meadows said. “From allowing youth to sit in the pilot’s seat, to helping them taxi to the runway, flying with these kids is always an adventure.”

A retired Naval air crewman, Meadows was the Young Eagles Coordinator for EAA Chapter 1073 for nearly five years. During that time, his EAA chapter held rallies in the Truckee region at different airports in smaller communities without chapters, to introduce their youth to aviation by giving them free airplane rides.

Meadows has also flown to more distant cities to help their chapters hold rallies. His wife, Lynn, a private pilot, gets to fly to and from the rallies, and serves as a ground volunteer while her husband flies kids. “It is important to us that we make aviation instruction as accessible to young people as possible, so flying from airport to airport is exciting for us.”

The Meadows both received their pilot licenses in 1978, however Tom’s passion was ignited at a young age, as he would sometimes accompany his father to work at Wright

Patterson Air Force Base in Dayton, Ohio.

“My dad would drop me off at the Air Force Museum on the base, and no matter how many times I walked through that museum, I never grew tired of it,” Meadows said. “Later in life, my dad told me that when I was two years old, he had put me on his lap and gave me my first airplane ride.”

Meadows holds an Instrument Rating, and Commercial, CFI and MEL pilot certificates. While he stepped down as a Young Eagle coordinator in 2020, Tom and Lynn still serve as ground and flight volunteers at rallies near and far.

“We have flown our Cessna 172 Skyhawk to Ohio five times to attend my high school reunions, and we stop to visit friends and family members. If any of our hosts have age-eligible kids, I take them flying as Young Eagles,” Tom said. “We are always looking for new families to share our spirit of aviation.”

In the fall, Tom plans to fly his 2,000th Young Eagle mission. By then he will have donated 1,500 flight hours in their Cessna 172, along with countless hours of volunteering on the ground.

“I am always mining for more Young Eagles. You never know when you are going to find a gem,” Tom said. “The future of aviation is in the hands of these kids, and I am proud to be a part of their journey.”

To learn more about the EAA Young Eagles program, visit eaa.org.

To learn more about how Phillips 66 supports the Young Eagles program, visit Phillips66Aviation.com. ❑

Double Milestone: 50 Years Apart

Two members of EAA Chapter 64 have recently reached milestones. Diane Earhart, 66, EAA 762728, of Belleville, Illinois, has earned the Federal Aviation Administration (FAA) Wright Brothers Master Pilot Award, marking the 50th anniversary of her first solo flight on February 27, 1973. The award was presented to her on April 22, 2023. Passing the flying torch, Earhart's student, Mia Petruso, 16, EAA 1505930, of Waterloo, Illinois, made her first solo flight on May 13, 2023.



Diane Earhart with CFI Bob Vetter on February 27, 1973, when Earhart first soloed.

The Wright Brothers Master Pilot Award is named in honor of Orville and Wilbur Wright who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The award is the most prestigious award the FAA issues to civilian pilots. This award is to recognize individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years of piloting experience.

Earhart joins approximately 7,500 other pilots listed on the Master Pilot Award Roll of Honor since the inception of the award on October 11, 2003.

Petruso is a 2023 recipient of EAA's Ray Aviation Scholarship, sponsored by EAA Chapter 64 and AeroCareers, NFP.

Introduced in 2019, the EAA Ray Aviation Scholarship is named for James C. Ray, and the foundation created to carry on his legacy. Ray flew a B-17 during the D-Day invasion, and later became greatly involved in general aviation. He was awarded EAA's Freedom of Flight Award in 1992.

The mission of the Ray Foundation is to encourage the development of human potential by supporting programs that develop the life skills of recipients, such as self-discipline, self-confidence, and self-reliance with a focus on aviation and

aerospace.

Petruso is one of more than 230 scholars currently undergoing flight training nationally, and will join more than 220 other scholars who have earned a private pilot certificate through the Ray Aviation Scholarship Fund, which has a success rate of approximately 80-85%. Per scholarship requirements, Petruso must earn her private pilot certificate by the end of February 2024. However, Earhart and Petruso are hopeful for a 17th birthday checkride in November.



Mia Petruso preflights a Cessna 172 for her first solo flight on May 13, 2023.



Mia Petruso shows the logbook entry for her first solo flight.



(L/R) Flight student Mia Petruso and CFI Diane Earhart.

In addition to providing encouragement and support, each EAA chapter with a Ray scholar, appoints a scholarship coordinator to serve as the primary mentor for the scholar, reports the scholar's flight training progress to EAA headquarters, and manages the scholarship funds disbursed to the chapter.

EAA Chapter 64's scholarship coordinator is Bob McDaniel of Columbia, Illinois, who also wrote a recommendation letter supporting Earhart's application for the Master Pilot Award. McDaniel called Earhart "a trusted friend" who is widely known in the aviation community for "her extensive pilot experience" and "willingness to share that experience by mentoring others."

Recently, McDaniel asked Petruso, if learning to fly is fun. She enthusiastically answered, "Yes!" McDaniel further quizzed her, "Is it easy?" Equally empathically, Petruso answered, "No!" She was further asked, "Is it worth it?" Without hesitation, she assured McDaniel that it is.

McDaniel is also the founder of AeroCareers, NFP. The not-for-profit organization offers aerospace mentoring, networking, and education opportunities, and owns two Cessna 172 Skyhawks for use by flying club members. AeroCareers also owns and is restoring the Lancair Columbia 300, dubbed the New Spirit of St. Louis, flown trans-Atlantic by Erik Lindbergh. The flying club works closely with EAA Chapter 64, and many people, including Earhart and Petruso, are members of both organizations.

Earhart spent 30 years, eight months, and 10 days as an air traffic controller at St. Louis Downtown Airport in Cahokia Heights, Illinois. Following age-mandatory retirement, she remained a fixture at the airport where she was commonly known simply as "Diane-in-the-Tower," working as the office manager at Big River Aviation and as a local flight instructor. Earhart acknowledges, "You can take the girl out of the tower, but can't take the tower out of the girl!"

On a recent dual cross-country flight – Petruso's first – Earhart was monitoring the activity on the approach control frequency. Petruso didn't catch the exchange between the controller and an instrument training pilot. The controller cleared the flight for a practice approach at an altitude that would kiss the edge of the Bravo airspace. The instructor asked if that meant they're cleared into the Bravo. The controller answered, "Sure, why not?" Earhart laughed and explained the exchange to Petruso, who then made her own first-time request to enter Bravo airspace.

According to Women in Aviation International, of which Earhart is a charter member, fewer than 10 percent of pilots, aviation mechanics, and air traffic controllers are women. When Earhart started flying in 1972, it was something noteworthy in the aviation community when a female voice was heard. Teenager Earhart was often invited to visit the tower, and later when a tower 50 miles away employed the first female controller, everyone at Earhart's home airport (Madison, Wisconsin) was asking each other if they'd heard the woman at Janesville yet. Thankfully, times are a' changing. On a recent dual flight, a female controller sequenced Earhart and Petruso behind another Skyhawk flown by a female pilot.

At her award presentation, Earhart remarked, "When my newly licensed dad took me flying in 1969, who knew where it would lead all these years later? Aviation has been good to me, and I am blessed to be honored for 50 years of fun, enjoyment, and adventure."



Diane Earhart with her Master Pilot Award.

Petruso has similar familial influence from her grandfather, Tony Petruso of St. Louis, Missouri, who was an Air Force weapons loader on the F-4 Phantom and earned his private pilot certificate in 1974 at Lambert Airport. He later earned helicopter and seaplane ratings, and is a longtime Tri-Pacer owner. Tony was one of about a dozen supporters watching Mia make her first solo flight during a short break between thunderstorms.

At their first meeting, Earhart told Mia Petruso, "Fifty years ago I was a 16-year-old girl learning to fly. Welcome to the club!"

Earhart and Petruso have been flying together for slightly over four months. Earhart enthuses, "Mia is the student I have waited 37 years as a flight instructor for. She comes to each lesson prepared. She is smart and processes information quickly. She is a superior pilot who uses her superior judgment to avoid needing to use her superior skill. I love her." Petruso enjoys ground lessons with Earhart that are not

as dry as the online ground school lessons.

In addition to volunteering at EAA Chapter 64, Mia plays saxophone in her high school jazz band and in the "St. Louis Muny Band." She makes casseroles for the homeless, teaches religion classes and tutors other high school juniors. She enjoys golfing and bowling, takes horseback riding lessons, and holds a part-time job, while remaining a straight-A student. With her siblings, she looks after eight chickens. Mia is interested in a future in forestry and possibly aerial firefighting.

Diane volunteers at her church, is involved in senior citizen activities, participates in Pilots N Paws missions, and loves all things aviation. She is a 99's Museum of Women Pilots Trustee, as well as present and prior member of numerous aviation groups. She is also a winner of Writer's Digest 2020 Writing Competition in two categories.

Earhart and Petruso agree, "Flying is frickety-frackety awesome." □

Julie Clark Named 2023 Recipient of Katharine Wright Memorial Trophy

The National Aeronautic Association (NAA) and the Ninety-Nines, International Organization of Women Pilots, have announced that renowned airshow performer and airline captain, Julie Clark, has been named the recipient of the "2023 Katharine Wright Memorial Trophy."

"The Katherine Wright Award means so much to me because I love to inspire and encourage young aviators," said Clark. "I know that Katherine Wright was a true supporter of her famous brothers' endeavors, and always put their activities ahead of her own. She was a real compassionate and loyal sister! How very honored I am to be selected for this amazing award."

Clark is being honored for her significant contributions to the art and sport of aviation, the success of others and the promotion of aerospace education for more than a half-century.

"Throughout her life, Julie Clark has shown dedication, remarkable skill, and a passion for excellence," said Ninety-Nines President Robin Hadfield. "Her aviation journey stands as an example of what can be achieved when one combines talent with determination, making her a true inspiration to all."

Julie Clark is widely known for her 40-year career in the airshow entertainment industry, as well as one of the first female pilots to fly for a major airline. Clark is an original charter member of The International Society of Women Airline Pilots (ISA+21). Always going above and beyond, she contributes her knowledge and support to the International Council of Air Shows (ICAS) by serving as a board member, chair of the ICAS regional satellite chapters, and as an aerobatic competency evaluator (ACE). Additionally, Clark



Dave Weiman of *Midwest Flyer Magazine* congratulates longtime friend, Julie Clark, on her success as an airshow performer and airline pilot, and for inspiring others to pursue their dreams in aviation. Most recently, Clark was named the recipient of the 2023 "Katharine Wright Memorial Trophy."
Mike Brewer Photo

serves as a mentor of the Experimental Aircraft Association (EAA) "Women Soar" program. She also personally mentors young aerobatic pilots seeking a career as an airshow performer and inspires countless other young people to pursue a career in aviation.

"From the start of Julie's aviation career to the present day, she has constantly sought ways to lift and inspire others," said NAA President & CEO Greg Principato. "Many talk about giving back... Julie defines the term. She is the definition of a Katharine Wright Trophy recipient, great in her own right and making all others around her better. It will be our honor to present the Katharine Wright Trophy to Julie Clark."

The Katharine Wright Trophy was established in 1981 by the Gates Learjet Corporation. The award was named in honor of Orville and Wilbur Wright's sister, Katharine, who not only provided financial support to her brothers' endeavors, but also emotional and public support. The Katharine Wright Trophy is awarded annually in partnership with the Ninety-Nines, International Organization of Women Pilots to an individual who has contributed to the success of others or made a personal contribution to the advancement of the art, sport, and science of aviation and space flight over an extended period of time.

Members of the Katharine Wright Selection Committee include: Nicole Alexander, President, Wichita Aero Club; Robin Hadfield, President, The Ninety-Nines; Jill Meyers,

2022 Katharine Wright Recipient; Pat Prentiss, Director, The Ninety-Nines; Brian Sandberg, President, Society of Experimental Test Pilots; and Barbara Walter-Phillips, 2019 Katharine Wright Recipient

The National Aeronautic Association (NAA) is the oldest national aviation organization in the United States and is dedicated to advancing of the art, sport and science of aviation in the United States. The organization encompasses all areas of flight from skydiving and models to commercial airlines, military aircraft, and spaceflight.

NAA administers the nation's most prestigious aviation awards, including the Collier Trophy and the Wright Brothers Memorial Trophy. The Awards & Events Board oversees nominations and selections year-round. □

Reuniting With Old Friends At EAA

by Dave Weiman

OSHKOSH, WIS. – Whether it is at Camp Scholler, in the exhibit buildings or on the grounds, it was nice to meet up with old friends at EAA AirVenture Oshkosh, July 24-30, 2023.

Among these friends were the children of two friends in the airshow entertainment industry, Bill Barber II, and Kyle Franklin.

Peggy and I had the pleasure of working with the fathers of these young men and have known them since they were kids. Barber II is flying with Jet Blue Airlines (his father, Bill Barber, flew for Northwest and was a renowned airshow performer), and like his father, the late great Jimmy Franklin, Kyle Franklin is a superb airshow performer! To date, there have been dozens of top airshow performers who have received the "Bill Barber Award For Showmanship" over the years, including Jimmy and Kyle Franklin. The award is presented annually at EAA AirVenture Oshkosh.



(L/R) Bill Barber II, Dave Weiman, and Kyle Franklin. Photo taken at the Charlie R. Hillard Air Operations Center at EAA AirVenture 2023 in Oshkosh, Wisconsin. □



Sport Aviation Halls of Fame Class of 2023

EAA AVIATION CENTER, Oshkosh, Wisconsin – (August 19, 2023) – The Experimental Aircraft Association Sport Aviation Halls of Fame continue to grow as five new inductees will be honored as part of the 2023 class. The five inductees each represent a different area of aviation – homebuilders, ultralights, the International Aerobatic Club, the Vintage Aircraft Association, and EAA Warbirds of America.

The 2023 inductees include:

- **EAA Homebuilders Hall of Fame: Neal Loving** (posthumous) – a pioneer black aviator, aircraft designer, homebuilder, and aerospace engineer known for designing the WR-1 midget racer, also known as “Loving’s Love.”
- **International Aerobatic Club Hall of Fame: Lew Shattuck** – 1978 IAC National Champion in the Unlimited Category, flew in regional and national competitions until the age of 85.
- **Warbirds of America Hall of Fame: Charles “Chuck” Greenhill** (posthumous) – famed restorer of warbird aircraft

including the only surviving Grumman J2F-4 Duck from the Japanese attack on Pearl Harbor.

- **Vintage Aircraft Association Hall of Fame: John Parish Sr.** – co-founder of the Beechcraft Heritage Museum.
- **EAA Ultralights Hall of Fame: Paul Mather** – President of M-Squared Aircraft, creators of the Breese X/L ultralight vehicle.

The EAA Sport Aviation Halls of Fame were established to honor the outstanding achievements of men and women in aviation who share the spirit of EAA and its community. Those inducted into the halls of fame are selected by their peers for myriad contributions made to their respective areas of aviation.

EAA will honor the new inductees at a dinner ceremony on November 9, 2023, in the Eagle Hangar of the EAA Aviation Museum in Oshkosh, Wisconsin.

More information on each inductee can be found at EAA.org/HallofFame



National Aviation Hall of Fame To Present Armstrong Award To ForeFlight Cofounder, Tyson Weihs

DAYTON, OHIO - The Board of Trustees of the National Aviation Hall of Fame (NAHF) is pleased to announce that the 2023 Armstrong Award will recognize ForeFlight cofounder (and CEO for 15 years), Tyson Weihs.

“This award publicly acknowledges Tyson’s dedication to leadership in promoting aviation and the values of innovation, integrity, and service,” explained NAHF President & CEO Aimee Maruyama. “Tyson’s story is an inspiration for future generations of aviation innovators and entrepreneurs.”

Weihs is being honored specifically for his innovative spirit, commitment to safety, and service to the aviation community as cofounder of ForeFlight, the leading provider of critically acclaimed, essential integrated flight application software for aviation. ForeFlight is an invaluable companion for pilots that packs rich airport information, search, and aviation weather imagery in a single package.

“Receiving the Armstrong Award is deeply humbling,” said Weihs, reflecting on the recognition. “I am truly honored to be part of the distinguished legacy of aviation, and I believe this award underscores the limitless possibilities that aviation holds for those who dare to dream and push boundaries.”



Tyson Weihs

“Not only has Tyson left an indelible mark on aviation by co-founding ForeFlight,” said NAHF Chair Jim Cooling, “he is also a valuable member of the aviation community, giving generously with his leadership, time, and expertise to support numerous aviation organizations.”

Weihs received the award on September 21, 2023, at the President’s Reception as part of the National Aviation Hall of Fame’s 59th Enshrinement events. Over 600 people attended two days of events in Washington D.C., including government and industry leaders and several returning enshrinees, including former NASA astronauts Charlie Bolden,

Eileen Collins, Bob Crippen, and Hoot Gibson; aviation visionary Joan Sullivan Garrett; general aviation titans Dale Klapmeier and Russ Meyer; and airshow performer, Sean D. Tucker.

The ceremony, led by emcee CNN’s Pete Muntean, featured the formal installment of the NAHF Enshrinee Class of 2023: pioneers (the late) Velta Benn and (the late) Cornelius Coffey, visionaries Angela Gittens and (the late) Ed Stimpson, and aerospace heroes Fred Haise and Kathryn Sullivan.

(www.nationalaviation.org)



National Aviation Hall of Fame Presents Congressional Leadership Awards To Congressman Sam Graves & Senator Jerry Moran

DAYTON, OHIO – The National Aviation Hall of Fame (NAHF) Board of Trustees has announced the recipients of the inaugural National Aviation Hall of Fame Congressional Leadership Award. Chairman of the Committee on Transportation & Infrastructure, Congressman Sam Graves, and Ranking Member of the Senate Veterans Affairs Committee, and Senate Commerce Committee-Aviation Subcommittee, Senator Jerry Moran, were honored for their outstanding contributions to American Aviation and Aerospace, September 21, 2023.

Established by the NAHF Board of Trustees, the Congressional Leadership Award pays homage to exceptional American leaders whose dedicated public service has bolstered the nation's strength and significantly propelled advancements in aviation and aerospace. This novel award series seeks to recognize individuals of remarkable character and integrity whose service and initiatives have significantly impacted the United States' continued global leadership in aeronautics.

NAHF Chair Jim Cooling enthusiastically stated, "We couldn't envision more deserving recipients for this inaugural honor. Congressman Graves and Senator Moran's unwavering commitment to advancing general aviation, enhancing aviation safety, fostering education, and promoting accessibility, has left an indelible mark on the industry and our nation. We extend our heartfelt gratitude to them for their leadership and are honored to present them with this prestigious award."

The awards were formally presented during The President's Reception, September 21, 2023, as part of the National Aviation Hall of Fame's 59th Enshrinement Dinner and Ceremony. The President's Reception also featured the presentation of the A. Scott Crossfield Aerospace Teacher of the Year Award, The Milton Caniff Spirit of Flight Award, and the Armstrong Aerospace Award.

Taking place on September 22, 2023, the Enshrinement Dinner and Ceremony, led by emcee CNN's Pete Muntean, featured the formal induction of the NAHF Enshrinee Class of 2023. This remarkable class included pioneers (the late) Velta Benn and (the late) Cornelius Coffey, visionaries Angela Gittens and (the late) Ed Stimpson, and aerospace heroes Fred Haise and Kathryn Sullivan.

Over the course of two days in Washington D.C., aviation enthusiasts, government and industry leaders, and esteemed returning enshrinees, such as Major General Charles Bolden, Colonel Eileen Collins, Captain Robert Crippen, Captain Robert "Hoot" Gibson, Clay Lacy, Sean Doherty Tucker, and others, convened to celebrate aviation's legacy and future (www.nationalaviation.org). □

Sisters of the Skies Receives 2023 Clifford Henderson Trophy

The National Aeronautic Association (NAA) has announced that "Sisters of the Skies™" was chosen the recipient of the 2023 Clifford Henderson Trophy.

The Henderson Trophy, founded in 1960, is named after Clifford W. Henderson, an enthusiastic aviation proponent. The trophy is awarded annually to a living individual, group of individuals, or an organization whose vision, leadership or skill made a significant and lasting contribution to the promotion and advancement of aviation and aerospace. Nominees are proposed by the NAA President and approved by the NAA Executive Committee.

Sisters of the Skies, Inc™ is being honored for its commitment to increase awareness of the opportunities in aviation and to increase the number of black female pilots who are introduced, celebrated, and supported through its scholarship, mentorship, professional development, and outreach programs.

"The growth of aviation as an industry and as a career is threatened by the lack of a broad pipeline for talent," said NAA President & CEO Greg Principato. "Sisters of the Skies makes an incredible contribution to solving that problem. They are building the future of aviation. It is exactly this kind of passion and commitment that we seek to honor with the

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Clifford Henderson Trophy, and it will be an honor to present the 2023 award to Sisters of the Skies.”

Sisters of the Skies, Inc™, originated in 2016 by two pilots, to connect the few black female pilots flying commercially and for the U.S. military. As they began to turn to current aviators for support, they soon discovered that more was needed. Since its founding, Sisters of the Skies, Inc™ has grown to a multifaceted organization that attracts and retains aviation professionals, as well as provides representation to a new generation of pilots.

“The Henderson Trophy holds profound significance for Sisters of the Skies, serving as a testament to our unwavering dedication and commitment to creating a more inclusive and equitable industry,” said Sisters of the Skies, Inc™ Co-Founder Nia Gilliam-Wordlaw. “This prestigious award validates our mission, recognizes our accomplishments, and powerfully affirms the impact we are making in the field of aviation. We are honored to be a recipient.”

The award will be celebrated at the Sisters of the Skies Scholarship Gala, February 3, 2024. □

AIRCRAFT

Wisk Aero Completes First-Ever Public Demonstration Flight At EAA AirVenture



Chris Bildilli Photo

OSHKOSH, WIS. – Wisk Aero, a leading Advanced Air Mobility company, successfully completed the world’s first public demonstration flight of a fully autonomous, electric vertical takeoff and landing (eVTOL), fixed-wing air taxi July 26, 2023 at EAA AirVenture Oshkosh. The milestone flight also marked the company’s first public demonstration of its 5th generation autonomous, eVTOL technology demonstrator (Cora). Wisk completed a multi-transition flight, during which the air taxi transitioned from hover to wing borne flight four times. The flight also included multiple maneuvers that demonstrated the unique capabilities of the aircraft, such as hover, 360-degree turns in place, and more. Video footage of the flight can be found on Wisk’s YouTube channel.

“We’re proud to demonstrate the autonomous technology behind our self-flying first approach,” said Brian Yutko, CEO of Wisk. “This demonstration showcases the state of readiness for autonomous technology and electric propulsion. Combined with the progress we’re making on type certification for our 6th generation air taxi, we’re proving that autonomy is possible and it’s happening today. We look

forward to launching the first passenger service on an all-electric, autonomous air taxi within this decade.

“We are thrilled to be able to share 13-plus years of aviation milestones and now another first with the public. Oshkosh is a particularly fitting milestone venue as it embodies the spirit of passion and innovation at Wisk. We’ve shared something that is really special.

“For the first time, we have publicly demonstrated fully autonomous flight, conducted by an all-electric, fly-by-wire, vertical takeoff and landing aircraft. There was no pilot on board, no pilot controls in the aircraft, and no stick-and-rudder on the ground. The entire flight was operated with the push of a button,” said Jim Tighe, Chief Technology Officer at Wisk.

Wisk’s public demonstration flight adds to the company’s history of aviation firsts, including the world’s first full transition of an eVTOL aircraft (1st generation air taxi), the world’s first piloted flight of a fly-by-wire, all-electric, human-rated aircraft (2nd generation air taxi, 2015), the world’s first piloted full transition flight of a human-rated eVTOL aircraft (3rd generation air taxi, 2017). □



NASA's "Super Guppy" on display on Boeing Plaza.

EAA Photo by Dave Witty

Moon Missions, Unique Aircraft Part of NASA's Presence At EAA AirVenture Oshkosh

OSHKOSH, WIS. – America's legacy and future on the moon, unique aircraft, advanced aviation technologies, and a variety of presentations were among NASA's highlights at EAA AirVenture Oshkosh 2023, July 24-30, at Wittman Regional Airport in Oshkosh, Wisconsin.

NASA's activities centered at its pavilion in Aviation Gateway Park, just northwest of the FAA control tower. Other exhibits and programs were showcased throughout the week at other locations as well.

"NASA – The Next Bold Step" looked at the Apollo and Artemis programs, from the first steps on the moon to the next steps on the moon. Hosted by former space shuttle commander Charlie Precourt, the program July 24 in Theater in the Woods, included NASA Associate Administrator Bob Cabana, Apollo 16 astronaut Charlie Duke, and Gerry Griffin and Rick Weiss from the Apollo program, as well as Dr. John Blevins, Alex Kanelakos, and Dr. Ryan Watkins from the Artemis program.

"Artemis Audience Astronauts" covered mission and science objectives, prelaunch preparation, crew training, and human research objectives in their preparation to go to the Moon and Mars during a presentation July 25 in Forum Pavilion 7.

NASA's "Super Guppy" transport was parked on Boeing Plaza. This unique cargo airplane carries large spaceship parts from location to location. The airplane will also carry a full-



NASA's "Super Guppy" departing Wittman Regional Airport.

EAA Photo by Laurie Goossens

size test article of the Orion space capsule.

"Preparing to Fly the X-59," the quiet supersonic demonstrator aircraft, was a program July 26 in Forum Pavilion 8 that featured NASA research test pilot David "Nils" Larson. The X-59 is the centerpiece of NASA's Quesst program, which seeks to open the future to commercial supersonic flight over land.

On July 27, "NASA Wicked Aeronautics Innovation" was featured. The innovation focuses on the Convergent Aeronautics Solutions project, which explores various opportunities for aviation transformations for the good of American society. These high-risk expeditions aim to illuminate paths to desirable futures enabled by aviation, as well as the future of flight itself. □

NASA Unveiled New Liveries For Its X-66A Sustainable Flight Demonstrator

OSHKOSH, WIS. – NASA unveiled new liveries for its X-66A Sustainable Flight Demonstrator project and its Electrified Powertrain Flight Demonstration (EPFD) project, at EAA AirVenture Oshkosh 2023, July 24-30, at Wittman Regional Airport in Oshkosh, Wisconsin. NASA officials provided status updates on all three projects.

The X-66A will be produced through NASA's Sustainable Flight Demonstrator project, which seeks to inform a potential new generation of more sustainable single-aisle aircraft – the workhorse of passenger airlines around the world. Boeing will work with NASA to build, test, and fly the X-66A, a full-scale demonstrator aircraft.

Boeing announced that as part of a new sustainability coalition for the Sustainable Flight Demonstrator, Alaska Airlines, American Airlines, Delta Air Lines, Southwest Airlines and United Airlines will provide input on operational efficiencies, maintenance, handling characteristics and airport

compatibility.

Through EPFD, NASA collaborates with U.S. industry to accelerate the transition of hybrid propulsion systems with megawatt (MW) levels of power to short-haul turboprop aircraft carrying 30-70 passengers, and regional single-aisle commercial airliners carrying up to 180 passengers. EPFD will also inform the development of new standards for next-generation hybrid-electric aircraft.

The X-59 is the centerpiece of NASA's Quesst mission. Quesst has two goals: To design and build the X-59 research aircraft with technology that reduces the loudness of a sonic boom to a gentle thump to people on the ground, and to fly the X-59 over several U.S. communities to gather data on human responses to the sound generated during supersonic flight and deliver that data set to U.S. and international regulators. □

Honda Debuts “Elite II” At EAA AirVenture Oshkosh 2023

OSHKOSH, WIS. – Honda Aircraft Company debuted its “HondaJet Elite II” at EAA AirVenture Oshkosh 2023, July 24 to 30. The HondaJet Elite II, along with a selection of other Honda products, were displayed throughout the show in the Honda Pavilion at Wittman Regional Airport.

With an extended range of up to 1,547 nautical miles, the HondaJet Elite II bolsters its position as the most fuel-efficient jet that flies farther than any other aircraft in its class and with lower carbon emissions. The integration of ground spoilers optimizes takeoff and landing performance, further advancing operational safety. The HondaJet Elite II has received type certification from the FAA and the European Union Aviation Safety Agency (EASA).

The global fleet of HondaJets has exceeded 180,000 flight hours and grown to a fleet of 230 aircraft worldwide. □



HondaJet Elite II
Dave Weiman Photo



Zenith Aircraft's Annual "Homecoming" Open Hangar Days & Fly-In

MEXICO, MO. – Zenith Aircraft Company hosted its 32nd annual Zenith Homecoming / Open Hangar Days & Fly-In, September 15-16 at its factory at the Mexico Memorial Airport in Mexico, Missouri.

The annual fly-in is a homecoming for Zenith Aircraft customers from across the U.S., with many Zenith customers flying to Mexico, Missouri, with their completed Zenith kit aircraft (whose parts were "hecho en Mexico," or much more precisely made at the Zenith Aircraft factory in Mexico, Missouri). The Open Hangar Days & Fly-In events included two full days of activities, including educational aviation seminars and workshops, an aircraft show, contests, and social activities, as well as a Zenith BBQ banquet dinner on Friday evening, and a fried-chicken dinner with award presentations on Saturday. Factory tours (of the modern kit aircraft factory), aircraft building and flying demonstrations, and other activities were held.

On Friday, September 15, educational seminars began in the morning and took place throughout the day featuring various airframe, engine, and avionics seminars, with suppliers like Dynon and Garmin avionics, Corvair and Viking auto engine conversions, and others participating. The knowledge gained from these educational seminars gives individual aircraft kit builders an opportunity to learn more about the choices they have in building and finishing their own aircraft.

Charlie Becker, EAA's Director of Chapters & Homebuilt Community Manager, spoke about government issues affecting sport aircraft owners and builders, including MOSAIC, task-based phase 1 flight testing, LODA, Basic Med and fuel issues. There were additional seminars on flight safety (transition training and first flight preparedness) and representatives from the insurance industry (Avemco and Sky Smith Insurance), and more. Friday's activities concluded with the popular Zenith Aircraft banquet, held outdoors in front of the Zenith Aircraft factory with the planes and special guest speakers and entertainment.

Saturday's schedule was packed full of activities including tours of the modern Zenith Aircraft kit production facilities; a Zenith aircraft show, judged by the public with many categories and prizes; seminars on Zenith aircraft kit construction and maintenance; STOL and other flying demonstrations at the airport; dinner and awards ceremony; and great camaraderie with lots of hangar talk and food!

There were also hands-on building projects in the factory, Zenith Aircraft presentations, and representation from more than a dozen vendors (avionics, engines, insurance, etc.).

For more than 30 years Zenith Aircraft Company has been manufacturing easy to build and fun to fly aircraft kits designed by aeronautical engineer Chris Heintz. Zenith Aircraft continues to be the number one brand of light sport aircraft in the United States, based on actual FAA registration



numbers. Zenith Aircraft produces kit aircraft for the DIY (do it yourself) sport aviation market, with superb short take-off and landing capabilities demonstrated by the STOL CH 701 and STOL CH 750 models, as well as economical two-seat cross-country cruisers: The high-wing Zenith CH 750 Cruiser and the sleek low-wing Zenith CH 650.

With builder choices in mind, all Zenith aircraft kits are designed to offer builders a wide variety of suitable engines, avionics, and custom kit options. Zenith Aircraft builders typically build their own airplanes in 400-500 hours from a complete kit, or can choose to build from component kits, quick build kits, or scratch-build from plans (blueprints) only. The STOL CH 750 Super Duty, a short take-off and landing (STOL) airplane with a rear jump seat, is the latest model from Zenith Aircraft (<https://zenithair.net>). □





Piper Aircraft Announces New Fleet Agreement With Sierra Charlie Aviation

OSHKOSH, WIS. – Piper Aircraft has announced that Sierra Charlie Aviation has placed an order for 50 Archer TX aircraft with deliveries beginning

in 2026. These new Piper trainers will serve as a full replacement of Sierra Charlie Aviation's existing fleet of competitive single-engine aircraft. The announcement was made during EAA AirVenture Oshkosh in July.

"We are looking forward to expanding our fleet partnership with a premier flight school such as Sierra Charlie Aviation," said Ron Gunnarson, Vice President of Marketing, Sales and Customer Support. "Piper trainers are known for their reliability and ease of use, and we are honored Sierra Charlie has chosen Piper to help elevate their program to new heights. We are excited to officially welcome them into the Piper Flight School Alliance."

"We are thrilled to announce the expansion of our fleet with the acquisition of 50 Piper aircraft at Oshkosh. This strategic move marks an exciting chapter in our company's growth, enabling us to deliver even greater value and exceptional flight training for our students and instructors," said Scott Campbell, owner of Sierra Charlie Aviation. "The Piper Archer and Seminole are remarkable aircraft that perfectly complement our commitment to excellence in aviation and enhancing our operational capabilities while providing an unmatched experience for our students. The addition of these 50 Piper Archers allows us to offer increased availability, flexibility, and efficiency, ensuring that we continue to set the standard for excellence in flight training."

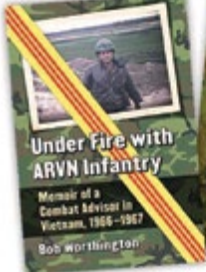
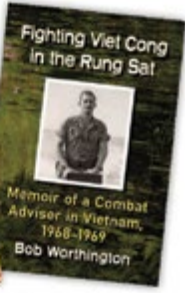
Sierra Charlie Aviation is a nationally ranked Part 61 flight school based in Scottsdale, Arizona currently operating a twin-engine Piper Seminole. This aircraft was on display at this year's Piper booth at EAA AirVenture Oshkosh. The purchase of these new Archers will support the substantial growth the company plans to see over the coming years.

As a classroom, the Piper Archer TX provides students everything needed to learn to fly safely. Standard instrumentation includes a Garmin G1000 NXi glass cockpit and G5 standby display, a perfect mixture of low workload and high technology. Piper's specially created flight school interior, designed to withstand the rigors of flight training, is standard, and the option for factory-installed air conditioning adds to the Archer's appeal as a training aircraft. Building on over 60 years of PA-28 manufacturing expertise, the Piper Archer TX stands in a class all its own when it comes to reliability, stability, and ease of operation for students and instructors alike.

Piper Aircraft Inc. is headquartered in Vero Beach, Florida (www.piper.com). □

One Pilot's Story

Bob Worthington,
Author of "The Left Seat"

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Daher's first Kodiak 100 delivered with a five-blade composite propeller, is shown here at the North Carolina Forest Service Aviation Division at Duplin County Airport, Kenansville.

North Carolina Receives Daher's First Kodiak 100 Equipped With Five-Blade Composite Prop

Daher has delivered a turboprop-powered Kodiak 100 to the North Carolina Forest Service Aviation Division, which becomes a new customer as well as the initial operator of this multi-mission aircraft equipped with a composite five-blade propeller.

The North Carolina Forest Service will utilize its Kodiak 100 as a "load aircraft," which carries equipment and supplies to operational locations in support of aerial tankers in the wildfire suppression role.

This is Daher's first new-production Kodiak 100 to be delivered with the composite five-blade propeller configuration from Hartzell Propeller, enhancing the aircraft's performance and further improving its sustainability.

Tailored specifically for use on the Kodiak 100, the new five-blade propeller incorporates Hartzell's lightweight Raptor propeller hub technology. The entire unit weighs 13 lbs. less than the Kodiak 100's current four-blade metal propeller, and reduces the aircraft's takeoff roll by six percent at maximum gross weight. The propeller is durable by design, with a TBO (time between overhaul) of 4,000 hours/six years, and an industry-leading warranty of six years or up to 4,000 hours.

New-production Kodiak 100 Series III aircraft are now available with the five-blade composite propeller as an option. The retrofit for all in-service Kodiak 100s is offered via the Hartzell Top Prop program.

"We welcome the Kodiak 100 to the family of aircraft equipped with our five-blade composite propeller, joining Daher's Kodiak 900 and the TBM 960," said Hartzell President JJ Frigge. "Hartzell has been producing composite blades since 1978, which are made with a structural carbon fiber that offers superior strength, damage resistance and repairability."

The Kodiak 100's new propeller is 6.6 dB quieter, turning at 2,000 RPM for maximum torque – which is 200 RPM slower than the current four-blade metal propeller. This slower rotation speed also reduces vibration aboard the aircraft and lowers the Kodiak 100's flyover noise below the European EASA airworthiness authority's stringent 78 dB(A) requirement.

At a diameter of 96 inches, the five-blade composite propeller has a ground clearance of 16.4 inches, retaining the Kodiak 100's ability to operate from unprepared strips and in the amphibious version when equipped with floats.

Daher's Kodiak 100 is a multi-mission workhorse, operated worldwide in applications that range from wildfire suppression, the monitoring of national resources and the protection of public safety to humanitarian services and ISR (intelligence, surveillance and reconnaissance) duties. Of the total 320-plus Kodiak 100s delivered to date, more than 90 are in service with multi-mission operators, logging an estimated 28,500 flight hours annually for this fleet segment. □

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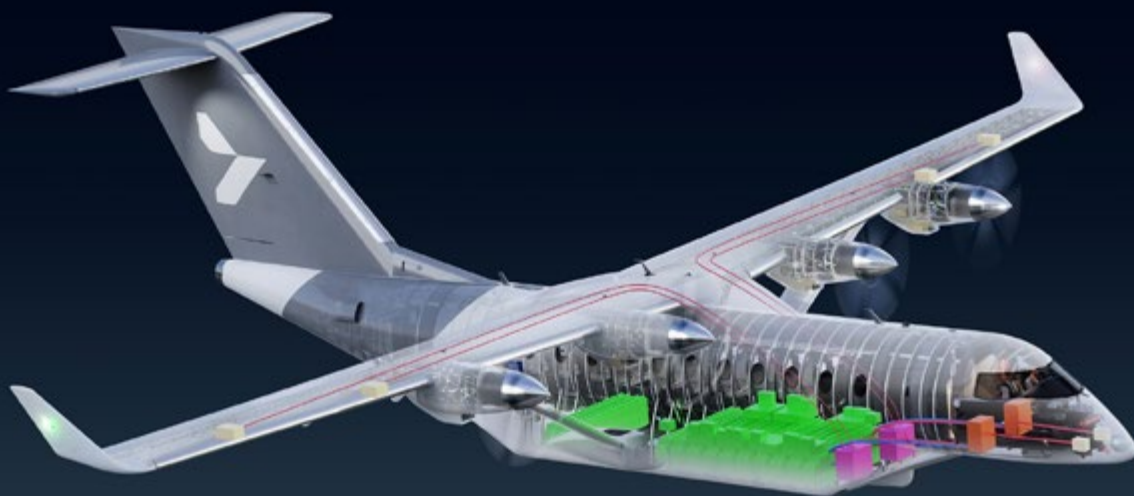
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Crane & Heart Aerospace To Collaborate On Electrical Power Distribution System For ES-30

Crane Aerospace & Electronics, an aerospace and defense supplier of highly engineered components and systems, and Heart Aerospace, a Swedish electric aircraft manufacturer, announced a collaboration to define the Electrical Power Distribution System on Heart's ES-30 regional electric airplane.

An Electrical Power Distribution System is what transports the energy stored in the batteries to the airplane's energy consuming systems, such as flight controls and avionics.

Crane A&E has been selected by Heart Aerospace for the Joint Definition Phase of Heart's ES-30, where the companies will collaborate to define the requirements necessary to integrate Crane A&E's high-voltage power conversion system, as well as its low-voltage control and distribution into the ES-30.

"Our selection on this program is a testament to the vision, strategy and investment we have made in our electrical power capabilities over the last five years, and we are excited to have this opportunity to work with Heart on the cutting edge of technology while contributing towards a sustainable

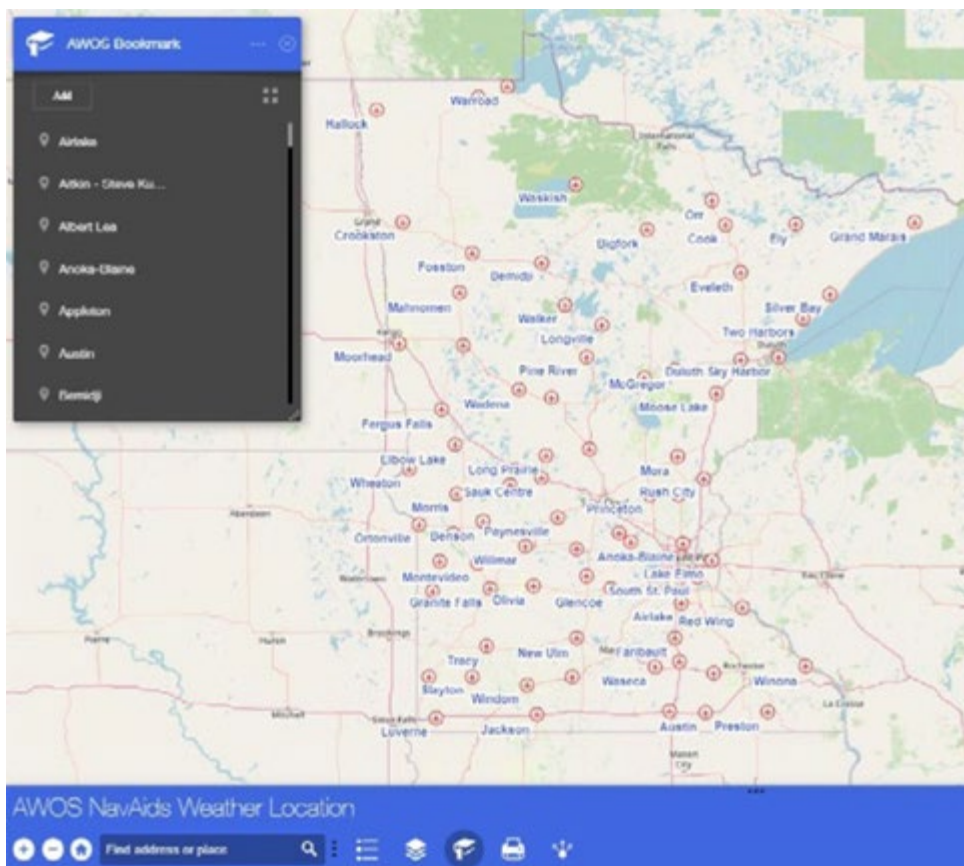
future," said Joseph Munding, Crane A&E VP/GM, Sensing & Power Systems.

The ES-30 is a regional electric airplane with a standard seating capacity of 30 passengers, driven by electric motors with battery derived energy. It will have a fully electric zero emissions range of 200 kilometers, an extended hybrid range of 400 kilometers with 30 passengers, and flexibility to fly up to 800 kilometers (497 miles) with 25 passengers, all including typical airline reserves.

"With decades worth of experience from delivering proven systems and components to the aerospace industry, Crane A&E is a great partner for Heart in the development of the ES-30. We look forward to shaping the future of flight together," said Anders Forslund, cofounder and CEO of Heart Aerospace.

Heart Aerospace has a total of 250 firm orders for the ES-30, with options and purchase rights for an additional 120 planes. The company also has letters of intent for an additional 91 airplanes. The plan is for the ES-30 to enter into service in 2028. □

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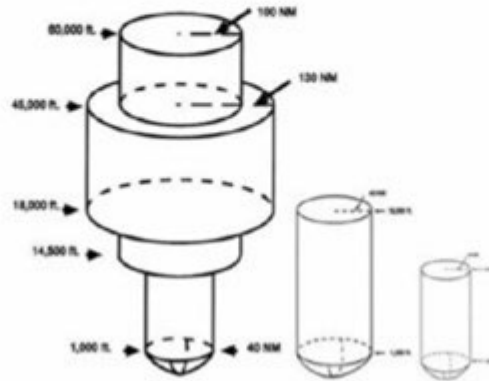
MnDOT maintains 79 AWOS stations throughout Minnesota.



AWOS user interface.

A closeup view of the AWOS user interface at Bemidji Regional Airport, Bemidji, Minnesota.

- AWOS (Automated Weather Observation System): A local weather reporting system with multiple sensors that automatically collects and reports atmospheric and other weather data and provides information to pilots (and other users) about weather conditions at the airport. This information includes temperature, dewpoint, wind speed and direction, altimeter, visibility, and ceiling data with sky conditions such as cloud heights and density. MnDOT maintains 79 AWOS stations throughout Minnesota. In addition to serving the flying community, meteorologists and others use the AWOS network for weather reporting, forecasting, and emergency management.



This building contains both VOR and DME equipment. State-owned VORs are all Terminal VORs. The FAA is reducing its VOR footprint.

- **VOR/DME (VHF Omnidirectional Range / Distance Measuring Equipment):** A navigation system commonly used in aviation to determine the aircraft's position by providing the bearing and distance from the VOR station to the aircraft through high-frequency radio signals. The VOR/DME navigational system helps pilots determine their position, track their course, and navigate toward a specific destination. Alternatively, VOR/DME is a navigational system backup available to pilots if GPS fails. MnDOT Aeronautics maintains six VOR/DME navigational systems.

- **GCO (Ground Communication Outlet):** These are unstaffed and remotely controlled ground-to-ground communication devices that allow pilots to contact Air Traffic Control and the Flight Service Station using a VHF radio to a telephone connection. This communication is essential for various purposes, such as obtaining clearances for takeoff, receiving air traffic control instructions, requesting weather updates, reporting emergencies, and updating flight plans. MnDOT Aeronautics maintains 20 GCOs throughout the state.

- **RCO (Remote Communication Outlet):** These devices extend the Flight Service Station's range by receiving the messages and relaying them automatically between pilots and the Flight Service Station. They are remotely controlled by air traffic personnel. MnDOT Aeronautics maintains two RCO systems.

- **MALSF/MALSR (Medium Intensity Approach Lighting System with Sequenced Flashers / Runway Alignment Indicators):** These runway lighting systems assist pilots during approach and landing. They provide essential visual aids to align the aircraft with the centerline of the runway and are especially important during low visibility conditions. MnDOT Aeronautics maintains 21 MALSF/MALSR systems.

- **MNWS (Minnesota Weather Access System):** Minnesota's 133 local public airports have at least one MNWS computer in their terminal buildings. These are publicly accessible computers where pilots can access weather updates, flight information and briefing tools. Additionally, pilots can directly inform MnDOT Aeronautics of any problems they encounter with NAVAID devices, facilities, runways, or the airport environment through the resources provided on the MNWS computer.

The network of NAVAID devices listed above serves nearly all of Minnesota's public airports, from smaller general aviation airports with turf runways, to bigger commercial service airports like Bemidji Regional Airport (KBJI). As previously noted, much of the equipment is approaching or has exceeded its useful life. Yet, the equipment still needs to be maintained. For the oldest equipment, numerous components are obsolete and no longer readily available, which makes maintaining those systems increasingly complex. MnDOT Aeronautics intends to continue supporting the existing infrastructure by fixing outdated equipment in the short term, while replacing at least six ILS, 40 AWOS, and one VOR within the next five years.

To report a problem or concern with a NAVAID device at a public airport in Minnesota, please email us at: NAVAIDs.DOT@state.mn.us

Get local weather information at Minnesota's public airports. Checkout MnDOT's NAVAIDs Weather Location App at <https://www.dot.state.mn.us/aero/navigationssystem/awos-map-online.html>.



There are Minnesota Weather Access System (MnWAS) computers at 133 public airports. In addition to accessing weather information, airport issues can be submitted via the terminals.



(L/R): Sandra Shore, Mary Lamie, Jason Osborn, Rich Sauget Jr., Illinois State Rep. Kevin Schmidt, Herb Simmons, and Taulby Roach.

Celebration Marks Completion of New \$5.4 Million Ground Engine Run-Up Area & Compass Calibration Pad at St. Louis Downtown Airport

ST. CLAIR COUNTY, ILL. – A ribbon cutting ceremony, August 16, 2023, celebrated the official opening of St. Louis Downtown Airport's new ground engine run-up area and compass calibration pad project. Representatives of St. Louis Downtown Airport, Bi-State Development, the Illinois Department of Transportation, state and local elected officials and invited guests were on hand for the ceremony at the new engine run-up area. The \$5.4 million project benefits aircraft maintenance and manufacturing providers operating at St. Louis Downtown Airport – the busiest general aviation airport in Illinois, outside of Chicago – and it will support high-tech aerospace maintenance and trade skill jobs at the airport. Five million dollars in state funding was awarded for the project, which will help improve operational safety, boost airport businesses, and increase global competitiveness for Southwestern Illinois, St. Clair County, and the State of Illinois.

“We are especially happy to be here today because we

are spotlighting our aviation system and a project at one of the state's greatest airports,” said Jason Osborn, Director of the Illinois Department of Transportation's Office of Intermodal Project Implementation. “In Illinois, we like to say our multimodal system is everything not highways; our transportation system gives us a competitive advantage. Under Governor Pritzker, we are putting action behind that talk. A \$5 million commitment through ‘ReBuild Illinois’ made this project possible.”

The ground engine run-up pad portion of the project includes new airfield pavement with jet blast deflectors to perform aircraft maintenance tests. The tests require the operation of an aircraft engine for several minutes at high power while parked on the ground, and that generates elevated noise levels. The area will reduce aircraft engine run-up noise by more than 50%.

Up to 500 high-power engine run-up tests are expected to be conducted annually by the aircraft maintenance tenants,

such as Gulfstream Aerospace Corp. and West Star Aviation. They have indicated the existing locations for such tests are no longer sufficient given the powerful engines of today's modern aircraft, which running at full throttle can cause blast damage more than a quarter of a mile away. The engine run-up area is located 1,650 feet from other parked aircraft and isolated from airport operations.



The compass calibration pad with the ground engine runup wall in the background.

The compass calibration pad is about safety. Aircraft have magnetic compasses on them, and it is important that those compasses are calibrated initially before a plane goes into service and that they are regularly calibrated for the safety of the crew and passengers because smooth navigational operations depend on setting the aircraft's magnetic compass to magnetic north. That's the direction that a compass needle points to as it aligns with the Earth's magnetic field and that changes over time. Making sure the aircraft is set on magnetic north requires use of an area like the airport's new compass calibration pad, completely and entirely free from any kind of magnetic influences. This allows the aircraft to slowly and deliberately move through the marked headings. That way a pilot knows that the readings from the magnetic compasses onboard the aircraft are true and accurate.

"We put projects on the desks of our legislative team so we can make investments with our private sector partners and deliver the number one thing we need. And of course, what is that one thing: J.O.B.S.," said Taulby Roach, President and

CEO of Bi-State Development, which owns and operates St. Louis Downtown Airport. "It is about empowering our communities and delivering the kinds of jobs that we need not only here, but in Missouri too. We needed to make these important improvements to support current and future operations of our key tenants at this airport. We greatly appreciate the generous financial support from the State of Illinois for these two projects."

Mary Lamie and Sandra Shore led the projects for St. Louis Downtown Airport and Bi-State Development. Lamie is Executive Vice President of Multimodal Enterprises at Bi-State Development and Shore is the Airport Director.

St. Louis Downtown Airport is a significant contributor to the local and state economies. According to the most recent study conducted by the Illinois Department of Transportation (IDOT), St. Louis Downtown Airport helps generate more than \$422 million in economic impact for the region, including factors such as on-airport activity and visitor spending. It remains a major employer in the St. Louis area, providing 1,522 full-time and part-time jobs to the region through its tenants and airport operations.

"This event is a testament to the collaboration, innovation and unwavering commitment to the advancement of our region," said Illinois State Representative Kevin Schmidt (R-Millstadt). "The successful execution of this project showcases the dedication and hard work of numerous individuals, including our skilled engineers, laborers and community leaders that have tirelessly worked together to bring this vision to life."

Herb Simmons, Chair of the Bi-State Development Board of Commissioners, highlighted other advantages of St. Louis Downtown Airport. "Location is everything, and being only minutes from the Gateway Arch and Downtown St. Louis makes this airport very convenient to fly in and out of and to work at," said Simmons. "We are pleased to see the airport accommodate the evolving needs of world-class tenants such as Westar and Gulfstream. The investment by the State of Illinois in improvements like the ground engine runup area and compass calibration pad will enable Airport Director Sandra Shore and her team to continue to grow the annual economic impact and become an even bigger job center for St. Clair County. And that is something we can all celebrate."

St. Louis Downtown Airport is located on 1,000 acres in the communities of Cahokia Heights and the Village of Sauget. Rich Sauget Jr., Mayor of the Village of Sauget, talked about the impact of the project on other businesses in the area as tenants such as Gulfstream continue to expand their operations.

"Right to our south, we have our Sauget Business Park that will be able to thrive because of this," Sauget said. "We may be a small community, but we support our entire region through the jobs that we provide."

Baxmeyer Construction was the general contractor for the project, which took less than 10 months to complete, and Hanson Professional Services engineered the project. □

Meet Mark Schwichtenberg, Line Service Manager St. Cloud Aviation, St. Cloud, Minnesota

One of the newest members of the Minnesota Aviation Trades Association (MATA) Board of Directors is Mark Schwichtenberg, the Line Manager at St. Cloud Aviation in St. Cloud, Minnesota.

Mark says that as a kid, he remembers going to his grandpa's house and being obsessed with books he had on the shelf about all the different types of aircraft. After high school, Mark decided to go to St. Cloud State University for Aviation, not truly knowing what the aviation industry was all about.

"I had never been in a small plane, but it intrigued me. I will never forget the first time a college friend of mine took me up in a Cessna 152. That was all it took, and I was all in," Mark said.



Mark Schwichtenberg

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

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- AvRISC, Eden Prairie, Minnesota
- B2W - Winair, Winona, Minnesota
- North Star Aviation, Mankato, Minnesota
- Weber's Aero Repair, Alexandria, Minnesota

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

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

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

Mark started flight training at Wright Aero, receiving his Private Pilot Certificate in 2011. Shortly after starting flight training, he was hired by St. Cloud Aviation working on the line and became supervisor less than 2 years later.

"I also joined the Aero Club and became its Operations Officer," Mark said. "I joined the St. Cloud State University (SCSU) flight team, as well, and in 2013, I was elected team captain. Although I was in the second to the last class to go through the aviation program at SCSU before it was cut, we were a tight group that would do anything to help each other succeed."

After graduating from St. Cloud State University in 2013, he continued to work at St. Cloud Aviation until a peer talked to him about working for the airlines. He had seen the general aviation world and thought it would be good to gain some knowledge and experience in the airline side of the industry. So, in September 2015, Mark started working for Sun Country Airlines in crew scheduling, and after only a year, he was promoted to supervisor, and did that for 3 years,

until an opportunity arose, and he was promoted to Duty Manager in the System Operations Center (SOC).

"This position was a challenging step up, and it was very rewarding, and I gained a lot of knowledge working side-by-side with maintenance control, dispatch, crew scheduling and the charter department, making sure the entire operation was running smooth and as efficiently as possible," said Mark.

Although Mark was working for Sun Country, he stayed in contact with Bill Mavencamp, owner of St. Cloud Aviation. In the fall of 2021, the company needed part-time help and someone to help with the fuel testing. Mark missed working outside and being around aircraft, so he started working part-time on the line.

"Very quickly, I remembered how fun it was to work the line, and after a few meetings with Bill, I made the very tough decision to return to St. Cloud Aviation as the line manager. It was where my passion was, and I had to follow that passion." □

Alexandria, Minnesota Airport (KAXN) Redesignated A Regional Facility

by James M. (Jim) Conn
AOPA Airport Support Network Volunteer

ALEXANDRIA, MINN. – The Federal Aviation Administration (FAA) has redesignated Alexandria Municipal Airport (KAXN) as a regional airport based on the increasing level of aircraft operations to include visits by large jet aircraft. Regional designation is noteworthy as it is accompanied by a higher level of grant funding and focus from both the FAA and Minnesota Department of Transportation

(MNDOT) Office of Aeronautics in the National Airspace System, compared to smaller General Aviation airports. This designation may not have occurred had it not been for exceptional leadership by the airport's manager, Kreg Anderson. Anderson is the first professionally trained, college-educated airport manager since the inception of the airport. In his role, Anderson interacts regularly with the FAA and MNDOT through engineering firms WIDSETH & TKDA. He is also on the board of directors of the Minnesota Aviation Trades Association (MATA). □

**Read previous issues of
Midwest Flyer Magazine,
or a specific article at
midwestflyer.com - Archives**

Brodhead Hosts Annual Pietenpol Fly-In

by Dave Weiman

I've been a member of "Cheeseland" Chapter 431 of the Experimental Aircraft Association (EAA) in Brodhead, Wisconsin (C37), since 1980, when I bought a 1946 Cessna 140. With so many homebuilt and antique aircraft based in Brodhead, the airport had the expertise to help me keep my airplane flying, thanks in large part to veteran IA Dick Weeden who specialized in maintaining vintage aircraft.

As noted in the August/September 2023 issue of *Midwest Flyer Magazine*, Brodhead hosts several fly-ins each year, one being the "Pietenpol/Hatz Fly-In," held July 20-23; another is the Fall Chili Lunch Fly-In, November 4 from 10:30 am – 1:00 pm.

As a fellow EAA member, I spent a day mowing grass in preparation for the "Pietenpol/Hatz Fly-In." Other members in our chapter got out tables and

chairs for guests, and planned and prepared the meals.

Brodhead also hosted the "Midwest Antique Airplane Club Fly-In," September 7-10, 2023. You need to be a member of that club to partake in its activities.

The first event of the new year at Brodhead will be the annual "Groundhog Chili Skiplane Fly-In" to be held in February 2024.

Dick Weeden's son, 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.

100LL and ethanol-free auto fuel (MOGAS) is available at Brodhead; cash, checks or credit cards are accepted. Times of operation is posted at the pumps and in the pavilion. Self-serve fuel is available 24/7 at Monroe Municipal Airport, 10 nm west (KEFT) (<https://www.eaa431.org/>).





Friday Lunch At Iola Is Pure Pilot Camaraderie!

by Dave Weiman

Wouldn't you know it... the one day I had to miss flying to Iola, Wisconsin for lunch, they were serving my favorite – fried chicken and mash potatoes. Actually, I'm lucky if I can fly there more than a half-dozen times each year, but whenever I do, the food is excellent, and the pilot camaraderie could not be better.

Iola is grassroots flying at its best! Located near the rural central Wisconsin town of Iola in beautiful Waupaca County, Central County Airport- Paul Johns Field (68C) is a haven for recreational flying and sport aviation fellowship.

Wisconsin is blessed with many fine airport restaurants, and for the most part, landing and taking off from these airports is no problem. But one needs to get an early start to fly into Central County Airport for its once-a-week Friday noon lunch. Yes, unlike other airport restaurants, Central County Airport is only open for lunch on Fridays, and only during warmer months.

According to Robert Booty of the Central County Flyers Association, "it's no longer so much 'year-around' as it used to be back prior to 2019. For the last couple years now, it's settled into a season from the first Friday in May to the last Friday before Thanksgiving." When in doubt, it is best to check the website which features its weekly menu: <https://centralcountflyers.org/>.

Local pilot Bill Kinsman (another great guy) is responsible for membership and the cash box. You must be a member of the association to eat there, due to state food service regulations. Money raised goes to maintain the private airport for the two dozen or so aircraft based there.

But membership is only \$10.00, payable at the door, and is good for a lifetime! The only requirement to membership is that you must be a proponent of General Aviation. Members receive a membership card to make it official.

You are urged to monitor 122.9 MHz well in advance of entering the traffic pattern to the active runway.



Iola has several grass runways: 05/23 (60 X 2493 ft), 09/27 (40 X 1783 ft), and 12/30 (130 X 1725 ft). The airport elevation is 882 feet MSL.

Refer to the Green Bay Sectional, Wisconsin Airport Directory, and ForeFlight for additional information.

Just beware of the trees that surround the airport, as well as aircraft parked near inactive runways. It's not unusual to see 25-50 aircraft at the airport at any one time.

Since Iola is home for one of the largest antique car shows and swap meets in the country, featuring as many as 2500 show cars each July, the airport attracts its fair share of collector vehicles on Fridays too, which complement the old aircraft that show up for lunch. The airport provides shuttle service to the "Iola Old Car Show" to be held July 11-13, 2024. Breakfast is also served at the airport on those special days (<https://www.iolaoldcarshow.com/>).

The airstrip is ideal for taildraggers and okay for tricycle Cessnas. Not ideal for high-powered retractables, or any aircraft loaded with lots of passengers.

While there, get into a conversation with fellow visitors, and the volunteers behind the counter, and you will find people from every walk of life including retired airline and corporate pilots, and a pilot who flew F-4 Phantoms in Southeast Asia.

The hero of the field was Paul Johns, who celebrated his 104th birthday at a Friday lunch on October 13, 2017, at the airport named in his honor.

Paul, who everyone loved and greatly admired, was born on October 11, 1913. He flew a Boeing 314A Clipper for Pan Am during World War II. Some 57 airplanes and 200 people came out to celebrate Paul's birthday, at which time he expressed his gratitude to everyone. Paul Johns passed away on March 28, 2018. For a complete story on Paul Johns, go to <https://midwestflyer.com/?p=11293>.



Status means nothing at Iola, unless you were Paul Johns. Everyone wanted their picture taken with Paul.

When you fly in for lunch, plan to stand in line with as many as 200 other people, to pay for your meal and to work your way through the buffet line.

After lunch, return to the buffet and get dessert and a hot cup of coffee!

Lunch is served at 12:00 noon sharp, but you are urged to come early and watch arrivals, or to just hang out by the stone fireplace.

To coincide with inflation, there was a price increase in 2023. Lunch is now \$12 per person (a \$2.00 increase), and tips are much appreciated and deserving for the all-volunteer cooks and servers, who are responsible for the feast. □

National WWI Museum & Memorial Hosted 3rd Annual Great Balloon & Puppet Glow

KANSAS CITY, MO. – On August 19, the National WWI Museum and Memorial hosted the 3rd Annual Great Balloon and Puppet Glow, a free event featuring a vibrant display of tethered hot-air balloons that lit up the sky. Many people don't realize the role that hot air balloons played during World War I. With National Aviation Day also on August 19, people are interested in exploring the role aviation played in WWI as well with some lesser-known stories.

During WWI, hot air balloons were critical in spying on enemies and distributing propaganda across enemy lines. The National WWI Museum and Memorial has several relevant images and artifacts in its collection, including fragments from a real Zeppelin, and letters between a father and his son who was stationed in the balloon corp.

The museum can also speak to other aspects of aviation during WWI, including lesser-known stories such as Ruth Law who was called "Uncle Sam's only woman aviator" because she dropped Liberty Loan leaflets from her plane to promote the war effort. She was also the first woman allowed to wear a noncommissioned Army officer's uniform.

Also, Eugene Bullard was the only African American in the Lafayette Escadrille, a French aerial squadron made up of mostly American volunteers. He served with distinction under the French flag, but was rejected from joining the American Air Service because of his race.



The ARC Air Derby of 2023

Air Race Classic, Inc. (ARC), known for its annual all-women, amateur, cross-country air race, is hosting the 3rd Annual ARC Air Derby – a one-day event retaining many of the ARC traditions, as well as its mission of education. The ARC Air Derby is a flying proficiency competition, rather than a race, that highlights ARC basics: day VFR flight with multiple legs, flying and navigation proficiency, and aeronautical decision-making.

In 2021, the ARC first introduced the ARC Air Derby as “A Twist on Tradition” because it was a bit different from the traditional Air Race Classic. This year, the ARC is introducing an exciting new twist – co-ed participation! In response to popular demand, the ARC Air Derby is now open to both male and female participants. Either the pilot or copilot must still be a certificated female pilot or student pilot, but men may participate in either role or as an additional teammate. As with previous ARC Air Derbies, contestants choose the route, type of airplane, team composition, and day to fly.


The ARC Air Derby is a VFR flight flown during daylight hours on a single day. The objectives are for each team to design a route that conforms to the ARC Air Derby Rules, estimate the time it will take them to fly that route, and then fly it as close to their estimated time as possible. The ARC Air Derby will conclude with a virtual “awards banquet” where prizes will be awarded for the closest time estimates for each leg and the entire route. The 2023 ARC Air Derby is open to all light airplanes that can compete within the ARC Air Derby rules. Routes may be designed and flown in the U.S., as well

as other countries. Registration is limited to 99 teams.

The ARC Air Derby provides an opportunity for pilots around the world to challenge their piloting, flight planning and navigation skills, and share their love of flying with other pilots, in a fun event that promotes camaraderie and allows participants to share their skills with family and friends.

Registration for the 2023 ARC Air Derby opened July 15, 2023, and closed September 26, 2023. The Air Derby flight must be completed on any day between September 29 and October 9, 2023. For more information and the rules, visit <https://derby.airraceclassic.org/>.

The traditional Air Race Classic, in its 47th year, is the oldest race of its kind in the United States. It traces its roots to the 1929 Women's Air Derby, in which Amelia Earhart and 19 other daring female pilots raced from Santa Monica, California, to Cleveland, Ohio. That contest, aka the “Powder Puff Derby,” marked the beginning of women's airplane racing in the United States. Today, the Air Race Classic is the epicenter of women's air racing, the ultimate test of piloting skill and aeronautical decision-making for female pilots of all ages and from all walks of life.

Air Race Classic Inc. is an all-volunteer, nonprofit 501(c)3 organization with a mission of encouraging and educating current and future female pilots, increasing public awareness of general aviation, demonstrating women's roles in aviation, and preserving and promoting the tradition of pioneering women in aviation. Follow the Air Race Classic on Facebook. On Twitter: [@AuthenticARC](#). 

Light Sport Envelope Expansion Proposed At Last

by Jim Moore, AOPA

The FAA released a long-awaited rulemaking proposal to do away with light sport aircraft weight limits and other restrictions on pilots who fly them, though sport pilots will still be limited to only one passenger at a time.

The rulemaking proposal released for public inspection July 19 is the product of a yearslong effort to modernize aircraft certification. The FAA invited collaboration with pilots and industry on the Modernization of Special Airworthiness Certificates (MOSAIC) initiative, an effort to overhaul the current rules established in 2004 and enable certification of new technologies that lead to safer and more capable aircraft.

AOPA pushed hard to expand the light sport aircraft definition, relax most current operating limitations, and allow certain operations for hire heretofore reserved for certified aircraft. The FAA scheduled the rule's publication for July 24 in the Federal Register, which will start a 90-day public comment period.

The rulemaking proposal extends to more than 300 pages, with effects on experimental amateur-built aircraft and restricted category aircraft. It also proposes changes to right-of-way rules around Class G airports to eliminate present distinctions among various types of "powered" aircraft currently referenced in FAR 91.113.

AOPA is analyzing the details of this first major overhaul of aircraft certification rules in two decades and will provide comment.

"Modernizing the light sport category for the thousands of our members that fly these aircraft is something we've been long pushing for, and it just makes sense," said AOPA President Mark Baker. "We're pleased to see the FAA take this first step to help modernize the general aviation fleet and provide more options for pilots."

At first glance, there is much to like. The agency eliminated any weight restriction and instead applied limitations to performance-based criteria:

- Increase the airplane stall speed to 54 knots.
- Increase the maximum speed to 250 knots calibrated airspeed.

- Allow controllable-pitch propellers.
- Allow retractable landing gear.

The increase in stall speed will enable increased aircraft weights for more robust airframes, installation of safety enhancing equipment, higher fuel capacity, and more seating capacity. The change also will allow airplane designs up to about 3,000 pounds to be included in this rulemaking.

The FAA also proposes allowing sport pilots to fly four-seat aircraft, but the current limitation of one passenger remains unchanged:

Pilots operating under sport pilot limitations will be able to do so while meeting all sport pilot requirements, to include a valid driver's license as long as the most recent medical was not denied and any special issuance medical has not been withdrawn. Sport pilots will also be able to take advantage of controllable-pitch propellers, retractable landing gear, and night VFR operations with appropriate training and endorsements under the proposal.

The agency also agreed with AOPA's request to allow sport pilots flying light sport aircraft to perform certain commercial operations, such as product demonstrations for engines or other modifications. These privileges would also extend to experimental aircraft that have flown at least 50 hours, provided that the applicant has established an inspection and maintenance program.

The agency noted that, since the 2004 rule, light sport aircraft "have shown a lower accident rate than experimental amateur-built airplanes. The FAA considers that the successful safety record of light-sport category aircraft validates certification requirements established in the 2004 final rule and provides support for expanding the scope of certification for light-sport category aircraft and operations."

"The FAA intends for these expansions to increase safety by encouraging aircraft owners, who may be deciding between an experimental aircraft or a light-sport category aircraft, to choose aircraft higher on the safety continuum and, therefore, meet higher aircraft certification requirements," the agency wrote.

The FAA has lagged behind the European Union Aviation Safety Agency, its European counterpart, in the modernization of aviation regulations. □

Mid America State DOT Projects Win Regional Awards

WASHINGTON, D.C. — Seven state department of transportation projects from Iowa, Minnesota, Illinois, Kentucky, and Wisconsin recently won regional 2023 America's Transportation Awards for the positive impacts those endeavors made on their respective communities, from adding adult changing rooms at rest stops, to providing immediate assistance in the aftermath of a tornado.

Selected from a pool of 23 projects nominated by nine states in the Mid America Association of Transportation Officials (MAASTO), those projects are among 81 total nominations submitted by 36 state departments of transportation (DOT) for the 2023 America's Transportation Awards competition. Created by the American Association of State Highway and Transportation Officials, AAA, and

the U.S. Chamber of Commerce, this national competition highlights the infrastructure work conducted by state DOTs and the robust economic and quality of life benefits that work produces across the country.

“In addressing the transportation challenges of today and tomorrow, state DOTs demonstrate a strong determination to bring innovative solutions to their communities,” stated Jim Tymon, executive director of the American Association of State Highway and Transportation Officials. “The America’s Transportation Awards program serves as a testament to their endeavors, and I am excited to kick off the regional awards with MAASTO’s pioneering projects. These projects play a vital role in improving safety, enhancing mobility, and revitalizing transportation resources for drivers, bicyclists, pedestrians, and transit customers alike.”

The America’s Transportation Awards categorizes nominated projects into three groups – Quality of Life/Community Development, Operations Excellence, and Best Use of Technology & Innovation – to help further showcase the crucial role that transportation plays for motorists, cyclists, pedestrians, and public transit users.

All nominated projects first compete at the regional level against projects of their own size: “Small” (projects costing up to \$25 million), “Medium” (projects costing between \$25 million and \$200 million), and “Large” (projects costing more than \$200 million). This year’s winning Mid America regional projects are:

- Iowa Department of Transportation’s Adult Changing Facilities in Iowa Rest Areas (Quality of Life/Community Development, Small Category).
- Minnesota Department of Transportation’s Willmar Rail Connector and Industrial Access Design-Build Project (Quality of Life/Community Development, Medium Category).

- Illinois Department of Transportation’s Jane Byrne Interchange (Quality of Life/Community Development, Large Category).

- Kentucky Transportation Cabinet’s Mayfield Tornado Response (Operations Excellence, Small Category).

- Wisconsin Department of Transportation’s US 12/18 Flex Lane (Operations Excellence, Medium Category).

- Minnesota Department of Transportation’s Tribal Employment Rights and On-the-Job Training Partnership (Best Use of Technology & Innovation, Small Category).

- Illinois Department of Transportation’s Modernizing a Gateway: Weber Road Diverging Diamond Interchange (Best Use of Technology & Innovation, Medium Category)

As the MAASTO region represented the final regional contest, the “Top 12” list of finalists were announced in September – comprised of the three highest scoring projects from each region. Those top 12 contenders will then compete for the two 2023 America’s Transportation Awards national prizes.

The Grand Prize recipient will be selected by an independent panel of judges, while the People’s Choice Award will be bestowed upon the project that garners the highest number of online votes from the general public. AASHTO will unveil the winners of these prizes at its annual meeting in November 2023 in Indianapolis. Both the Grand Prize and the People’s Choice Award winners will receive \$10,000 each towards their preferred scholarship or charity.

Visit <https://americastransportationawards.org/> to learn more about this year’s MAASTO nominees.

The American Association of State Highway and Transportation Officials represents State Departments of Transportation in all 50 states, the District of Columbia, and Puerto Rico. AASHTO is a nonprofit, nonpartisan association catalyzing excellence in transportation. □

Alliance for Aviation Across America Welcomes Passage of FAA Reauthorization Legislation In House of Representatives

WASHINGTON, DC – The Alliance for Aviation Across America welcomes the passage of H.R. 3935, the Securing Growth and Robust Leadership in American Aviation Act, in the U.S. House of Representatives. The legislation reauthorizes the Federal Aviation Administration (FAA) through fiscal year 2028.

Selena Shilad, Executive Director of the Alliance for Aviation Across America, stated, “We welcome this legislation, which will support our nation’s aviation infrastructure, including general aviation and our network of local airports, as well as invest in the future growth of the aviation sector.”

The legislation not only reauthorizes the FAA, but includes investments in airports and aviation infrastructure in areas of growth such as advanced air mobility. General aviation and our network of about 5,000 local airports

support \$247 billion in economic activity, more than a million jobs, as well as access to medical care, agriculture, and many critical services.

At press time, FAA reauthorization bill, S.1939, remains under consideration in the U.S Senate, and the two bills will need to be reconciled and signed into law before the current FAA authorization expires on September 30, 2023.

Formed in 2007, the Alliance for Aviation Across America is a non-profit coalition of over 7,000 individuals, businesses, agricultural groups, fixed base operations, airports, elected officials, charitable organizations, and leading business and aviation groups that support the interests of the general aviation community across various public policy issues. □

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PUBLICATION NO. 8516 ADVERTISEMENT FOR BIDS

The City Council of the City of Hutchinson, Minnesota, **will receive proposals by email, Attn: Mike Stifter, Director of Public Works, mstifter@hutchinsonmn.gov, until 4:00 pm on Tuesday, November 21, 2023**, for the Fixed Base Operator at Butler Field Hutchinson Municipal Airport.

This RFP is being issued by the City of Hutchinson Public Works Department. Copies of this RFP, including supporting documents, are obtained from www.hutchinsonmn.gov.

All proposals shall be submitted to the Director of Public Works at mstifter@hutchinsonmn.gov. The City will not consider proposals submitted in any other manner. Proposals must be filed with the Director of Public Works at mstifter@hutchinsonmn.gov prior to the due date and time of proposal submission. Proposals will not be accepted beyond the due date and time.

The City intends to rank the proposals based on the scoring criteria published in the documents. The City will consider the combined qualifications and experience of the Proposer, its principals, management, key personnel as well as the financial analysis. In addition, any lease or agreement granting the right to serve the public at the Airport will be subordinate to FAA and State of Minnesota grant obligations.

The City Council reserves the right to reject all bids and to waive any informalities and irregularities.

Matthew Jaunich, City Administrator

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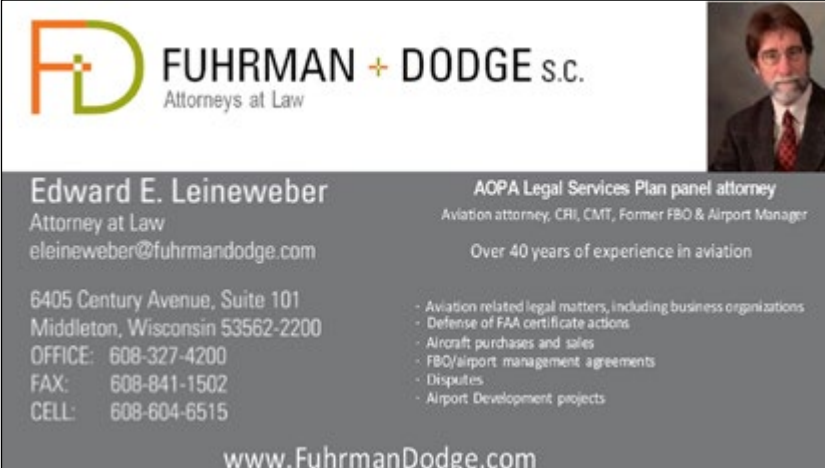


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Include the **DATE, TIMES, LOCATION (CITY, STATE & AIRPORT NAME & I.D.),** and **CONTACT PERSON'S TELEPHONE NUMBER,** as well as that person's address & email address for reference. First 15 words **FREE.** \$.75 for each additional word.

Go to "Calendar" at www.MidwestFlyer.com and post your aviation event.

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

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

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

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OCTOBER 2023

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

NOVEMBER 2023

4* Brodhead (C37), Wis. - Fall Chili Lunch Fly-In 10:30am-1pm.

JULY 2024

22-28* OSHKOSH, Wis. - EAA AirVenture Oshkosh 2024

eaa.org/airventure

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

WASHINGTON

NTSB Improves CAROL & Aviation Investigation Search Functions At NTSB.gov

WASHINGTON (July 17, 2023) – The National Transportation Safety Board (NTSB) has announced updates to "CAROL," the database for NTSB investigations, and aviation investigation search functions at NTSB.gov. CAROL now includes an expanded aviation dataset for information on investigations from 1962 to present.

Users will notice a new landing page for CAROL that includes links to all search pages. The "Simple Search" and "Advanced Search" options have been renamed to "Basic Investigation and Recommendation Search" and "Custom Search Builder," respectively. Custom Search Builder allows users to build a search for investigations or recommendations using any parameters available in the database.

NTSB also relaunched the "Aviation Query" page,

now called "Aviation Investigation Search," at NTSB.gov.

The relaunched page allows users to search all aviation investigations and includes expanded download capabilities for CSV and JSON downloads, which will now include hyperlinks to the dockets and reports.

These updates are directly based on user feedback. NTSB continues to welcome input and comments on CAROL and search functionalities. Users can submit feedback to SAFTI@ntsb.gov.

CAROL allows users to conduct investigation searches for all modes (rail, pipeline, hazardous materials, marine, highway and aviation) and to move seamlessly through information.

Welcome to CAROL

CAROL is NTSB's query tool for information about investigations and recommendations.

Select a search type below to get started.

Basic Investigation & Recommendation Search

Create a basic search using select fields. Includes all NTSB recommendations (1967-present) and data from all NTSB aviation investigations (1962-present) and surface mode investigations (highway, marine, railroad, pipeline, and hazmat) from 2016-present.

Aviation Investigation Search

Create a more specific search using aviation fields. Includes aviation investigation data from 1962-present.

Custom Search Builder

Create a custom search using a combination of investigation and/or recommendation data fields.

Published Searches

View published searches of recommendations or investigations covering specific issue areas. Published searches show dynamic data reflecting current information each time you open them.

For assistance conducting searches, contact data@ntsb.gov

For assistance with or questions about CAROL, contact safte@ntsb.gov

Additional Resources

NTSB Monthly Aviation Accident Lists

Aviation accidents sorted by date, updated daily

NTSB Downloadable Aviation Datasets

Datasets containing all aviation investigation data from 1962 to present, updated monthly. (Microsoft Access formatted.)

NTSB Statistical Reviews

The official census of US civil aviation accidents, annual statistical reviews of US civil aviation accidents, and other data products.

NTSB Research Reports

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A Flying Fishing Adventure To Miminiska Lodge Ontario, Canada



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

August 11-15, 2024 (4 nights/3 days)
Arrive on the 11th and depart on the 15th.

Call or Email for rates and availability:

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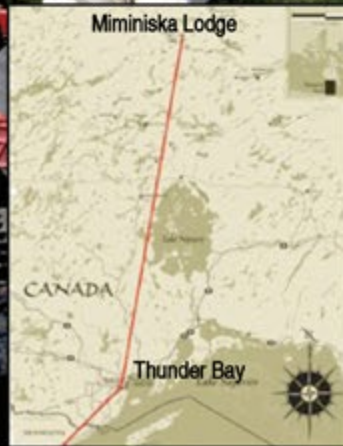
krista.cheeseman@wildernessnorth.com

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

Wilderness North
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Thunder Bay, ON P7A8A8 CANADA

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

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