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FEBRUARY/MARCH 2024

ON THE COVER: A 1965 PA-18-150 Super Cub which is owned by Joel Buseman of Mason City, Iowa. Photo taken in March 2020 on North Long Lake near Brainerd, Minnesota. Brad Thomberg Photo



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Dialogue

Airports, Horses & The CAP

by Dave Weiman

Before you start reading this issue, I want to clarify that we are NOT *Horse&Rider* magazine <u>https://</u> <u>horseandrider.com/</u>, although I have a daughter who would probably wish we were. No, we are still an aviation magazine and very proud of it. But we do have a couple of horse-related stories in this issue which have an aviation connection.



One article announces nonstop commercial flights between Appleton International Airport (KATW) and Dallas, Texas (KDFW) starting in June. To promote the flights, American Airlines and the airport brought in some horses to exhibit in the terminal. Passengers loved it... the airline and airport got some press coverage... but the janitors, not so happy. (See page 42).

The second article features the South Dakota Wing of the Civil Air Patrol. The CAP searched for a missing horse in Wind Cave National Park last spring. Not only was the horse found, but in September 2023, the horse and its owner completed their coast-to-coast trip that began in May 2022. And you think you're tired after a long cross-country flight? (See page 43.)

Also in this issue are articles on efforts by the FAA to speed

up the medical certification process (*High On Health* by Dr. Bill Blank, MD, page 7); how we are moving away from legacy autopilots (*Instrument Flight* by Michael J. "Mick" Kaufman, page 8); the mostly forgotten forward "slip" (*Pilot Proficiency* by Richard Morey, page 11); why nickel and diming your maintenance might not be in your best interest (*Ask Pete* by Pete Schoeninger, page 14); seizing the opportunity to go flying with friends (*Flight Experiences* by Dean Zakos, page 16); a trip to Albuquerque, New Mexico for the annual balloon fiesta (*Destinations* by Yasmina Platt, page 19); and making the most of our freedom to fly (*From AOPA Headquarters* by Mark Baker, page 24).

So, sit back and enjoy this issue of *Midwest Flyer Magazine*, then go fly to the 50th Anniversary of Sun 'n Fun Aerospace Expo in Lakeland, Florida, April 9-14, 2024, in your airplane or nonstop on Sun Country Airlines out of Green Bay/Austin Straubel International Airport (KGRB), April 9-15, 2024 (flysnf.org).

Letter To The Editor

Good evening!

This is the first opportunity I have had to read your magazine.

The breadth and depth of the articles are amazing! I am not sure as to how you can pull this off. Thank you so much, and Merry Christmas!

Terry Turke Watertown, Wisconsin



EREIJARYMARCH 2024

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October 15	December - January
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February 15	April - May
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June 15	August - September
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HIGH ON HEALTH

Efforts To Speed Up Certification

by Dr. Bill Blank, MD Senior Aviation Medical Examiner © Copyright 2024. All rights reserved!



he FAA is acutely aware that its certification delays are excessive. It has made efforts on several fronts to speed up the process. Issuing guidelines for Aviation Medical Examiners (AMEs) to certify various conditions

Dr. Bill Blank

which previously required an FAA decision is an example. Conditions AMEs Can Issue (CACIs) are one result. There are now 24 CACIs. These are conditions considered to be low risk and routinely issued. Policies for other conditions, which are more complicated and riskier to certify, have been developed. I want to discuss one in detail.

Attention-Deficit Hyperactivity Disorder (ADHD) is a condition characterized by varying degrees of inattentiveness, difficulty concentrating and focusing, hyperactivity, and impulsiveness. These symptoms can have an effect on aviation safety. It is frequently treated with varying degrees of success with stimulants such as Ritalin. Out of an abundance of caution, the traditional certification process for ADHD has been complicated, long, and thorough. This, of course, delays certification. Recently a Fast Track process has been added for applicants who meet certain criteria. These include no treatment with ADHD medication for the last 4 years, no instability in academic, occupational or social functioning in the last 4 years, and no other current or historical psychiatric diagnosis or condition. If these criteria are met, the applicant can use the Fast Track. The applicant can be evaluated by a local doctoral level (PhD or PsyD) licensed psychologist or neuropsychologist with training in

the condition. The applicant will also be required to provide the above-mentioned historical material to the psychologist or neuropsychologist in advance. If the examiner feels certification is appropriate, he completes an FAA form which is taken to the AME who can issue the medical certificate, if the airman is otherwise qualified. The AME will upload the supporting documents to the FAA, or the applicant can mail it in. If the applicant cannot be certified via the Fast Track, the exam must be deferred for evaluation through the traditional path.

One of the causes of FAA certification delays is difficulty recruiting FAA physicians. Most are retired military doctors. The FAA is authorized for 52. Currently they have approximately 40. Because of peculiarities in government pay rules, physicians from this recruiting pool can make approximately \$50,000 more annually for similar jobs in other governmental agencies than with the FAA. In addition, the FAA physicians have mandatory overtime because of the backlogs. This is not attractive to many retiring military physicians and hampers recruitment efforts. It is a problem yet to be solved.

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.



INSTRUMENT FLIGHT

Moving From Legacy Autopilots

by Michael J. "Mick" Kaufman © Copyright 2024. All rights reserved!



Michael J. Kaufman

ver the many decades that I have been flying, there have been many changes made to aircraft, and almost all of them involve electronics and systems. The airplanes we fly have seen very little changes in aerodynamics comparatively speaking. They are not much faster or more fuel efficient than a decade ago, but how we navigate and control the aircraft have seen massive changes. This is not necessarily for the better, as we have – or should I say – the FAA has lost control in managing this situation. So, where does this leave the pilot doing an avionics upgrade and the flight instructor, who must teach students to safely use this equipment? It is not in a manual, as we have so much mixing of components.

Along with a colleague and fellow instructor, we decided to put together a PowerPoint presentation for our Bonanza/Baron Pilot Training Program to help our customers and instructors better understand their avionics. We may offer it to pilots flying other types of general aviation aircraft in the future as well and

may possibly make the course available on-line.

There have been many hours of research involved in putting together this program, and it will be expanded to encompass more boxes in the future. Our program currently includes the Garmin GFC-500, 600, 700, and the S-TEC autopilots interfaced with Garmin navigators and primary flight displays. We have addressed the different firmware updates as well and how that my affect the operation.



When Garmin began to manufacture avionics after their highly successful 430/530 navigators, it started with the G1000 package, which was only to be installed in new aircraft from the manufacturer. They then introduced their first autopilot to the package. The first G1000 packages did not yet have WAAS, which was added later for a huge upcharge. Later, Garmin introduced the G-950 for experimental aircraft and then began avionics upgrades for the entire general aviation fleet.

Pilots having recently spent a small fortune on an Aspen display, now wanted to upgrade their navigator from a Garmin 430 to a Garmin 650 and GFC 500 autopilot. Supposedly, the units should play well together, but they did not. A firmware update 8 FEBRUARY/MARCH 2024 MIDWEST FLYER MAGAZINE

was necessary, but Garmin would not release information to Aspen to do that upgrade, and the story goes on.

After the introduction of the G-36 Bonanza with the Garmin G1000 package, which was released, I went to Flight Safety in Wichita to get my training. Cirrus was the first to introduce pilots to flying "glass panel" aircraft, and it was obvious that other manufacturers needed to follow or lose the market share of new aircraft sales. A glass cockpit was probably the biggest change that has occurred in aircraft navigation in several decades.

With most of Garmin's primary flight displays and autopilots based on the G1000 package, our presentation begins with this package. We present the power-point training program by using an XC flight between two airports and cover each phase of the flight beginning with programming the navigator, copying clearances, and amending the route. We address each of the different avionics' boxes individually, and there is quite a difference in identifying which buttons to press or which menu to search.



We turned the AP on during the climb. We decide we want a steeper nose angle to climb closer to blueline airspeed in this twin. What is the easy way to accomplish this?

We create different scenarios, then address how we might accomplish each one using the different avionics boxes that might be in the aircraft. With so many combinations of equipment connected, there is a definite learning curve that cannot be totally achieved from reading a manual, and sometimes the manual is wrong. We need to dig deeper to find what works and what does not.

I urge all pilots to get individual training when getting that new avionics upgrade to become a safer pilot when moving from legacy avionics to glass.

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

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

Hi-Tech Confusion, What Do I Do Now?

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For more on PACK, please see the Pilot's Guide to ForeFlight Mobile. You can also view this guide in ForeFlight Mobile under Documents -> Catalog-> ForeFlight.

> Best Regards, Emily Pilot Support Team team@foreflight.com (www.foreflight.com)

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PILOT PROFICIENCY

The (mostly) Forgotten Forward Slip

by Richard Morey © Copyright 2024. All rights reserved!

he "forward slip" was once a common and essential skill for pilots. Unlike more modern aircraft, general aviation airplanes of the post WWII era often had no flaps or if they did have flaps, they were often ineffective. Pilots of those aircraft used forward slips as pilots today use flaps.

As we know adding flaps increases drag, allowing an aircraft to descend at a greater rate without increasing speed.



advantage. Our new generation of pilots, trained on aircraft with effective flaps, seldom use forward slips as they generally are not needed. Most private pilots learn forward slips as part of the private test standards and once the checkride is over, tend to forget about them. This article will examine the advantages and disadvantages of forward slips. We will review how to set up a forward slip, and when it makes sense to use one.

My fondness for forward slips goes back to the early 1990s. Our family's fixed base operation was approached to fly freight from Middleton, Wisconsin to the Chicago area. The contract was lucrative enough that my father added two single-engine aircraft on our charter ticket and trained three relatively new flight instructors to fly the route. I was lucky enough to be one of the pilots chosen. The three of us spent a great deal of time

Richard Morey

landing gear aircraft in my opinion is simply the best singleengine retractable system Cessna ever made. It is elegant in its simplicity, reliable, and very easy to rig and maintain. Like any other aircraft system, it does, however, need proper maintenance.

The day of the checkride finally came. The ground knowledge portion had gone well or at least as well enough that all three of us had progressed to the flight portion. I had been cautioned about who we would be flying with. Our Principle Operating Inspector (POI) was known for her directness. She was not at all reluctant about pointing out any perceived deficiencies in detail. I learned on the flight that she also had a wicked sense of humor.

The flight portion was almost over. My maneuvers met test standards. I had pumped the gear down with no problem. I was beginning to relax. I was on downwind for a short



in preparation for both the knowledge and flight portions of the checkride. I was still running the shop at that time. My knowledge of aircraft systems as an A&P technician and IA certainly came in handy in our study sessions.

We were flying both a Cessna 172RG (retractable gear) and a fixed gear Cessna 182 Skylane. The checkride was to be in the 172RG. On a side note, the 172RG/182RG retractable

field landing, about to throttle back opposite the point of touchdown, when she pulled the power to idle and informed me that we were instead doing a power-off 180-to-accuracy landing. This maneuver is in most pilots' estimation, the most difficult of the commercial maneuvers. Landing short, long or having to go around, will get you a pink slip on your commercial checkride. With this in mind, I trimmed for best glide. I remember my focus was not to be low, so of course I rolled out high on final. Full flaps down and I knew I was going to be long. Without conscious thought, I transitioned into a forward slip. The added drag steepened my descent. I kept the forward slip in until round out and made the landing within tolerances.

As we taxied back, I was treated to an assessment of my landing: "Mr. Morey, aren't forward slips with full flaps NOT RECOMMENDED in a 172?" I replied that they indeed were not recommended. I was prepared to justify my actions with the "In case of an emergency, the pilot-in-command may deviate from the regulations to the extent necessary to meet that emergency," but was saved the trouble. For the first time on the checkride, I saw my POI smile. Her voice softened, and she said, "They sure work well though."

What exactly is a forward slip?

My favorite albeit obsolescent advisory circular, AC61-21A, defines a forward slip as "...a descent with one wing lowered and the airplane's longitudinal axis at an angle to the flightpath." Furthermore, the forward slip "is a slip in which the airplane's direction of motion continues the same as before the slip was begun."

Think of the airplane "slipping" through the air in the direction of the lowered wing. In a forward slip, the airplane is slipping forward. Side slips have the aircraft slipping sideways through the air ideally offsetting the crosswind drift. Please see the illustration from AC61-21A, as it is much easier to understand the drawing than my written description.

Slips are uncoordinated states of flight, and as such add drag. This additional drag should be kept in mind when performing ether slip. Also keep in mind that some pilots find flying in an uncoordinated manner to be uncomfortable. Practice will help pilots become more accustomed to this.

To enter a slip, one lowers the wing on the side one chooses to slip towards. If there is a crosswind, it is best practice to lower the upwind wing. As you lower the wing simultaneously and smoothly apply the opposite rudder, I teach my students to apply full rudder and control the ground track by varying the bank angle with ailerons.

The FAA cautions pilots to not over speed the aircraft and raise the nose when establishing the forward slip. My experience as a flight instructor has been that students tend to pull back on the yoke when entering a slip. This results in slowing the aircraft beyond best glide. Sufficient to say that attention should be paid to the aircraft's attitude and a safe airspeed must be maintained when slipping the aircraft. I advise my students to hold 5 knots above their normal approach speed when in a slip in order to be safe.

Airspeed indications may well be off during any slip due to relative wind being at an angle to the pitot tube, and pressure being lower or higher than ambient on the static source in a forward slip. If the static source is on the wing high side of a forward slip, relative wind is impacting the static source which increases the pressure sensed slightly. If the static source is on the wing low side of a forward slip, then there is a slight relative vacuum around the source reducing the sensed pressure. Adding 5 knots to best glide or approach speed may have us err on the side of caution, but the extra speed helps to avoid a low-altitude cross control stall.

At a recent VMC club meeting, a student pilot asked me if there was an altitude below which you should not initiate or maintain a forward slip. My response was typical of most flight instructors I know, "it depends."

The altitude at which a pilot enters and exits a forward slip is completely dependent on pilot proficiency. I am quite comfortable holding a forward slip through glide, round off and flare, then aligning the longitudinal axis of the aircraft with the direction of flight just prior to touchdown. This is accomplished by leveling the wings and pulling the nose of the aircraft to the desired position with rudder. The FAA suggests simultaneously relaxing the rudder being held... I suggest simultaneously pulling the nose is a more positive control input and seems to work better for my students. Adjust the pitch attitude to attain the approach speed desired. Less experienced pilots would be well advised to enter and exit a forward slip at higher altitudes.

To practice forward slips, I suggest spending time with an instructor. I start my students at 2500 feet above ground level or higher, an altitude at which we could recover from a stall at least 1500 feet above ground level. Using a ground reference, such as a long straight road or distant broadcast tower, I first demonstrate the maneuver. A power-off glide is established and initially at least no flaps are extended. The forward slip is entered by smoothly banking one wing and smoothly and relatively slowly adding opposite rudder to maximum deflection and holding it. Directional control is now dependent on bank angle. By pointing out that the natural tendency is to raise the nose, and how to adjust the pitch to increase normal glide by 5 knots, it shows the student both what to expect when they enter the maneuver and how to adjust.

We practice entering the forward slip, gliding in a forward slip, and exiting the forward slip by leveling the wings and aligning the nose of the aircraft on the reference point. Only when the student is comfortable in these three phases of the maneuver, do we move on to pattern work.

Instructors should pay close attention to the airspeed and not allow the student to stall the aircraft. A forward slip has one advantage over flaps, in that you can come out of a forward slip at any time. Once flaps are extended, manufacturers recommend leaving them down unless you are going around. Pulling flaps up while gliding results in sink. Coming out of a forward slip does not.

As on my checkride, a forward slip can come in very handy in getting into a tight landing spot. With modern aircraft that have effective flaps, you should simply go around if you find yourself too high on final. In an emergency situation, where going around is not an option, a forward slip may allow a safe landing, rather than running off the end of a runway. To be clear, I do not advocate going against manufacturers' recommendations. FYI, Cessna advises against using slips with full flaps in 172s. My understanding is that forward slips place a significant side load on the 172's flaps. I have also been told that it is possible to wash out the airflow over the horizontal stabilizer and elevator if in a forward slip with full flaps down, again in a 172. This would result in an elevator stall. During an elevator stall, the aircraft's nose will drop rapidly much like a normal stall, only the ailerons will still have authority. To recover, simply transition out of the forward slip to coordinated flight. This will restore the airflow over the tail and bring the noise back up.

In summary, a forward slip is used to add drag to an airplane during a glide to landing. This results in a steeper angle of descent without increasing airspeed. A forward slip is entered by smoothly lowering one wing and smoothly applying full opposite rudder. Care should be taken to establish and maintain a safe approach speed. I recommend adding 5 knots to your normal approach speed in order to compensate for possible inaccurate indicated airspeed due to the slip.

Practice forward slips first at altitude and with a flight instructor. The advantage of forward slips over flaps is that you can come out of a forward slip at any time. Finally, if a go-around is possible, it should be initiated as soon as it is clear that you are higher than you should be on final approach. If you have full flaps extended, do not try to fix an approach that is too high with a forward slip, unless you are very comfortable with the maneuver and your aircraft manufacturer allows it.

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 <u>Rich@moreyairport.com</u> or by telephone at <u>608-836-1711</u>. (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.



Nickel & Dime, Or A Long-Term Relationship?

by Pete Schoeninger © Copyright 2024. All rights reserved!

Q) I intend to purchase a Cessna 182, and have been warned about the cost of occasional fuel tank replacements. Can you comment? Can fuel cells be repaired at lesser cost than replacement?

A) Older Cessna 182s have "fuel bladders," rather than aluminum fuel tanks found in newer Cessna 182s and other Cessna models. Some bladders can be repaired for perhaps half the cost of a replacement, but it's usually not worth it.



Pete Schoeninger

A repaired fuel bladder may soon have other issues, and the labor cost of removing, and reinstalling a repaired bladder, or a new replacement, is about the same – 8 to 10 hours. To get up to date pricing information, I contacted **Eagle Fuel Cells** in Eagle River, Wisconsin (www.EagleFuelCells.com). A new fuel bladder is around \$1,600. The price will vary a little depending on size.

Q) Can you tell me why you say middle-aged Cessna 182s can cost lots more to operate than say a Cessna 172?

A) A middle-aged Cessna 182 carries more, goes faster, further, climbs better, and has more room in the interior than a similar aged Cessna 172. But it is not a free lunch! The engine difference probably adds the most expense. In my experience, the 230 HP engine in a middle-aged 182, will probably need cylinder work at 800 hours or so. If all cylinders are done at one time, that can cost between \$5,000 to \$12,000. Further adding to engine expense, the 230 HP engine in earlier 182s is rated at 500 hours less time between overhauls than the 150/160 HP Cessna 172 engine of the same vintage, and there are two more cylinders to overhaul. The 182 has a constant speed prop which occasionally needs overhaul or replacement vs the stone simple fixed pitch prop on a 172. Overhaul of the prop and hub can get into the thousands of dollars and replacement may approach \$10K or so. And that extra 70 - 80 HP the 182 offers, consumes maybe 4 gallons of gas per hour more to move the airplane 20 mph or so faster than the 172.

All discussions about middle-aged Cessna 182s should cover carb ice. Please review the excellent article by Richard Morey in the Dec/Jan 2024 issue of *Midwest Flyer Magazine*.

Cessna 182 owners should also consider installing (if not already equipped) a carburetor ice temperature gauge. They are available for a couple hundred bucks plus installation. For a few hundred dollars more, you can get a gauge with an "ice detector."

Q) Do you still think the 150/160 HP Piper Warrior is a14 FEBRUARY/MARCH 2024 MIDWEST FLYER MAGAZINE

good buy, compared to a similar vintage Cessna 172?

A) Yes! While their overall performance is similar, you might find a Warrior with similar airframe times, engine times, equipment, and overall condition for \$25,000 less than a comparable 172.

Q) An "Old Boy" told me to beware of turns when flying downwind. Why in the world would he say that?

A) In the "Old Days" people learned to fly in pretty slow airplanes, like J-3 Piper Cubs. Those airplanes would cruise around 75 mph and stall at around 40 mph. When flying with a 25-mph wind and you slow your airplane to 50 mph, your groundspeed will be about 75 mph, which can give the illusion when looking at the ground going by that you have plenty of excess airspeed to horse the airplane around into a quick, steep turn. When people try that, they sometimes will meet their demise.

Q) What do you hear about the current airplane market? A) Well, it's sort of like real estate right now. There may be minor price reductions in asking prices, and buyers may not have to commit to buy right now to beat the rush of other buyers. But the conditions of little inventory remain, and interest rate reductions will be welcomed by buyers and airplane salesmen everywhere, even though fewer airplanes are financed than home purchases.

Q) A buddy of mine owns a Cessna 185. He loves it, but says it is getting a little old, and wonders if Cessna might ever start building 180s or 185s again, or for that matter, other models? I ask because you used to know a few of the big shots at Cessna.

A) My contacts at Cessna are all retired, just like me... but let me mention a few things. In my opinion, Cessna will not resume production of any single-engine aircraft. The sale numbers are not there to pay for new tooling, training, etc., which may be required to resume production of any new model with probable sale numbers of well under 100 per year. That's a sad statement, but true I feel.

Q) I am a car mechanic at a high-end car dealership. I am also taking flying lessons in a Cessna 152 at our local airport. I am astonished at the difference in technology in the engines I work on, and the engine in that little Cessna. Why aren't there more modern engines in airplanes...engines that do not need preheating to start, engines that do not develop carb ice, engines that are designed for modern fuels like car gas with ethanol and diesel, engines that do not need manual priming to start, etc.?

A) In fairness, your Cessna 152, and its engine, is at least 40 years old. Cessnas current smallest airplane used for training is the 172, which now has fuel injection, eliminating

carb ice. But it is still way behind car and motorcycle technology of today in my opinion. The problem is a lack of possible sales to pay for the massive costs (many millions) of a clean sheet engine design. I don't see how anyone could spend say \$10 million on a new piston engine and ever get it back selling only a few dozen a year.

Q) Last fall, I bought a used Piper Arrow 3 from a friend. A job change has sent me 500 miles away from our old home base airport. The Arrow is due for an annual inspection very soon. I have called nearby airports shopping for the best price for an annual inspection. When I tell them I am a new guy in the area and am looking for an economical annual inspection, I feel I am getting the cold shoulder. Why?

A) Rather than look for the cheapest annual inspection, may I suggest instead you look for a long-term relationship with a reliable maintenance shop. DON'T treat them as an adversary! Almost any aircraft mechanic could go downtown and make more money working on cars or motorcycles. Most airplane mechanics love aviation, and are dedicated to providing safe maintenance for you, the airplane owner. Find a good shop, and stick with them, just like a good family medical doctor. Your first concern should be a quality inspection, not a cheap job!

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 coowner 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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Fall Afternoon

by Dean Zakos © Copyright 2024. All rights reserved!

here did the time go? I remember clearly my first flight as a student, as it seems it was not that long ago. But any calendar will certainly demonstrate that it was. A recent flight, once again, reminded me of the pure joy and simple satisfaction that aviation brings to those willing to venture aloft.

My friend Pete called me on short notice to inquire if I wanted to join him on a fuel run from Middleton - Morey Field (C29) to Sauk/Prairie Airport (91C), Wisconsin on a weekday afternoon in October. Without hesitation, I said "Yes."

As aviators, even if we lack a particularly alluring destination or practical mission to fly from Point A to Point B, we should still seize the opportunities to make the more mundane, but no less beneficial, "fuel runs," "engine preservation flights," and "pilot proficiency flights" as often as we are able.

Pete, a CFI, owns and pilots a Zenith STOL CH 801, a 180 horsepower Lycoming-powered, four-seat, kit-built aircraft. Made from sheet aluminum, it employs a deep wing cord, full-length leading-edge slats, and trailing edge flaperons. It is painted red over yellow with a "checkerboard square" design on the tail. He asked me to bring a jacket, although when I arrived at the airport there was bright sunshine, a few large clouds scattered here and there shading areas on the ground, and mild temperatures. Upon seeing the airplane, I understood his request, as the doors had been removed and this flight, albeit a bit breezy, would offer good views of the Wisconsin autumn landscape unimpeded by a door or window.

The Zenith is a fun airplane to fly, with a shareable

"Y" control stick centered between the front seats, nimble responses in each axis, good visibility all the way around, and short takeoff and landing capabilities. As I buckled in, I noticed that the only barrier between me and the open air was a sheet metal edge rising next to my seat no more than a few inches above the floor. My right elbow extended into the slipstream. I made sure the seat belt and shoulder harness were both engaged and secure.

Our heading after takeoff was northwest. Once airborne, I was flying and holding a rough course by focusing on landmarks, such as a lake, a field, or a clearing on the horizon ahead of us. The Zenith sits slightly nose high in level flight, which is a bit disconcerting at first. The same sight picture in my airplane results in a climb. Power set. On course. Level altitude. Even with noise-cancelling headsets, we knew from the steady vibrations the engine was strong and running smoothly. There was some gentle buffeting, but Pete explained that the airplane did not fly much differently with the doors on or off.

Solid overcast, gray and rippled, started to move in. I didn't notice at first. The absence of distinct areas of light and shadow on the landscape below should have been an early indication. We were losing some of our sunshine. Coming from the southwest, the line was sliding toward us, but well above our current altitude. With the darker cloud cover, it grew a little chilly. I was glad to have my jacket. I drew the zipper up to my neck. Now, I wished I had gloves as well.

There is something unique – and incomparable – about sitting in an airplane on a crisp October afternoon and enjoying another pilot's company and the scenery spreading out below us. We didn't talk much; we didn't have to. Friendship and airplanes go together. There is a kinship among aviators, even with those we have never met, in the sky.

At that moment, suspended in space, very little, if any, of the outside world mattered to either of us. Our friendship, the airplane, the intended destination, were all that was important. Earthly troubles, nagging worries, and incessant challenges, some seemingly small, others large, in our daily home or work lives, do not exist up here.

In my view, whether you are a new student pilot or a retired ATP, we all share the same love for flying. Knowledge base, experience, and flight hours may be singular to each pilot's logbook, but something within compelled each of us at some point in our lives to take that first step, to commit to that first airplane ride and, most importantly, to follow through with the necessary study, consistent training and practice, and dedication to reach the goal. That is what we share – with pilots today, with those who, having Gone West, took to the sky before us, and with those who will come after.

The Wisconsin River came into view on the horizon. The river is east of 91C, now a few miles off on our left, and we decided to follow its meandering path north past the airport. We traced the river's banks about 2,000 feet above it. "Let's follow the river a bit until we reach the Merrimac Ferry," Pete

suggested. It was a Thursday afternoon, about 2:00 pm. Not much activity on the river. Boats that were so plentiful in July, busy in the summer months with water skiing, sailing, and fishing, now sit tied up at the marinas and piers jutting into the water. In a few weeks, they will be in storage. A month after that, ice and snow will cover Lake Wisconsin. Pete points out a restaurant he visited last winter on the lake. He landed on the ice and taxied up for a warm bowl of chili.

When we reached the Merrimac Ferry crossing, we easily identified the rectangular-shaped boat from its wake on the river. It was about halfway across. "I'll make the turn around the ferry," I told Pete, using the slow-moving vessel as the center point for the turn. I completed about 230 degrees of the circle and rolled out on a southerly heading, following the river's shoreline again back toward Sauk/Prairie. Later, I checked our CloudAhoy track, and my turn around the ferry was passable. Not a perfect sphere, yet close. Admittedly, not much wind to account for.

We set up for a midfield left downwind entry to Runway 18 at Sauk/Prairie. Pete made the radio calls. No traffic. The airport belonged to us. I flew base and down to short final, where Pete called "My airplane." He managed a nicely stabilized approach and flair, and the runway centerline neatly split the Zenith's fuselage and main gear. Pete's mantra for landing the Zenith, repeated out loud for my benefit, is "Pitch . . . Pitch . . . Pitch." As we touched down, I noticed how close I was to the asphalt pavement streaking by me. Even at a slow landing speed, you can get quite a sensation of speed when you are sitting only a few feet off the ground with nothing between you and the on-rushing air. How many people have ever had the opportunity to experience that?

Sauk/Prairie offers Swift 94 UL fuel. From what I understand, it is environmentally friendly, results in cleaner burning spark plugs, and requires fewer oil changes. The fuel is becoming more widely available. An STC is required. I will have to check into it. After a short-cut taxing on the grass, Pete parked the Zenith straight on in front of the pumps.

Fueling was uneventful, but it never ceases to amaze me at the number of self-service pumps I have encountered with display screens that simply cannot be read without some confusion or consternation. The screens are often hazy, clouded, crazed from years of exposure to the elements, or difficult to read in any sunlight, despite the flaps or hoods you usually find above them. "Is that a '3' or an '8'? Who knows?" I will not expound on my opinions regarding the unique "buttonology" required for the operation of each airport's selfservice pumps.

While on the ground, we both commented on how the afternoon sky had transformed. No more vast swaths of sunshine. In its place, steel gray overcast had almost completely overtaken the blue sky we started our flight with. Contrasted against the golden fields and turning trees, it was a perfect mix and match of autumn colors. When finished with fueling, we rewound the fuel hose back on its clanking reel and, with a single, sharp jerk after detaching from the plane's exhaust stack, retracted the grounding wire.

Pete handled the takeoff and, once we reached pattern altitude, again offered me the chance to take the controls. "You have the airplane." "I have the airplane," was my response, and I transitioned from being the pilot-not-flying to the pilot-flying. "What heading do we want to fly?" I asked.

"Look to the southeast," Pete helpfully replied. "What do you see on the horizon?" It took me a moment to understand what he meant. I squinted through the windshield, not quite sure of what I was looking for. "Do you see the six wind turbines?" Pete asked. There they were. Or rather, what appeared to be miniatures, standing stark and upright against the sky, in the distance. The wind turbines are located on a hill about four miles from our destination. If we headed toward them, we tracked toward our airport. On a VFR day, flying and navigating can be simply accomplished. No GPS, ForeFlight, or glass screens required.

What remained for us to do on this flight? – only to monitor course, altitude, and our engine instruments. And, enjoy our time in the air. I do not know if we "topped the windswept heights with easy grace," as John Gillespie Magee, Jr. so eloquently wrote long ago in his famous poem "High Flight," but I think on that afternoon I understood what he was attempting to convey. We all do.

My first step toward becoming a pilot took place on a March afternoon at Batten Field in Racine, Wisconsin (KRAC) with a sky and clouds similar to what we saw today. "You sit in the left seat. You'll do the takeoff and I'll follow through with you on the controls," my flight instructor casually informed me. The Cessna 172 Skyhawk was unfamiliar to me and a bit imposing, with its myriad of gauges, switches, and controls. "I must be able to do this if the instructor thinks I can," I assured myself. As we gained speed down the runway, I gently pulled back on the yoke. Thirty (30) years after that first flight, I still experience many of the same sensations and feelings as I did the first time. What I have tried to do with my writing is capture those experiences and moments; experiences and moments we all have enjoyed, and we all have shared. The flight to Sauk/Prairie on that October afternoon re-affirmed the reason why I always wanted to fly.

Morey Field has one turf runway running North-South and one longer intersecting paved runway running East-West. For a non-towered airport, it is often very busy, with a helpful staff and a good maintenance shop. There is student traffic and a fair amount of general aviation traffic in the pattern and in the vicinity of the airport. About 10 miles northwest of C29, we noted on the CTAF that one aircraft was departing and one aircraft on downwind – both using Runway 28 for touch-and-goes. Pete decided to land on the turf, as the wind slightly favored Runway 19. We visually identified both aircraft sharing this small patch of sky with us. Pete announced that we would fly upwind, left cross, and left downwind for 19. There were no conflicts. Everyone reported, followed the patterns, and understood where the other traffic was and what each would do.

On crosswind flying east, we were presented with a view of Lake Mendota and the Capitol building beyond, standing majestic and alone above the isthmus skyline that crowds downtown Madison. We banked left over the beltline and followed it a short distance on our downwind leg. I turned base. The sight picture looked good. After turning final, I again relinquished the controls to Pete for the landing. Pete radioed the aircraft just turning on base for Runway 28 that we would stop short of 28 after landing.

Passing over a house and some trees on short final, the threshold of the grass runway flashed by underneath us. Pete is more than proficient at flying the Zenith – and many other airplanes as well. I have flown with him often enough to know we would be on speed, on glide path, and in the center of the runway for the landing. Had I closed my eyes, I am not sure I could swear when we were down. Soft. Sure. Confidently accomplished.

"Nice landing," I said. However, I could not help but to playfully qualify my compliment. "I think it must be the soft turf or those big wheels." We both laughed.

Two friends laughing and flying on a fall afternoon.



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

Dean Zakos

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.





Light Winds, Hot Air, Color, Light, Shapes, Chile, Ohhh Ahhh... Ingredients For Balloon Fiesta!

by Yasmina Platt

B alloon Fiesta is a special and colorful event that happens every October in Albuquerque, New Mexico! It's a time when we convert from flight crew to ground crew and are often just simply spectators!

Most mornings start with an early morning glow and end with a mass ascension, where the (often) blue sky is filled with balloons. No picture does it justice! Balloons surround you. You have balloons in front of you, behind you, on both sides, and over you!

In between, you can see a drone light show, a dawn patrol show, skydivers, balloon competitions, remote control (RC) balloons, and/or flyovers of different kinds.

Most evenings involve some of the same activities and end with a pretty amazing fireworks show. On the last Saturday, there is a concert in the middle of the day as well.

There are balloons of all sizes, colors, and shapes. They

come from all corners of the country and many international destinations (especially Brazil and Europe).

At most other aviation events, people are behind a fence, and rightfully so, to watch the aircraft start up, taxi, takeoff, and land. At Balloon Fiesta, everybody can be in the middle of it all, throughout the entire event. It's pretty awesome!

Wondering what else is unique about Albuquerque that makes ballooning so awesome? The "Albuquerque Box." That's the term used to describe the city's unique wind pattern. It causes hot air balloons to make the shape of a box over the field when flying in early October. Ground winds will make balloons fly southbound (following or paralleling the Rio Grande River) and, as the pilots climb up 500 to 1,000 feet, they catch a northern wind back to the field.

If you're lucky, the Gordon Bennett Race may also start in Albuquerque. The winning team is the one that flies the farthest distance from the launch site. If the Gordon Bennett Race is not going on, the America's Challenge Gas Balloon

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Race that was modeled after it, might be.

We've always parked our motorhome in one of the "dirt areas turned campgrounds" for the event, where there are at least as many RVs as there are balloons. It's incredible! The views out the window in the morning are quite spectacular.

Attending or participating in the event requires prior planning because lodging, in particular, becomes scarce and/ or very expensive! If you're flying in, I highly suggest the Double Eagle II Airport (KAEG). It is only about 15 miles from Balloon Fiesta Park.

If you can, bring your kids, grandkids, nieces, nephews, neighbors' kids with you... it's fun to watch them enjoy themselves, go from balloon to balloon picking up cards about the balloons and pilots, and learn science through realworld application.

Green (Hatch), Red, or Christmas? (If you're going to visit New Mexico, you need to know which chili you want!) Fly safe, fly often!



Yasmina Platt

ABOUT THE AUTHOR: Yasmina Platt's full-time job has her planning the future of aviation infrastructure for Joby's electric Vertical Takeoff and Landing (VTOL) aircraft. She also writes an aviation travel blog called **"Air Trails"**

(www.airtrails.weebly.com), in addition to articles on pilot destinations for *Midwest Flyer Magazine*. Pilots can locate articles Yasmina has written by going to <u>www.MidwestFlyer.com</u> and typing "Yasmina" in the search box,

or by going to the "Archives" section, then "Destinations"

"Columns," then "Destinations."

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The Snowbirds at Oshkosh in 2016. by Michael Kelly

Canadian Forces Snowbirds Return To EAA AirVenture-Oshkosh

OSHKOSH, WIS. – The military demonstration team, Canadian Forces Snowbirds, will return to EAA AirVenture-Oshkosh for the first time since 2016.

EAA AirVenture-Oshkosh, the 71st edition of the Experimental Aircraft Association fly-in convention known as the "World's Greatest Aviation Celebration," will be held July 22-28, 2024, at Wittman Regional Airport in Oshkosh, Wisconsin.

"The Snowbirds are one of the world's finest military aerobatic flight teams, so their presence at Oshkosh in 2024 is a wonderful addition to AirVenture week as we commemorate the 100th anniversary of the Royal Canadian Air Force," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "Along with their elegant precision aerobatics that define their aerial performances, we discovered in 2016 that the team members were enthusiastic and fully engaged in the aviation culture at Oshkosh, and truly enjoyed being with the tens of thousands of fellow aviators on the grounds."

The Snowbirds are currently scheduled to have a public practice session over the grounds on Friday, July 26, with full performances during the daily afternoon airshow on Saturday and Sunday, July 27-28. The team is officially designated as 431 Air Demonstration Squadron and was created in 1971. It has a nearly 50-year connection to EAA, being the first 22 FEBRUARY/MARCH 2024 MIDWEST FLYER MAGAZINE military team to perform at Oshkosh when they flew over the EAA fly-in during the 1970s.

"As a team, we are extremely excited to be representing the Canadian Forces at AirVenture during the centennial year of the Royal Canadian Air Force," said Maj. Brent Handy, Snowbird 1 and Team Lead. "The opportunity to share our display with such a large gathering of aviation enthusiasts, and the chance to meet with our fans, will be one of the many highlights of this important year for our dedicated team of pilots, technicians, and support personnel."

The Snowbirds typically fly their Canadair CT-114 Tutor jets in approximately 60 airshows each year. The nine aircraft used in the performances are piloted by experienced team members from the Royal Canadian Air Force. During the show, the pilots fly at speeds ranging from 110 to 465 mph (180 to 750 km/h) and in formation with distances as close as four feet of wing overlap. Comprised of exciting loops, rolls and solo passes, as well as graceful nine-jet formations, the Snowbirds' show includes more than 50 different formations and maneuvers over each 35-minute performance.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's membership convention. Additional information, including advance ticket and camping purchase, is available at <u>www.EAA.org/airventure</u>.

Military & Jet Demonstration Teams To Appear At EAA AirVenture-Oshkosh 2024

OSHKOSH, WIS. – Several military demo teams and a unique private jet group have been added to the airshow lineup for EAA AirVenture-Oshkosh 2024 at Wittman Regional Airport in Oshkosh, Wisconsin. The 71st edition of the Experimental Aircraft Association's fly-in convention will be held July 22-28, 2024.

EAA has received commitments from the F-22 demo team, the F-16 Viper demo team, and the F-35B demo team from the U.S. Marine Corps. In addition, the "Polaris Ghost Squadron" has confirmed its appearance.

"The entire spectrum of aviation comes to Oshkosh and jet demonstrations are always among the popular displays throughout the week," said Rick Larsen, EAA Vice President of Communities & Member Programs, who coordinates AirVenture features and attractions. "These commitments are in addition to the already-announced participation of the Canadian Forces Snowbirds, which will make 2024 an unforgettable year on the Oshkosh flightline. And there's still more to come." The F-16 Viper team and the F-35B team are scheduled to fly at Oshkosh at various times throughout the week, while the F-22 team will be present July 22-25 and the Polaris Ghost Squadron on July 22-24. Along with the aerial demonstrations, several of the aircraft will be on display at AirVenture's showcase Boeing Plaza.

EAA AirVenture features nine airshows over seven days, including night airshows on July 24 and 27. The shows feature performances by aerobatic champions, military units, innovative technology, and unique aircraft from the entire history of flight. More details on airshow lineups will be announced as they are finalized.

EAA AirVenture-Oshkosh is "The World's Greatest Aviation Celebration" and EAA's membership convention. Additional information, including advance ticket and camping purchase, is available at <u>www.EAA.org/airventure</u>. For more information on EAA and its programs, call <u>800-JOIN-EAA</u> (<u>800-564-6322</u>) or visit <u>www.EAA.org</u>.





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"See you soon!" Making the most of our freedom to fly.

by Mark Baker

ight about this time, as I am sure many of you do, I take a step back and wonder where my travels will take me over the coming year. And true to form, I spent some time over the holidays pondering the airports, events, and people I will see in 2024.



Now if you are someone who flies as much as I do for professional and

personal reasons, you may think that I am close to running out of destinations. Sometimes it seems like that, but there is always so much new to see and experience in this great country and the thousands of general aviation airports we get to visit as part of this amazing passion we share.

But one thing that is great about flying is that we can visit the same airports and still have a totally new experience – meeting new members, those new to the GA community and even some new and amazing restaurants. You don't have to ask me twice to share a great meal.

So back to the question: what's on my radar for the coming year?

I'm excited to see so many of you at first-class aviation events and shows in 2024. The season will kick off with a return visit to Arizona and the Buckeye Air Fair. I've been to Buckeye a few times and the city and people (led by my friend, AOPA member and mayor Eric Orsborn) just never disappoint. You probably have read in these pages that our approach to AOPA events has evolved over the past few years, as work toward AOPA's goal of bringing AOPA's resources, aviation expertise, and benefits to members across the country by partnering with established aviation events. Like Buckeye.

We hope to see you in The Grand Canyon State on February 16-18 – why not make your President's Day a long aviation weekend?

The event season won't have a chance to cool off (literally) when we head to Florida for Sun n Fun in April. Can't tell you how many trips to Lakeland this will be for me (yes, I can, but I'll leave you guessing!) for a week of warmth – warm temperatures, warm friendships and warm, well hot, aerial displays and airshows. Sun 'n Fun is always a highlight of the year, and we can't wait to see you there. Late July always brings the grandaddy of aviation events, EAA AirVenture. If you think I've been to Sun 'n Fun many times, I certainly have lost count of my trips to Oshkosh. Every trip to Wisconsin brings something new, something unexpected, something exciting, but also something I can count on - a great time at a great show with great friends.

Let's not forget landing on arguably the best grass strip in America come September. AOPA will be at the Triple Tree Fly-in with full force and celebrate everything that wonderful event has come to mean to me, our staff, and our members.

Then there's this little thing we are doing in May that you may have heard of. And we could not be more excited! What a spectacle it will be for those in-person, the those watching online across the country and those actually taking part (like me!) with the General Aviation Flyover.

More than 60 aircraft, tracing the full history of general aviation, will fly down the National Mall in Washington on May 11, and provide spectators and viewers a true picture of what GA has meant to this country in so many ways since 1939. You'll see everything from a Staggerwing from the Golden Age to aircraft representing GA around World War II, the trainer era, vertical flight, backcountry flying, seaplanes, business aviation, homebuilts, airshow performers, and other examples of GA aircraft that support public service missions.

It's also no small surprise that the GA Flyover will coincide with AOPA's 85th anniversary (stay tuned for more info on this special year!). So much is going into this event to truly make GA history.

Another special aircraft that I and some colleagues will continue to fly will be our special AOPA Baron that we will use to showcase the 100-octane unleaded fuel that the FAA approved via STC in 2022. We'll continue to take to the skies with unleaded in the left tank and 100LL in the right, to show that the new fuel works just fine and is safe.

In between all of these happenings, I'm looking forward to a host of regional airshows and aviation events, type-club gatherings, pilot events and many other opportunities to see our members and GA community where they live and fly.

If this seems like a lot of all work and no play, fear not. Whether it's The Bahamas, the Great Northwest, Alaska, Minnesota and frankly anywhere there's smooth water, you'll find me exercising this amazing right to fly. We work very hard at protecting your freedom to fly so that we can all, including me, take full advantage.

Here's to 12 months of blue skies!



April 9th - 15th KGRB to KLAL Roundtrip BOOK TODAY! FlySunNfun.com









PRIL

Celebrating 50 Hea

GA Stakeholders Urge Passage of Long-Term FAA Reauthorization Bill

WASHINGTON, DC – Several general aviation (GA) groups have advised Congress that continued short-term extensions of authorization for the Federal Aviation Administration (FAA) would "challenge the certainty that industry and the FAA depend on to enable long-term planning and investment in many critical areas required to ensure the safety of the National Airspace System (NAS) and America's global leadership in aviation."

At press time, the agency was authorized through December 31, 2023. In July, the House of Representatives passed bipartisan reauthorization legislation for the FAA through 2028. That legislation is awaiting Senate action.

The GA organizations submitted a written statement to the House Committee on Transportation and Infrastructure Subcommittee on Aviation's hearing titled, "Turbulence Ahead: Consequences of Delaying a Long-term FAA Bill."

The statement highlights the many ways the general aviation industry is vital to the U.S., including its role in providing jobs, connecting communities, helping during times of natural disasters and more.

"The general aviation industry contributes an estimated \$247 billion in economic output and supports 1.2 million jobs in the United States while supporting critical services and providing an essential lifeline to thousands of communities nationwide.

The organizations' statement went on to commend the House for passage of its FAA reauthorization bill, the Securing Growth and Robust Leadership in American Aviation Act, H.R. 3935.

"This bill enables the FAA to move forward on areas of significant importance to general aviation including workforce development, regulatory process improvement, airspace modernization, and the development and enabling of new technologies," according to the statement.

"As we have seen in the past, short-term extensions challenge the certainty that industry and the FAA depend on to enable long-term planning and investment in many critical areas required to ensure the safety of the NAS and America's global leadership in aviation," the groups added.

The statement was signed by the Aircraft Owners and Pilots Association (AOPA), National Business Aviation Association (NBAA), Experimental Aircraft Association (EAA), Helicopter Association International (HAI), National Air Transportation Association (NATA), and National Association of State Aviation Officials (NASAO).

NATA Announces Advent of Aviation Apprenticeship Tracking Tool

Easy-to-implement resource to develop test-ready, certificated technicians in 18 to 30 months.

WASHINGTON, DC – The National Air Transportation Association (NATA) in cooperation with its Maintenance Committee, is pleased to introduce the NATA Aviation Apprenticeship Tracking Tool – a resource to assist members with developing test-ready and well-documented aviation maintenance technician applicants. This member-only resource provides a turn-key process for documenting onthe-job tasks required by the FAA to meet the minimum qualifications for an FAA signed and completed FAA Form 8610-2, which enables applicants to take the required testing for certification.

The NATA Aviation Apprenticeship Tracking Tool eases visibility of the technician applicant progress toward a full FAA Aviation Mechanic Certificate with privileges of Airframe and Powerplant (A&P) in just over 30 months or privileges of Airframe or Powerplant in just over 18 months.

Available as an Excel download, the tool is based on the FAA Aviation Mechanic General, Airframe, and Powerplant

Airman Certification Standards (FAA-S-ACS-1), which communicate the aeronautical knowledge, risk management, and skill proficiency standards required for the Aviation Mechanic Certificate.

"We are incredibly proud of the innovative and selfless spirit of our Maintenance Committee members in developing solutions to prevalent industry issues like workforce recruitment and development," stated NATA President and CEO Curt Castagna. "NATA is pleased to support a memberdriven resource that follows FAA guidance to provide a more comprehensive pathway to employee mechanic certification. The NATA Aviation Apprenticeship Tracking Tool prepares an applicant to return to an MRO as an FAA certificated aircraft mechanic more expediently and efficiently with credible training, real-world experience, and profit-making ability." The NATA Aviation Apprenticeship Tracking Tool is a versatile and comprehensive resource providing:

• An FAA-recognized template to record "real-world

hands-on" experience in all segments needed to qualify for testing.

• A quick visual check of where applicants stand in meeting or exceeding the minimum requirements leading up to the testing phase.

• Tracking ability for full piston- through turbine-based technicians.

• Customization toward a company's business specialty.

• A clear pathway for non-certificated technicians working in paint, interior, or other areas to pursue an Aviation Mechanic Certificate (A&P).

NATA members can learn more and log into their member portal here to download the NATA Apprenticeship Tracking Tool at no additional cost. Information on NATA membership can be found here. The association extends sincere appreciation to Dan Lane, Vice President of Technical Services at AERO CENTERS, for his leadership, as well as the entire Maintenance Committee's input, in the development of this valuable resource.

The National Air Transportation Association has been the voice of aviation business for 80 years. Representing nearly 3,700 aviation businesses, NATA's member companies provide a broad range of services to general aviation, the airlines and the military and serves as the public policy group representing the interests of aviation businesses before Congress and federal agencies (**www.nata.aero**).

The Air Charter Safety Foundation Welcomes Three Members To Its Aviation Safety Action Program

WASHINGTON, DC - The Air Charter Safety Foundation (acsf.aero), founded 15 years ago to promote and foster a culture of safety within the air charter industry, welcomes three members to its growing roster. Tri-State Charter, LLC, headquartered in Johnstown, Pennsylvania; Coleman Jet, LLC, based in Gary, Indiana; and OpenAir, situated in Gaithersburg, Maryland, have all pledged their commitment to aviation safety by participating in ACSF's Aviation Safety Action Program (ASAP).

The Aviation Safety Action Program helps charter operators identify and reduce possible flight safety concerns and mitigate risks. The ACSF, which administers ASAP in conjunction with the FAA, offers an easy, open, self-reporting initiative via third-party facilitation, tracking and corrective action recommendations, so that operators can enhance and improve their overall safety culture.

ACSF President & CEO, Bryan Burns, remarked, "We're pleased to welcome Coleman Jet, Open Air and Tri-State Charter to the Air Charter Safety Foundation, and to our Aviation Safety Action Program. Their commitment to upholding the highest safety standards in their operations is commendable. And their ASAP participation reinforces the collective effort toward ensuring the utmost safety for passengers and crew alike."

Participation in the ACSF's Aviation Safety Action Program not only prioritizes safety, but also elevates a member's profile as a leader in the industry. Aviation organizations will gain access to:

1. Non-punitive reporting: Contributes to a proactive "just culture" through open reporting and learning from safety incidents, without the fear of retribution.

2. FAA Collaboration: Lets the ACSF serve as a thirdparty between the participating aviation organization and the Federal Aviation Administration, providing administration resources and sharing best practices.

3. Enhanced Reputation: Demonstrates a strong commitment to safety, reassuring clients, passengers, and stakeholders of the operator's unwavering dedication to their well-being.

ACSF continues to serve as a driving force in promoting safety and best practices within the private aviation community through collaborative programs and initiatives, such as the Aviation Safety Action Program. For more information about the Air Charter Safety Foundation and the benefits of membership, visit acsf.aero/membership. To learn more about ASAP, visit acsf.aero/ASAP-program.

About the Air Charter Safety Foundation

The Air Charter Safety Foundation (ACSF.aero) is a nonprofit organization with more than 335 member companies. Its mission is to lead and support the advancement of the highest safety standards available; to enable the business, charter, and fractional ownership industry to offer the safest air transportation products in the world; and to provide objective information about these standards and services to the public. In accordance with its mission, ACSF developed the Industry Audit Standard (IAS) for Part 135 and 91K operators, which serves as a detailed gap analysis of an operator's management practices. ACSF members can also access the organization's low-cost Safety Management System (SMS) Tool and Member Assistance Program (MAP), as well as take advantage of its third-party oversight programs: Flight Data Monitoring (FDM) and Aviation Safety Action Program (ASAP). Annually each spring, the organization hosts its ACSF Safety Symposium.

Advocate & Champion of Aviation Education, Cassandra Bosco, Chosen For 2023 Brewer Trophy

he National Aeronautic Association (NAA) has selected Cassandra Bosco the recipient of the 2023 Frank G. Brewer Trophy. Bosco is honored for a lifetime of leadership and service as an effective advocate for shaping and cultivating the next generation through aviation education.

"I am thrilled and honored to be the recipient of the Brewer Trophy. Throughout my career, I have loved sharing the excitement of opportunities afforded by aviation and aerospace with both career seekers and enhancers – in the hope that they will power our industry forward to even greater heights," said Cassandra Bosco. "So many past Brewer recipients have been lifelong friends and mentors and an



Cassandra Bosco

inspiration for my own passion for aviation education. I am humbled to be included among this esteemed group of professionals."

Established in 1943, the Frank G. Brewer Trophy is awarded annually to an individual, group, or organization for significant contributions of enduring value to aerospace education in the United States. Past recipients include AOPA's You Can Fly Program; John and Martha King, founders of King's Schools; the Academy of Model Aeronautics; and Women in Aviation International Founder Peggy Chabrian.

As a founding board member of Women in Aviation, International (WAI), Bosco leveraged her talent and commitment to aviation education by playing a leading role in establishing WAI's Young Professional Advisory Group. She was also pivotal in the creation of the Super Mentor Program and Jobs Connect platform within WAI. One of Bosco's largest and most impactful collaborations, to date, is with Embry-Riddle Aeronautical University, where she launched the successful MOOC 'Leadership for Women in Aerospace and Aviation', which has drawn over 2,200 attendees. Currently, Bosco serves as co-chair of the Aviation Accreditation Board International Industry/Educator Forum whose goal is a collaboration of industry and educators to prepare top-notch future talent for the aviation industry.



"Few people in our industry have the drive and passion that Cassandra has," said Amy Spowart, NAA President and CEO. "Her impact has created meaningful exposure and lifelong opportunities for all who desire a place in our industry, especially women and minorities. She is a staunch ally and friend of aviation around the world."

The selection committee for the 2023 Frank G. Brewer Trophy includes:

Frank Brewer, the Brewer Family Robert Brewer, the Brewer Family Jana Denning, NAA Board of

Directors

Jim Gregory, 2020 Brewer Trophy Recipient

Susan Mallett, 2022 Brewer Trophy Recipient

Shannon Weidekamp, Equus Flight Academy

The Brewer Trophy will be presented on a future date with location to be determined. For more information or to view a complete list of previous recipients, visit <u>www.naa.aero</u>.

About NAA

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. It encompasses all areas of flight from skydiving and models to commercial airlines, military aircraft, and spaceflight.

The 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.

The National Aeronautic Association is located at Reagan National Airport, Hangar 7, Washington, DC 20001.

EAA Honors Five 2023 Halls of Fame Inductees

OSHKOSH, WIS. – Five individuals who contributed greatly to recreational aviation were honored November 9, 2023, as they were inducted into the EAA Sport Aviation Halls of Fame during a ceremony and dinner at the EAA Aviation Center in Oshkosh.

The 2023 inductees include:

- EAA Homebuilders Hall of Fame: Neal Loving (posthumous).
- International Aerobatic Club Hall of Fame: Lew Shattuck of Yelm, Washington.
- Warbirds of America Hall of Fame: Chuck Greenhill (posthumous).
- Vintage Aircraft Association Hall of Fame: John Parish Sr. of Tullahoma, Tennessee.
- EAA Ultralights Hall of Fame: Paul Mather of Saint Elmo, Alabama.

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.

In addition, Jim Casper of Oshkosh, received the Henry Kimberly Leadership Award that recognizes Oshkosh-area residents for volunteer service to EAA. Casper is a longtime EAA Aviation Museum docent and volunteer.

HOMEBUILDERS HALL OF FAME: Neal Loving (posthumous): Born in 1916 in Detroit, Michigan, Loving's passion for aviation began at an early age. He took his first flight at age 14, enrolled in an aircraft mechanics course in high school, and began learning to fly in 1938 despite difficulties finding a school that would accept Black students. Three years later, Loving designed the S-1 glider. In 1944, both of Loving's legs were amputated as a result of a crash but did not let his disability get in the way of his aviation passion. He went on to design his most well-known aircraft, the WR-1, also known as Loving's Love, which is now on display at the EAA Aviation Museum. He became an EAA member in 1953 and won the Most Outstanding Design Award for the WR-1 at the 1954 EAA Fly-In Convention. Loving died in December 1998.

VINTAGE AIRCRAFT ASSOCIATION HALL OF

FAME: John Parish Sr's (EAA 43943) aviation journey began in high school and college where he juggled being a student with learning to fly. In 1964, he bought his first airplane, a Cherokee 180 and began attending fly-ins across the country. Over time, Parish grew an affinity for one airplane in particular, the Beechcraft Model 17 Staggerwing. Parish was finally able to purchase one of his own in 1970 and became continuously more involved with the International Staggerwing Club. In 1973, John and his wife, Charlotte, helped establish the Staggerwing Museum Foundation, now known as the Beechcraft Heritage Museum, in Tullahoma, Tennessee. Parish's involvement with EAA has included serving on the organization's board for more than 30 years and working as director and vice president of the EAA Aviation Foundation.

INTERNATIONAL AEROBATIC CLUB HALL OF

FAME: Lew Shattuck (EAA 88175). Before getting started in aerobatics, Shattuck enlisted in the U.S. Air Force in 1952, where he gained experience flying many different military fighter aircraft. In the summer of 1966, Shattuck was captured after his F-105 was shot down in North Vietnam and was held as a prisoner for more than six years before being released. He retired from the Air Force in 1976 as a full Colonel. Despite an eye injury suffered during his time in captivity, Shattuck wanted to continue flying. He purchased a Pitts Special and began practicing aerobatics. Shattuck won the Pitts Cup Trophy in the 1978 IAC Championships. He continued to fly in competitions until 2018 at the age of 85. Shattuck also served as a mentor for pilots and judges for many years.

WARBIRDS OF AMERICA HALL OF FAME: Charles "Chuck" Greenhill (posthumous). Greenhill's involvement in warbird restoration began soon after his time serving in the U.S. Army. His skills as a tool and die maker helped bring warbird aircraft back to life. Working alongside his wife, Bev, they restored warbirds back to their original condition. Notable among his numerous restoration projects is the only surviving Grumman J2F-4 Duck from the Japanese attack on Pearl Harbor. Greenhill's restorations frequently appeared at EAA AirVenture Oshkosh during the 2000s and 2010s, earning him 2007 World War II Grand Champion, 2003 and 2005 Reserve Grand Champion, and the 2014 Preservation Award. He also used his aviation passion to inspire the next generation by attending fly-ins and letting children see his aircraft up close and learn about their importance in American history. Greenhill died in April 2022.

ULTRALIGHTS HALL OF FAME: Paul Mather (EAA 154506) began flying in 1974 at age 18 and has flown a variety of ultralights, including hang gliders and Quicksilver foot launch models. In 1980, Mather landed a job with Quicksilver, primarily in sales and marketing with the goal of establishing a dealer network. His work took him across the globe, as he became an international representative in 1982.

One of Mather's greatest achievements came in 1984 when he flew an MXL II aircraft nonstop from Annaba, Algeria, to Monaco over the Mediterranean Sea, setting multiple Féderátion Aéronautique Internationale (FAI) records. Mather left Quicksilver in 1995 to start his own venture, M-Squared Aircraft, which produces a variety of aircraft including the Breese-XL, an FAA Part 103 ultralight aircraft. Mather also became a Designated Airworthiness Representative for the FAA in 2008, having certificated more than 500 Light Sport Aircraft (LSA) and amateur-built aircraft.

Past inductees of the EAA Halls of Fame include the following individuals:

HOMEBUILDERS

1993: Paul Poberezny S.J. "Steve" Wittman George Bogardus 1994: Bernie Pietenpol **Bob Burbick Rav Stits** 1995: Tony Bingelis Molt Taylor John Thorp 1996: Sam Burgess Nick D'Apuzzo Ed Heath Volmer Jensen 1997: Ladislao Pazmany William Ghan Harold Best-Devereux 1998: Curtis Pitts Burt Rutan **Bill Warwick** 1999: Henri Mignet Richard Van Grunsven Chris Heintz 2000: Jean Delemontez Leslie Long 2001: John Monnett 2002: Jack Cox Ken Brock 2003: William Chana 2004: Bob Whittier Pete Bowers 2005: Robert Bushby 2006: Edgar Lesher **B.I.** Schramm 2007: Randy Schlitter 2008: John W. Dyke

2009: Lance A. Neibauer
2010: Dean Wilson
2011: Ed Fisher
2012: Wes Schmid
2013: Phillip J. Lockwood
2014: George Pereira
2015: Tom Hamilton
2016: Jim Bede
2017: Rob Hickman
2018: Darryl Murphy
2019: Robert Nuckolls
2020: Frank Christensen
2021: Flo and Bob Irwin
2022: Budd Davisson
2023: Neal Loving

INTL. AEROBATIC CLUB

1987: Jose Luis Aresti Duane Cole **Curtis** Pitts Frank Price 1988: Marion Cole Mike Murphy Betty Skelton 1989: Robert L. Heuer Beverly Howard Harold Krier 1990: Lincoln Beachey **Bob** Herendeen Charlie Hillard Art Scholl 1991: Leo Loudenslager Mary Gaffaney 1993: Neil Williams Clint McHenry 1998: Bill Barber Rodney Jocelyn Tex Rankin Harold Neumann Tom Poberezny 1999: Henry Haigh 2000: Gene Beggs 2001: Mike Heuer 2002: Bill Thomas **Bob** Davis 2003: Don Taylor 2004: Betty Stewart Dorothy Hester 2005: Patty Wagstaff 2006: Gene Soucy 2007: Debby Rihn-Harvey Bill Kershner 2008: William B. "Bill" Finagin 2009: Robert A. "Bob" Hoover

2010: Jimmy Franklin 2011: Tony LeVier 2012: Giles Henderson 2013: William Joseph "Bill" Adams 2014: Sammy Mason 2015: Sean D. Tucker 2016: Robert Armstrong 2017: Frank Christensen 2018: Thomas Adams Jr. 2019: John Morrissey 2020: Verne Jobst 2021: Kirby Chambliss 2022: Maurice Hunter "Pappy" Spinks 2023: Lew Shattuck VINTAGE AIRCRAFT ASSN. 1993: E.E. "Buck" Hilbert, George York 1995: Cole Palen Kelly Viets Joe Juptner 1997: Paul Poberezny Ann Pellegreno Jim Younkin Harold Armstrong 1999: Gene Chase Edward C. Wegner Tom Flock 2000: Jack Cox 2001: Dr. Roy Wicker Ted Koston 2002: John M. Miller 2003: Al Kelch Nick Rezich 2004: Espie "Butch" Joyce 2005: Richard Knutson Charlie Nelson 2006: Charles W. Harris 2007: Chet Peek 2008: Bill Pancake 2009: Stephen Pitcairn 2010: Morton Lester 2011: John W. Underwood 2012: Clyde Smith Jr. 2013: Susan Dusenbury 2014: Timothy Talen 2015: Dale "Gus" Gustafson 2016: Phil Coulson 2017: Jim Moss 2018: Ron Alexander 2019: John Turgyan 2020: Stephen Dyer 2021: Steve Nesse 2022: Forrest Lovley 2023: John Parish Sr.

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WARBIRDS OF AMERICA

1995: Paul Poberezny Walt Ohlrich John Baugh **Bill Harrison** Jerry Walbrun 1996: Dick Dieter Charlie Nogle 1997: Sue Parish **Rudy Frasca** Jeff Ethell 1998: John Ellis Randy Sohn 1999: William Dodds **Richard Ervin** 2000: Dave Schlingman 2001: Lincoln Dexter Edward Maloney 2002: Frank C. Sanders 2003: Chuck Doyle Lloyd Parker Nolen 2004: Howard Pardue 2005: Kermit Weeks Steve Hinton 2006: Jack Harrington Daryl Lenz 2007: Wilson "Connie" Edwards

- 2008: Connie Bowlin 2009: George H. Baker
- 2010: Harold D. "Hal" Weekley
- 2011: David B. Lindsay Jr.
- 2012: Preston (Pete) Parish
- 2013: Lee Lauderback
- 2014: Jay Wisler
- 2015: Nelson Ezell
- 2016: Doug Champlin
- 2017: Clarence E. "Bud" Anderson
- 2018: Jack Roush
- 2019: Dennis Sanders
- 2020: Mark Clark
- 2021: Carl Scholl
- Tony Ritzman
- 2022: Tom Reilly
- 2023: Charles "Chuck" Greenhill

ULTRALIGHTS

1999:	Homer Kolb
	John Moody
	Chuck Slusarczyk
2000:	Boris Popov
	Wayne Ison
2001:	Mike Sacrey
2002:	John Chotia
	Tom Peghiny
2003:	Mike Jacober
2004:	Klaus Hill
	Bert Howland
2005:	Larry Mauro
2006:	Bob Lovejoy
	Volmer Jensen
2007:	Mike Markowski
2008:	Mike Loehle
2009:	Roy Pinner
2010:	John Ballantyne
2011:	Jack McCornack
2012:	Taras Kiceniuk Jr.
2013:	Frank Beagle
2014:	Lowell Farrand
2015:	Leonard Milholland
2016:	Tracy Knauss
2017:	Mary Jones
2018:	Eugene Smith
2019:	Morry Hummel
2020:	Dan Johnson
2021:	Roy Beisswenger
2022:	Gene "Bever" Borne
2023:	Paul Mather
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The Experimental Aircraft Association (EAA) is based in Oshkosh, Wisconsin, and embodies The Spirit of Aviation through the world's most engaged community of aviation enthusiasts. EAA's 270,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building, and restoring recreational aircraft (www.eaa.org).



21st Annual Living Legends of Aviation Awards

BEVERLY HILLS, CALIF. – Actor/pilot, John Travolta, hosted the 21st Annual "Living Legends of Aviation Awards" program, January 19, 2024, at the Beverly Hilton Hotel in Beverly Hills, California. The event honors those who have made significant contributions to aviation/aerospace.

Inductees included Fred George, a Navy pilot with over 300 carrier landings, and now, a world-renowned aviation writer; Marc Parent, appointed President and CEO of CAE in 2009, has led the company's growth beyond simulation products to include training and support services for commercial and business aviation; Steve Hinton, an American aviator who held a world speed record from 1979 to 1989, and who has flown for the motion picture industry since 1977, working on 100 motion pictures and television productions; Prince Harry, The Duke of Sussex, a British Army veteran and pilot with 10 years of military service, flying training missions in the United States, United Kingdom, and Australia, as well as combat missions in Afghanistan. He also created the Invictus Games for wounded veterans around the world.

Living Legends of Aviation are remarkable people of extraordinary accomplishments in aviation and aerospace. They include entrepreneurs, innovators, industry leaders, astronauts, record breakers, pilots who have become celebrities, and celebrities who have become pilots. More than 100 men and women from around the world are among their ranks.

The Living Legends of Aviation Awards program is produced by the Kiddie Hawk Air Academy, a 501-c-3 non-profit organization. Kiddie Hawk's mission is to educate children about – and spark their interest in – aviation.

Presenting sponsors include Ducommun, Sierra Nevada Corporation and Williams International.

Visit Livinglegendsofaviation.org for more information.

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The P-38 "Glacier Girl."

"Glacier Girl" Displayed At Lone Star Flight Museum

lacier Girl," the famous World War II P-38 buried under 268 feet of ice for 50 years, was displayed for the first time in a museum at the Lone Star Flight Museum through January 31, 2024. The aircraft was on loan from the Air Legends Foundation.

One of WWII's most fearsome warbirds, this twin-boom Lockheed P-38 Lightning laid buried under arctic ice for 50 years and eluded recovery attempts in more than a dozen expeditions. Finally, in 1992, the aircraft was recovered. It took another 10 years to restore the aircraft.

Glacier Girl is the only rescued survivor of an entire squadron of P-38s and B-17s that attempted to cross over Greenland in 1942 during WWII. This aircraft was finally pulled piece by piece from under 268 feet of ice on August 1, 1992.

Kentucky businessman, Roy Shoffner, financed the Greenland Expedition Society, a team formed by Pat Epps and Richard Taylor specifically for the recovery effort and brought Bob Cardin onboard as expedition leader. On January 11, 2024, a special presentation was made by Cardin at the Lone Star Flight Museum, who was the lead excavator and head of restoration.

Ingenuity and endurance brought Glacier Girl back to the surface where she crash-landed a half century before.

The team created a device they called the "Super Gopher," which circulated heated water through a metal cone to melt holes 27 stories deep and reach key sections of the plane. Then they began the long, dangerous process of dragging out the pieces, including the three-ton, 17-foot-long fuselage. It took 20 minutes to lower each worker down to the aircraft in the claustrophobic 4-foot-diameter shafts. The final section emerged on August 1, 1992.

The P- 38's sections were in good enough shape for restoration. The team estimated it would take two years. It would take 10 years to reconstruct the plane.

Glacier Girl has the only complete set of working P-38 machine guns in existence. In 2006, Rod Lewis purchased what would become the signature aircraft as part of the "Air Legends Foundation."

About the Lone Star Flight Museum

The Lone Star Flight Museum is a 501c3 aviation museum and STEM learning center with a mission to celebrate flight and achievements in Texas aviation, as well as educate and engage youth through science, technology, engineering, and math. The museum is located 20 minutes from downtown Houston, Texas (lonestarflight.org).



The RV flightline at EAA AirVenture-Oshkosh. Dave Weiman Photo

Van's Aircraft Reports Cash Crunch, Why It Occurred & The Means To Correct It

n an October 30, 2023, Aviation-e-Brief article by AOPA's Managing Editor of Digital Media, Jim Moore, it is noted that the #1 aircraft kit manufacturer in the world, Van's Aircraft, is experiencing some cash flow difficulties, and that an internal assessment led by company founder, Richard "Dick" VanGrunsven, is being conducted to identify and remedy problems.

Van's Aircraft detailed three primary causes of the situation: 1) A combination of supply chain snarls and increased demand during the COVID-19 pandemic, which caused shipping costs to spike as the company hired and trained new staff to work on the increased volume of orders; 2) A "multi-million-dollar setback" related to the use of inferior primer on parts sourced overseas, which led to corrosion "forming on a large number of quick build kits" that resulted in many parts being scrapped; and 3) Another issue with outsourced parts with holes that were laser-cut rather than punched, with customers reporting cracks around the laser-cut holes. Company tests determined the parts were usable, but many customers requested replacement of affected parts, nonetheless.

"This has resulted in an unmanageable number of requests to replace laser-cut parts and cancel orders," the company stated. "More than 1,800 customers are currently affected by this issue, some of whom have received more than one kit."

To date, there were more than 11,000 Van's Aircraft kit builds completed by 2022, and hundreds more still in progress – a testament to the popularity of the aircraft, and the confidence the aviation community has in the company that issues will be resolved.

(https://www.aopa.org/news-and-media/all-news/2023/ october/30/vans-aircraft-reports-cash-crunch-promptsconcern?utm_source=ebrief&utm_medium=email&utm_ term=vans).



Sirius Aviation AG Unveils World's First Hydrogen VTOL Aircraft: Sirius Jet

Zurich, Switzerland – The Swiss aviation startup Sirius Aviation AG has unveiled the revolutionary "Sirius Jet" – the world's first hydrogen-powered Vertical Take-Off and Landing (VTOL) aircraft, crafted and designed in collaboration with BMW's Designworks and Sauber Group. This marks a major milestone in sustainable aviation and highlights Sirius Aviation AG's steadfast commitment to innovation, sustainability, and safety.

The Sirius Jet, an aviation game-changer, is a highperformance, zero-emission VTOL aircraft, propelled by a hydrogen-electric propulsion system. Leveraging jet aerodynamics with airplane and helicopter versatility, it achieves extended flight distances, impressive speeds, and high altitudes at near-silent levels. The Sirius Jet redefines excellence with unmatched cutting-edge technology, unique design, and precision engineering, setting a new industry standard.

In 2025, the Sirius Jet will take flight in two versions: **Sirius Business Jet**, tailored to private jet needs, and **Sirius Millennium Jet**, crafted for commercial aviation. These aircraft are expected to be a revolutionary leap that will reshape the global transportation industry.

Sirius Jet Specifications

Sirius Business Jet: A zero-emission, hydrogen-powered VTOL business jet, featuring an 1150-mile range, cruise speed of 323 mph, altitude capability of 30,000 feet, ultraquiet noise levels of 60dBa, and will accommodate three passengers.

Sirius Millenium Jet: A zero-emission, hydrogen-powered VTOL commercial aircraft, offering a 650-mile range, cruise speed of 323 mph, altitude capability of 30,000 feet, sound footprint of 60dBa, and will accommodate up to five passengers.

Sirius Aviation AG proudly announces partnerships with global leaders BMW Group's DesignWorks, Sauber Group, renowned for its Formula 1 excellence, along with Alfleth Engineering AG, and ALD Group. This powerful collaboration sets a pioneering benchmark for sustainable, efficient, and high-performance aviation.

About Sirius Aviation AG

Sirius Aviation AG is a trailblazing aerospace company headquartered in Switzerland established in 2021 by a family of legacy aviators. Our team of world-class engineers with extensive expertise in aerospace and aviation, are united by an unwavering commitment to pioneering sustainable innovation, unparalleled safety, and cost-effective operations. For more information visit <u>www.siriusjet.com</u>.

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



At OUR AIRPORTS

Atlantic Aviation & BETA Technologies Collaborate To Bring Electric Charging Network Online At 4 Atlantic Locations

tlantic Aviation, a leading fixed-base operator (FBO) and aviation services provider, and BETA Technologies, Inc. (BETA), an electric aerospace company, are collaborating to install BETA's electric charging stations at several of Atlantic's airport locations across the East and Gulf Coasts. The two companies have already installed one multimodal, interoperable charger - at Elmira Regional Airport - and have signed host site agreements (HSAs) for three additional locations, with more sites in the works. With these sites, Atlantic exemplifies its leadership position as it modernizes its infrastructure to enable next-generation aviation operations.

BETA's chargers are designed to be multimodal and interoperable. They utilize a standard that is compatible



www.BobWorthingtonWriter.com



BETA's all-electric ALIA aircraft.

with BETA's own all-electric ALIA aircraft and other top original equipment manufacturers (OEMs) across the industry, as well as electric ground vehicles, offering a single solution for ground- and air-based electric transportation alike. As airports and the broader transportation sector continue to transition to electric and sustainable alternatives, this technology provides an important foundation for integrated operations.

The parties have infrastructure in the ground or HSAs in place for Birmingham International Airport (BHM), Elmira Regional Airport (ELM), Jackson-Medgar Wiley Evers International Airport (JAN), and Westfield-Barnes Regional Airport (BAF), and are actively working with additional airport authorities to continue their collaborative expansion. These Atlantic sites will join BETA's growing network of charging stations across the U.S. The company has brought its multimodal and interoperable chargers online at 17 locations, with another 55 sites in the permitting or construction process.

In addition to implementing future-focused infrastructure that will enable advanced air mobility (AAM) in key regional markets along the East and Gulf Coasts, Atlantic and BETA have developed a model approach for the industry. With this agreement, they have created a template for FBO OEM relationships that will expedite the execution of HSAs moving forward, allowing for expanded infrastructure implementation as the industry readies itself for projected 2025 AAM operations.

The existing network, which spans from Vermont to Arkansas and Florida, includes the Department of Defense's first-ever electric aircraft charger installed at Duke Field, Eglin Air Force Base, where BETA's ALIA aircraft was deployed for several months. Many of these sites have been tested first-hand by BETA's all-electric ALIA aircraft as it has traveled from Burlington, Vermont to Bentonville, Arkansas, Louisville, Kentucky, and Eglin, Florida, respectively.

Together, Atlantic and BETA are creating greater access to electric aviation which, with its reduced costs and net-zero operating emissions, will enable regional air mobility, unlock new mission sets, and network configurations, and allow for the reconnection of communities.



(L/R – Front Row) Brian Bauwens, General Manager of East Alton Site and St. Louis Downtown Airport Site, West Star Aviation; Jason Noll, Director of Sales & Marketing, AVMATS; Mary Lamie, Executive Vice President, Multimodal Enterprises at Bi-State Development; Rhonda Hamm-Niebruegge, Director of St. Louis Lambert International Airport; Darren James, Interim Director of MidAmerica St. Louis Airport; and Sandra Shore, Director of St. Louis Downtown Airport.

(L/R - Back Row) Tony Ray, Vice President and General Manager, St. Louis Completions, Gulfstream Aerospace Corp.; Randell Gelzer, Senior Director, Government Operations, The Boeing Company; John Bales, Director of Spirit of St. Louis Airport, and Daniel Adams, Director of St. Louis Regional Airport.

Aviation In St. Louis Region Gets \$5 Billion In Investments

CAHOKIA, ILL/ST. LOUIS. – Aviation industry leaders detailed \$5 billion in investments being made in the St. Louis region's aerospace manufacturing and aviation ecosystem, and 1,000 new jobs set to be created because of these investments. The information was shared during a forum held in November 2023 featuring updates from each airport director of the five busiest airports in the St. Louis region, and representatives from four of the area's most significant aerospace manufacturing and service companies.



Runway Texturing – Friction Recovery Treatments Put the Brakes on Runway Low Friction Worries!



The equipment used in texturing a runway surface.

Kid resistance, in the context of airplane tires coming in contact with runway pavements and the ability to brake safely within a defined distance, is a core safety component at every airport regardless of size or classification. Pilots generally assume the friction quality is up to FAA standards to confidently takeoff and land aircraft. Pavement texture is a main factor to ensure the necessary friction characteristics of the pavement allowed for safe takeoffs and landings. Add the element of rain and water on the pavement and pavement texture becomes extremely important.

Runway friction may decrease for a variety of reasons. Heavy traffic, plowing, and the rubber removal process, will scuff and polish the sharp points of the aggregate in the pavement causing it to lose friction. Pavement macrotexture and microtexture affect the skid resistance. Macrotexture takes in a broader view of the pavement, mix design, texture depth, and how the pavement disperses water at higher speeds. Microtexture contributes to friction at lower speeds, generally focusing on the individual characteristics (sharpness) of each piece of aggregate.

Pavement texturing restores low friction pavements back to original friction performance levels. The high-speed impact of



The runway surface before texturing has begun.



the steel shot abrades the pavement bi-directionally, creating new points of contact between tire and pavement, improving the macrotexture and surface drainage. The treatment also removes the polished finish on the aggregate, creating new sharp points increasing the microtexture. The steel shot rebounds into an air wash separator, where it is cleaned and returned to the blast wheel for reuse. Any contaminants on the existing pavement, dust, and pavement particles are collected within a containment system for later disposal. The treatment is inexpensive, high production, completed in one-pass, and environmentally friendly. Many applications are executed at night to reduce the number of missed airport operations. Pavement texturing projects have been completed at dozens of military and major international airports in the U.S. and around the world.

Are your pavements a candidate for a friction recovery treatment? A confidential site visit and pavement evaluation is provided at no cost the airports.

For additional information contact John Hunter, Director Airfield Services, Skidabrader Group, LLC: <u>800.342.4174</u> (office) or <u>903.271.1523</u> (cell). Email: <u>john.hunter@skidabrader.com</u>

The runway surface after texturing has been completed.



Aero Country East in the North Dallas Metroplex.

Gated Aviation Community In Texas Installs Schweiss Hydraulic Doors

FAIRFAX, MINN. – The concept of airparks isn't anything new. They are all over the world. Aero Country East in the North Dallas Metroplex has taken the concept to another level, offering high-quality country club-type amenities and a maintenance-free aviation lifestyle community.

According to Aero Country East developer and pilot, Mike Shell, Texas may be an exception. It has very few aviation lifestyle communities and probably none offer the first-class appeal of Aero Country East, which was designed for pilots by pilots.

Located just 15 nautical miles northeast of the growing north Dallas area within the city limits of McKinney, Texas, Aero Country East not only provides convenience of airport access to a large population of pilots who commute in and out of Dallas, it gives them a comfortable home. A total of 39 customized first-class townhomes are on the site, offering buyers the option to design the interior of their townhomes exactly to their liking.

After a hard day at the office, residents and their families can relax in a beautiful pool that stands out from the air with its Aero Country East logo. Other amenities include three in-pool tables with umbrellas providing shade and a large 14-person hot tub, a firepit, two barbeque grills and full ADA access for those with disabilities. Aero Country East currently has nine residents with room for many more.

Aero Country East doesn't take the community for granted. They help Boy Scouts get their aviation badge and encourage them to become future pilots. Two annual fly-ins bring pilots in from all directions. Shell says their purpose is to get more and more young people into aviation.

"Municipal airports are supported by tax revenue," says Shell. They don't want Stearmans or Pipers; they are looking for corporate jets. We don't compete with these airports; we fill a need for people coming out to enjoy aviation. We get along nicely with the municipal airports around here."

A new lighted and paved 3,000-foot by 60-foot runway

and a 1,104-foot grass runway and LED windsocks can accommodate most piston and turbine aircraft. Seventy-nine first-grade hangars, three deep along the runway, await owners of a single aircraft or multiple aircraft. Hangars all have Schweiss Doors hydraulic doors. Aero Country East hangars currently house 40 aircraft and the nearby westside airport has an additional 120 aircraft. Visitors can expect to see a variety of aircraft at Aero Country East, including T-6 "Texans," Stearmans and Pipers.



"We have the best Rolls Royce engine mechanic in the world here," Shell says. "You also don't see very many airports with swimming pools, barbeque grills and two 18-hole golf courses that residents can drive their golf carts to. Every airport has a mission and purpose that fits the needs of the pilot. Aero Country East has a concierge service and if you want your plane fueled or floor cleaned, we will do that for you. We fit the aviation lifestyle."

Shell first became aware of Schweiss hydraulic and bifold door products through a friend. He is very pleased with the Schweiss product and service.





Architectural requirements for uniformity only allow hydraulic doors on Aero Country East hangars. You won't see a hodgepodge of this and that.

The first floor of each two- or three-story townhome comes with an all-steel 60-foot by 60-foot pre-plumbed hangar, fitted with a hydraulic door. Only steps away is an elevator serving the residence on the second and/or third floor. If the resident isn't ready to install an elevator, each unit is constructed with an elevator shaft, so it can be done later. Others are putting in beautiful granite floors, bars, and other amenities for entertaining. The hangars are set up electrically to add quarters. One of the residents recently added a firstclass kitchen and theater in the hangar.

Although this is a privately owned airport, as a hangar or townhome owner, it can be publicly accessed, enabling pilots to land there when they need to. Unlike other aviation communities, residents own their land and hangar, eliminating the fear of the city taking it from them sometime down the road. Corner lots offer 160,000 square feet, while interior lots are a comfortable 135,000 square feet.

Quite a bit of thought and planning went into Aero Country East. The developers were aware that many small airports had been closing or shrinking for various reasons.



Having Aero Country East just below Class B airspace in a metroplex like this is very beneficial.

Since the initial groundbreaking and ribbon cutting ceremony in 2010, Aero Country East has come a long way. However, this is just a start. A six-phase long-range plan will add an additional 40,888 acres to the current 17,305 acres. There will be further landscape and stormwater improvements and plans for retail and restaurant additions in the future.

For more information on Aero Country East, visit **www.aerocountryeast.com** or call (972) 854-2000.

About Schweiss Doors

Schweiss Doors is the premier manufacturer of hydraulic and bifold liftstrap doors. Doors are custom made to any size for any type of new or existing building for architects and builders determined to do amazing things with their buildings, including the doors. Schweiss also offers a cable to liftstrap conversion package. For more information, visit www.bifold.com.

Big 70-foot Hydraulic Door Opens Tennessee Jet Hangar



Dr. Ron Bingham uses his Citation 525S to fly himself and three technologists to eight satellite clinics throughout Tennessee and Mississippi. He often has two or three airplanes in his 90 by 70-ft hangar.

FAIRFAX, MINN. - With nine locations in Tennessee and Mississippi, Dr. Ron Bingham, 57, has an interesting business model requiring aircraft from his hangar in Jackson, Tenn., to visit his satellite clinics in rural areas.

"We typically have two small planes and a Citation jet," says Bingham, a physician specializing in neurological testing

> (electromyography or EMG). Bingham Nerve & Muscle specializes in stateof-the-art nerve and muscle testing. Their clinics have become the standard for accurate and comprehensive evaluations of the peripheral

nervous system - the "electrical system" of the

Dr. Bingham's hangar

has a 70 by 16-ft Schweiss

Doors hydraulic door,

equipped with remote

and a Cirrus SR22 in

the 90-foot by 70-foot

newly constructed hangar,

Construction of Paris, Tenn.

built by S & G Stephens

The hangar is located at

openers. He keeps a CJ1

body.



Dr. Bingham loves the convenience of his remote opener that he can use from his car or plane. His hangar is located at McKeller-Sipes Regional Airport in Jackson, Tenn.

McKeller-Sipes Regional Airport in Jackson.

"I chose a hydraulic door because I wanted maximum clearance to accommodate as many Citation models as we could," Bingham says. "This door will accommodate a CJ3."

Bingham says he learned about Schweiss Doors in a magazine years ago. He didn't consider any other door manufacturer.

Bingham is a father of four, living in Jackson. An avid



Dr. Bingham's Cirrus SR22

aviation enthusiast, he has owned more than 20 different airplanes since learning to fly in 1989. He is a private pilot with IFR and ME privileges. Bingham is type-rated in the Citation 500 series and holds a Citation 525S rating. His love of flying evolved from travels he took with his dad, who was in the Peace Corps.



Dr. Bingham's Cirrus SR22 and Citation 525S.

About Schweiss Doors

Schweiss Doors is the premier manufacturer of hydraulic and bifold liftstrap doors. Doors are custom made to any size for any type of new or existing building for architects and builders determined to do amazing things with their buildings, including the doors. Schweiss also offers a cable to lift strap conversion package. For more information, visit www.bifold.com.



Phone: 763-780-5191 Toll Free: 888-797-7677 E-Mail: sales@mnpetro.com



Horses Help Launch New Flights To Dallas

APPLETON, WIS. – American Airlines announced it will begin nonstop flights from Appleton International Airport (ATW) to Dallas/Fort Worth International Airport (DFW) starting June 6, 2024. The new flights will provide daily service to DFW with flights departing ATW every morning. This is the third non-stop route expansion announced by the Appleton airport this year.

"This is a significant expansion for business travelers seeking a fast, direct route to Dallas and beyond," said Abe Weber, Appleton Airport Director. "American Airlines has been servicing the Appleton airport since July 2017 and this is their first direct route expansion since November 2020."

Additionally, Weber confirmed the non-stop American Airlines flight to Charlotte, North Carolina (CLT) will move from seasonal to year-round operation. That flight began service in November 2020 as a seasonal route in winter.

"American is thrilled to offer the only nonstop service from ATW to Texas, linking northern Wisconsin to our hub at DFW where we'll operate more than 850 daily flights next summer to more than 230 destinations," said Joe Sottile, American Airlines Director of Domestic and Short-Haul





Horses in the terminal building at Appleton International Airport, Appleton, Wisconsin, promoting non-stop flights to Dallas, Texas.

International Network Planning. "When combined with now year-round service to our CLT hub and our longstanding service to Chicago O'Hare International Airport (ORD), American is excited to offer convenient connectivity for ATW travelers to destinations across the U.S. and around the world."

"Our primary goal is to offer travelers in Northeast Wisconsin a fast, convenient way to connect to the world through Appleton," Weber said. "Being able to offer nonstop flights to major hubs like Dallas/Ft. Worth only positions the Fox Cities as a progressive location for business and future economic development."

With this expansion, the Appleton airport offers 18 nonstop destinations. More than 285 domestic destinations are accessible with one additional stop; travelers can access more than 90 international destinations with one stop.

According to the Transportation Security Administration (TSA), the Appleton airport is the fastest-growing airport in Wisconsin and is the state's third busiest behind Madison and Milwaukee.

To announce this route expansion, the team at the Appleton Airport held a special press conference complete with live horses, two mini donkeys named Walker and Texas Ranger, a rodeo roper, and the theme from the "Dallas" television show. Travelers entering and leaving the airport stopped to pet the animals and join the festivities.

Finley The Horse & Rider Gin Reach Pacific Ocean

by Dave Weiman

Do you remember the article we published in the June/July 2023 issue of *Midwest Flyer Magazine* about how the South Dakota Wing of the Civil Air Patrol used a missing horse in their advanced training in search and rescue? If not, read the article here: https://midwestflyer.com/?p=16276

he South Dakota Wing of the Civil Air Patrol (CAP) was part of an effort to find a missing horse that broke free from a wilderness camp in Wind Cave National Park on May 2, 2023. After a series of Facebook postings, someone suggested that the owner of the horse contact the Civil Air Patrol for assistance. The owner had already contacted National Park officials, and a group search was initiated.



Civil Air Patrol Photo

The search allowed CAP members to refine their airto-ground visual search using fixed-wing aircraft and photography drones.

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

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

The horse's owner, Gin Szagola, 22, of Waxhaw, North Carolina, was riding across the United States and camping in the park at the time. The horse, "Finley," a 5-year-old Mustang gelding, got away in the middle of the night, pulling a long picket rope. The National Park Service, Custer County Search and Rescue, other agencies, and volunteers began searching for "Finley" right away, but he was nowhere to be found.



Photo by Sheila Kappel

Visitors to the park eventually spotted "Finley" on May 9, 2023, in the vicinity of Wind Cave Canyon Trailhead, walking along Highway 385, about two miles from where he went missing a week earlier, and led him to the park office where he could be reunited with his owner.

Szagola began her journey across the United States on horseback on May 20, 2022, in Old Bridge, New Jersey. On September 30, 2023, Szagola and "Finley" reached the Pacific Coast in Seal Rock, Oregon in good health and spirits!

"Finley" is now pastured for the winter at a friend's farm in the state of Washington, and Szagola started college in North Carolina, majoring in Biology with plans to become a veterinarian.



Photo by Sheila Kappel

Learn more here: <u>https://www.ginandfaith.com/wip-</u> oregon-part-5-onward-always/





Peyton Wolter behind the controls of a "Magnaghi Sky Arrow."

"If I can't walk, I can still fly!"

A story about the willpower and determination of Peyton Wolter

by Dave Weiman

For those of us who have ever had a broken leg, a hip replacement or both, or something more debilitating, we know that life moves slower – at least during rehabilitation. You are also dependent on tools like walkers, crutches, and shower benches. Every move must be calculated or else you increase your pain and can cause further damage to your body. You just can't jump out of bed in the morning and run to the shower. The challenges – physically and psychologically – for people with prolonged injuries, are much greater.

Such is the case for Peyton Wolter of Watertown,

Wisconsin. A boating accident in 2017, while fishing in Canada, left her paralyzed from the waist down. Down but not out. She had the willpower to go higher than she had ever gone before. She took up flying!

From a young age, the outdoors has been a constant in her life. Peyton developed a passion for active pursuits and has never backed down from a new adventure. Hunting, fishing, hiking, snowmobiling, wakeboarding, scuba diving – Peyton does them all.

During her recovery, Peyton was introduced to the world of aviation when she took her first flight at Wisconsin Aviation in Watertown, Wisconsin. The freedom and sense of community that flying offered resonated deeply within her,



Flight instructor, Nick Kass, with Peyton Wolter and the "Magnaghi Sky Arrow" she learned to fly in.

and she was hooked from day one. In 2020, with the help of an "Able Flight Scholarship," Peyton obtained her Sport Pilot Certificate, marking a significant milestone in her story.

I asked Peyton what is it that she likes most about flying?

"Short answer... Like anyone, the freedom to defy gravity it offers. Long answer... The experience of being a pilot has added an extra layer to my journey. Flying has played a pivotal role in my recovery and in regaining confidence in myself. It has given me a sense of belonging within a community and a distinct perspective on life. More than that, it has filled the void in my life that was created when I no longer could walk or run. Flying is a dimension of existence that eludes most people... If I can't walk, I can still fly!"

Nick Kass, a 2021 graduate of Purdue University, was Peyton's flight instructor. Peyton was Nick's very first student pilot he soloed and recommended for a checkride. "Nick was an excellent instructor and went above and beyond to train me." The aircraft Peyton flew was a "Magnaghi Sky Arrow," a pusher-style, Rotax-powered, high-wing, Light Sport Aircraft, specially equipped with hand controls. "Hand controls are inserted for the rudder pedals and brakes," says Peyton. "It functions as a normal airplane when the T-handle adaptation is in place. "

Peyton said flying the aircraft took practice, but since she was new to flying, she had nothing to compare it with. "The thing I struggled with the most was the rudder adaptation which wasn't like your typical left and right motion. Instead, you push forward for right-rudder and pull back for leftrudder. Combined with the side-to-side motion of the aileron stick, it took some getting used to."

I asked Peyton if she knew Jessica Cox, the first person born without arms who learned to fly. Jessica owns a rudderless 1946 Ercoupe and is currently building and adapting an RV (<u>https://midwestflyer.com/?p=13704</u>).

"Yes, I do know Jessica through 'Able Flight,' an

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Peyton Wolter (left) with fellow members of the Recreational Aviation Foundation (RAF).



organization whose mission is to offer people with disabilities a unique way to challenge themselves through flight and aviation career training. By learning to fly, people with disabilities can gain greater selfconfidence and self-reliance (<u>https://</u> <u>ableflight.org/</u>).

Being so new to aviation, Peyton does not know enough pilots who she can say she admires over another.

"I don't have any specific idols in mind, but rather all the women who paved the way before me, as well as all my peers in my class. We all had unique challenges in life, and to pursue a pilot's license in a short timeframe of two months, required a lot of dedication and hard work."

Throughout her accident, recovery, and flight training, Peyton's family has been by her side.

Her older brother, Nic, was not surprised that she would chase after an adventure like flying. "My parents were a little nervous at first about the thought of me learning to fly, but fully supported me along the



Peyton Wolter has a passion for active pursuits, including hunting, fishing, hiking, snowmobiling, wakeboarding, scuba diving, and now flying!

something I love again." Peyton has taken her mom flying

way, and think it is great that I found

and looks forward to taking more family members flying once she has greater access to an "adapted" aircraft.

Peyton believes in the work aviation organizations are doing to promote and represent pilots, but wish they were more inclusive towards people with disabilities. "There isn't a lot of representation for those of us with physical limitations."

Peyton is a member of Chapter 320 of the Experimental Aircraft Association (EAA) in Watertown, Wisconsin, and the Recreational Aviation Foundation (RAF), which she supports by helping the organization manage its social media outlets.

Education-wise, Peyton has a degree in Marketing from Moraine Park Technical College and is finishing up on her Bachelor of Science Degree in Business from the University of Wisconsin-Green Bay. She is currently working in marketing at "Trek Bicycle Corporation," headquartered in Waterloo, Wisconsin. Realizing that a career as a commercial pilot might not be possible, I asked Peyton if she ever considered becoming an air traffic controller.

"I considered it at one time, but ultimately the job wouldn't be for me," says Peyton. "I don't think it would fit into my lifestyle very well. So, for now, I will continue to stay at Trek – a company I really like working for."

Peyton continues to fly with friends and looks forward to owning her own adapted airplane one day. "The world of aviation holds boundless opportunities for me and fuels my passion for outdoor recreation and new adventures."



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(L/R) Mark Nelson flying as Captain for SkyWest Airlines with his son, Kevin, as First Officer, in the Bombardier CRJ900.

There Was No Rush In Getting His Captain Stripes For This Rush City Flight Instructor

by Dave Weiman

RUSH CITY, MINN. – There is something to say about learning to fly in a small, rural community versus a big city. There is very little air traffic at a small-town airport, so getting down the basics, practicing touch and goes without having to worry about talking on the radio, and executing instrument approaches on your own without radar vectors, may be easier and more efficient. Flying in large cities with air traffic control services and dense traffic is undoubtedly the real world and important to learn at some point during one's training, but to start, a quiet country airport makes a lot of sense.

Obviously with a smaller population in rural America, the local flight school needs to work harder at recruiting students. But the kid down the road is probably more likely to walk into the office and say, *"sign me up"* because everyone lives within close proximity to the airport, and everyone probably attends the annual fly-in breakfast and are familiar with the airport and the people who run it. The local airport is part of the fabric of a rural community.

Mark Nelson and his wife, Carrie, own Hawk Aviation, a flight school based at Rush City Regional Airport (KROS) in Rush City, Minnesota, which offers Sport, Private, Instrument, Commercial, Multi-Engine, Instructor, and Airline Transport Pilot Certificates and Ratings.

Mark and Carrie grew up in the Rush City area, and 48 FEBRUARY/MARCH 2024 MIDWEST FLYER MAGAZINE like my grandparents who farmed north of town, their grandparents settled in the area in the early 1900s. Until 2015, Mark operated a family dairy farm with his parents, Carrie, and their three children.

Mark's brother-in-law introduced him to flying. "My first flight was bumpy, and I didn't like it much," Mark said. "But after a couple of lessons, I really started to enjoy the training."

Mark started taking flying lessons in 1993 and bought his first airplane – a Cessna 172 Skyhawk – in 1996. The Nelsons started Hawk Aviation, Inc. in 1999. Construction of the current flight school building began on September 10, 2001. The World Trade Center came down the next day and flying came to a standstill.

"I began to wonder if this was going to work out based on the events of September 11," Mark said. "But it did." Also, Hawk Aviation got a pipeline patrol contract shortly before 9-11, and Mark and another pilot were allowed to continue to fly their route between Mason City, Iowa and Duluth, Minnesota, while other traffic was grounded. Shortly afterwards, instrument flight training was allowed to resume, so that portion of Hawk's flight school was up and running again.

Hawk Aviation offers a 10-week Private Pilot Ground School in January, June, and September. An Instrument Ground School is offered in April. The ground schools are primarily taught by Jay Valez, who is a pilot for Delta Airlines. Jay started training with Hawk Aviation when he was



Mark and Carrie Nelson are proud of their staff and graduates at Hawk Aviation, located at Rush City Regional Airport (KROS) in Rush City, Minnesota.

Minnesota Aviation Trades Association Promoting & Protecting General Aviation!

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

- · Einarson Flying Service, International Falls, MN
- · St. Paul Flight Center, St. Paul, MN
- · Stanton Sport Aviation, Stanton, MN
- · Thunderbird Aviation, Eden Prairie & Crystal, MN
- · Wells Aviation, Wells, MN

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



Ground school at Hawk Aviation, Rush City, Minnesota.



The hangar and office facilities at Hawk Aviation, Rush City, Minnesota.

13 years old. All ground schools are in person or via Zoom, which help students prepare for their knowledge tests.

Hawk Aviation has 12 instructors on staff, most of whom originally received their training there, and like Jay Valez, many now fly for the airlines. Some of the other flight instructors have other full-time jobs and instruct when they can.

One of the instructors is a pastor at a local church. Mark says that Pastor Gene Sherrod is the only instructor on staff who can solo you, marry you, and bury you, all in the same day, but they don't advertise that service much.

Hawk Aviation owns an AATD flight simulator which students can utilize up to 2 ½ hours toward a Private Pilot Certificate, 20 hours toward an Instrument Rating, and 50 hours toward a Commercial Pilot Certificate.

On average, Hawk Aviation has 20-25 students enrolled in various stages of training, and the flight school attracts students from a 75-mile radius because of its reputation and the current demand for commercial pilots. There are 80 active pilots in Rush City, so there's a good base for recurrent training, flight reviews, and advanced ratings.



Flight training, ground schools, and airman testing are the primary sources of revenue for the business. Hawk Aviation has a pilot shop that stocks pilot gear, books, and other aviation supplies. Hawk Aviation also operates a certified FAA/PSI Testing Center, which Carrie is a testing center proctor. She also helps in the office when she is not working at North Memorial Hospital.

There are 50 airplanes on the field, and Rush City Regional Airport (KROS) has one paved runway (16/34), which is 4400 X 75 feet. Self-serve fuel (Jet-A and 100LL) is available 24/7. The airport has an LPV GPS approach, Automatic Weather Observation Service (AWOS), and a Ground Communications Outlet (GCO) to Flight Service. And if he isn't busy enough with running the business, flying for SkyWest Airlines, and serving as President of the Minnesota Aviation Trades Association (MATA), Mark is also the airport manager.

Mark and Carrie's three children – Kayla, Kevin, and Kyle – are all 27 years of age! Would you believe triplets?

Kayla holds a Private Pilot Certificate, is a testing center proctor at Hawk Aviation, and works for the Minnesota Department of Natural Resources as a hydrologist.

Kevin is a pilot for American Airlines and his fiancée, Cassidy, serves in the military.

Kyle and his wife, Bailey, are new parents to son, Ezra, and are also pilots and work for the engineering firm Short Elliott Hendrickson (SEH) in St. Paul – Kyle as a civil engineer specializing in airport design and construction, and Bailey as a drone pilot.

Both Kevin and Kyle are also flight instructors at Hawk Aviation.

So, if you think you would like a relaxed, country approach to learning how to fly or to stay current, give Mark and Carrie Nelson at Hawk Aviation a call at <u>320-358-3665</u>, or send Mark an email at <u>mark@hawk-aviation.com</u>. Accelerated flight training is also available (<u>www.hawk-aviation.com</u>).

GAMA Announces 2024 Executive Committee Leadership... Chuck Wiplinger of Wipaire To Serve As Chair of the Board

WASHINGTON, D.C. – The General Aviation

Manufacturers Association (GAMA) announced January 3, 2024, the makeup of its Executive Committee leadership team for 2024. The Executive Committee is comprised of members of GAMA's Board of Directors, who provide strategic leadership for the association and lead its policy committees.

Chuck Wiplinger, President and CEO of Wipaire, Inc., the aircraft float manufacturer located at Fleming Field, South St. Paul, Minnesota, will serve as Chair of the Board. Previously, Wiplinger served as Vice Chair and Chair of the Policy and Legal Issues Committee and the Technical Policy Committee.



Charles Wiplinger

Henry Brooks, President of Power & Controls at Collins Aerospace, will serve as Vice Chair.

Previously, Brooks served as Chair of the Security Issues Committee.

Eric Hinson, President and CEO of Simcom International, will serve as Immediate Past Chair. Hinson served as GAMA's 2023 Chair and previously chaired the Safety and Accident Investigation Committee.

Tony Brancato, President of Business Aviation at StandardAero, will serve as Chair of the Airworthiness and Maintenance Policy Committee, which works with authorities to promote appropriate regulations and policies for maintenance and repair stations. This will be Brancato's first time serving on the Executive Committee. He has served on GAMA's Board of Directors since 2021.

Maria Della Posta, President of Pratt & Whitney Canada, will extend her term as Chair of the Communications Committee. The committee works to promote the general aviation industry and its benefits to the global economy and air transportation system.

Oliver Reinhardt, the Chief Risk and Certification Officer at Volocopter, and Ben Tigner, CEO of Overair, will jointly lead the Electric Propulsion and Innovation Committee (EPIC) as co-chairs. This committee focuses on fostering an environment that supports the efficient development, production, operation, integration and maintenance of hybrid and electric propulsion aircraft, including eVTOLs. This is the first time both Reinhardt and Tigner will serve on the Executive Committee, each having served on GAMA's Board of Directors since 2022.

Frank Moesta, Senior Vice President, Strategy & Future

Programmes for Rolls-Royce, will serve as Chair of the Environment Committee. This committee works to develop and represent the industry's views on public policy affecting aviation-related environmental issues worldwide, including CO2 emissions reductions, sustainable aviation fuels, supersonic aircraft, and updates to the Business Aviation Commitment on Climate Change. This will be Moesta's first time serving on the Executive Committee. He has served on GAMA's Board of Directors since 2020.

Thierry Betbeze, CEO of Dassault Falcon Jet, will be joining the Executive Committee. He has served as a member of GAMA's Board of Directors since 2020. Carlos Brana, Senior Executive Vice President of Civil Aircraft at Dassault Aviation, will chair the European Leaders Steering (ELS) Committee. The committee engages with senior European politicians and policymakers to advocate for the interests of general/business aviation in Europe including sustainability strategies, regulatory changes, policy initiatives and communications strategies.

John Calcagno, President and CEO of Piper Aircraft, will continue to serve as Chair of the Policy and Legal Issues Committee. The committee tracks, analyzes and responds to legal developments, litigation trends and policies presenting business, and legal risks or opportunities to general aviation manufacturers.

Ron Draper, President and CEO of Textron Aviation, will continue to serve as Chair of the Flight Operations Policy Committee. The committee works to ensure that an adequate air transportation infrastructure is available for general aviation and addresses impediments to operations of general aviation aircraft.

Charlie Gregoire, President and COO of Redbird Flight,



will continue to serve as Chair of the Safety and Accident Investigation Committee. The committee works to analyze policies, industry standards and regulatory activities related to proactive safety improvements and aircraft accident investigation.

Tonya Sudduth, head of U.S. Strategy for Bombardier, will serve as Chair of the Security Issues Committee, which works to establish best practices for general aviation security and engages with government agencies on security policies and regulatory requirements. This will be Sudduth's first time serving on the Executive Committee. She has served on GAMA's Board of Directors since 2022.

Allen Paxson, Vice President & General Manager of Commercial Strategy for GE Aerospace, will serve as Chair of the Technical Policy Committee. This committee works with authorities on continuous improvement of certification and validation processes and to develop and implement effective standards and technical policies pertaining to the design, certification, validation and production of general aviation products and components. This will be Paxson's first time serving on the Executive Committee. He has served on GAMA's Board of Directors since 2023.

The GAMA Executive Committee was elected by the Board of Directors during its fall board meeting.

GAMA is an international trade association representing over 150 of the world's leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components, and related services. GAMA's members also operate repair stations, fixed based operations, pilot and maintenance training facilities and manage fleets of aircraft. For more information, visit GAMA's website at <u>www.GAMA.aero</u>.

Horizon Aircraft Announces Board of Directors For Post-Merger Public Company

TORONTO, ONTARIO - Robinson Aircraft Ltd., doing business as Horizon Aircraft ("Horizon Aircraft" or the "Company"), a hybrid electric Vertical TakeOff and Landing ("eVTOL") aircraft developer, which previously announced that it would become a public company via a business combination with publicly-traded special purpose acquisition company, Pono Capital Three, Inc. ("Pono")(Nasdaq: PTHR), announced January 3, 2024, its Board of Directors, effective at the closing of its business combination.

The post-merger Horizon Aircraft Board of Directors will be led by Brandon Robinson, Founder and Chief Executive Officer, and is comprised of five (5) directors who bring considerable field operations, corporate governance and executive management experience across the aviation and technology sectors.

Robinson commented, "We

are grateful to have inspired both

experienced public and private



Brandon Robinson

company executives to help shape the trajectory of Horizon Aircraft. Each member brings distinct operating skills that will help us execute sharply as we move into 2024. I look forward

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to working in partnership with this elite group to continue the development of our groundbreaking technology."

Prior to the launch of Horizon Aircraft, Robinson flew CF-18s in the Royal Canadian Air Force for nearly 20 years and had the distinction of graduating from the Canadian Top Gun training school. In the final years of his military career, Robinson was entrusted with managing major capital projects totaling over \$4B, was involved in the acquisition of the F-35, and helped design the strategic plan to extend the functional life of the CF-18.

Jason O'Neill is Chief Operating Officer and Director; Trisha Nomura, John Maris, Ph.D, and John Pinsent are Independent Directors.

Horizon Aircraft is an advanced aerospace engineering company that is developing one of the world's first hybrid eVTOL that is to be able to fly most of its mission exactly like a normal aircraft, while offering industry-leading speed, range, and operational utility. Horizon's unique designs put the mission first and prioritize safety, performance, and utility. Horizon hopes to successfully complete testing and certification of its Cavorite X7 eVTOL quickly and then enter the market and service a broad spectrum of early use cases (www.horizonaircraft.com).

Illinois Aviation Executive Joins NATA Board of Directors

WASHINGTON, DC – Allen McReynolds, Chief Operating Officer of West Star Aviation, East Alton, Illinois, was elected to serve on the Board of Directors of the National Air Transportation Association (NATA).

"The current NATA Board is one of the association's most entrepreneurial leadership groups to-date, and Allen McReynolds adds to that dynamic," stated NATA President and CEO Curt Castagna. "Allen is a strong voice for the maintenance community with broad industry and operational experience that will be invaluable as we continue to address workforce and supply chain challenges, SMS implementation, and safety oversight interaction."

NATA Board Chair and COO of Sheltair Aviation, Todd Anderson, added: "NATA is excited to add his perspective to the board, which helps to provide a well-rounded representation of the many facets of the general aviation community and contributes greatly to NATA's success in responding proactively to aircraft maintenance legislative and regulatory issues."

West Star Aviation is a premier aviation maintenance, repair, and overhaul (MRO) provider. Following the recent acquisition of Jet East, West Star and its 3,000 team members, deliver service and repair expertise across all business aviation product lines in over 20 locations and through a vast mobile repair network. Prior to West Star Aviation, McReynolds was a managing partner with SeaTec Consulting Inc., a leading provider of consulting, engineering, and digital solutions in the aerospace and defense industry. In this role, McReynolds was responsible for all strategic initiatives, client-facing relationships, and delivery, as well as commercial and operations-related activities.

Before joining SeaTec, McReynolds served as vice president of Global Aftermarket Sales for Textron Aviation, led aftermarket operations as the executive vice president of operations for the Hawker Beechcraft Services segment, and spent a combined 10 years in the airline industry with both a tier 1 legacy airline, as well as a regional carrier.

Starting as an aircraft technician, McReynolds has held roles spanning planning, programs, finance, line and base maintenance, FAA Part 119 DOM, and supply chain. McReynolds holds an MBA from Robert Morris University and graduated from Embry Riddle Aeronautical University with a B.S. in Management of Technical Operations. He is also a licensed A&P mechanic.

The National Air Transportation Association has been the voice of aviation business for 80 years. Representing nearly 3,700 aviation businesses, NATA's member companies provide a broad range of services to general aviation, the airlines, and the military. NATA serves as the public policy group representing the interests of aviation businesses before Congress and the federal agencies. For more information, visit www.nata.aero.

Vikings QB Joshua Dobbs Supports STEM Education

EAGAN, MINN. – Vikings quarterback, Joshua Dobbs, was named the NFC Offensive Player of the Week for Week 9 of the season. With Kirk Cousins on Injured Reserve due to a torn Achilles suffered Week 8 at Green Bay, the Vikings traded on Oct. 31 to acquire Dobbs from Arizona. They started rookie Jaren Hall, but he left Sunday's contest with a concussion during Minnesota's second offensive series. It was next man up, and Dobbs answered the call.

Despite never having taken a practice snap with Minnesota's first-team offense, Dobbs helped the Vikings to an improbable 31-28 defeat of the Falcons – without starting receiver Justin Jefferson and left tackle Christian Darrisaw, no less. Dobbs was 20-of-30 passing for 158 yards and two touchdowns with no interceptions. His passer rating was 101.8. Dobbs also demonstrated his ability to move and think on the fly, an 18-yard rushing touchdown being just one of the plays he ad-libbed. Dobbs' 66 total rushing yards were the third-most by a Vikings QB since 2010 and the most since Joe Webb recorded 109 yards on the ground in December 2011.

"He can change the game athletically," Vikings Head Coach Kevin O'Connell said of Dobbs following the Vikings victory. "That's something that we knew, quite honestly; bringing him here was one of the traits, in addition to his leadership quality, his smarts, his toughness. You've got to be a mentally tough guy to do what he did today in addition to being physically tough."

Josh Dobbs was featured on ABC NEWS on a broadcast aired November 26, 2023. During the broadcast, it was noted that Dobbs majored in Aerospace Engineering with an interest in becoming a pilot, and hopefully an astronaut.

Dobbs believes in the STEM program to encourage young people to go into Science, Technology, Engineering & Math careers.

AOPA's 'Bulldog' In Airport Advocacy, Bill Dunn, Has Died



Bill Dunn testifying at the Minnesota State Capitol in St. Paul. Dave Weiman Photo

Reported by Julie Summers Walker, AOPA

or more than 25 years, AOPA Vice President of Airport Advocacy, Bill Dunn, vigorously and tirelessly advocated on behalf of general aviation pilots to protect our nation's airports.

He retired in 2014, but continued to help as needed, still battling the Santa Monica City Council over Santa Monica Municipal Airport in California, and advocating for airports such as Van Nuys Airport in California (still in operation), and the former Blue Ash-Cincinnati Airport (closed in 2012) with the company he founded, Aviation Strategies LLC. Sadly, on December 13, 2023, Dunn died after a battle with cancer.

AOPA President Mark Baker said Dunn's dogged defense of airports and commitment to serving AOPA members "makes me very proud to have known him."

Dunn was a pilot and former California state trooper. He came to AOPA in 1991 at the behest of then-AOPA President Phil Boyer. Boyer knew Dunn from his work with airports in California and immediately wanted Dunn on the AOPA advocacy team.

"Bill is tenacious, knowledgeable, dedicated and knows airports; their issues, assets, problems and opportunities," said Boyer. "I always referred to him as our airport 'bulldog' who knew how to stay the course, build consensus and deal with the public. Bill is someone I would surely want on my side."

Dunn was part of the AOPA family for decades, playing a pivotal role in the government affairs team. He spent much of his career fighting to keep airports open and accessible, and was instrumental in launching the Airport Support Network, which now has more than 2,300 volunteers nationwide. He was often called in to handle the most difficult cases, from Santa Monica and Reid-Hillview of Santa Clara County Airport in California, to Meigs Field in Chicago and East Hampton in New York.

"Sometimes he won, occasionally he lost, but he always put up a tenacious fight to protect general aviation," said Baker.

After the terrorist attacks in 2001, Dunn built AOPA's Airport Watch Program to blunt Transportation Security Administration mandates that would have crippled GA. Dunn was best known for his hands-on efforts to keep airports open, including his 2003 orchestration of local GA interests to keep developers from closing historic Albert Whitted Airport in St. Petersburg, Florida. In 2006 and again in 2008, he worked with local advocates in Oceanside, California, to elect pro-airport members of the city council and head off closure of that airport.

"Bill's expertise in airport issues was unmatched, earning him the respect of pilots, industry leaders, and the FAA alike. Even after Bill retired, he continued to work for AOPA as a contractor and a go-to expert right until the end," said Baker. "I was able to speak with him last week. And despite the ravages of his cancer, he was unchanged, telling the unvarnished truth, while hiding an endearing softness."

Although he was known for his gruff demeanor, Dunn had a kind heart. He devoted his free time to protecting and caring for unwanted dogs—running an animal shelter in West Virginia for many years and later taking in the mistreated survivors of puppy mills. He and his wife, Dixie, were committed to saving animals, giving them outstanding care to the point of providing wheelchairs when necessary—and making sure their last years were full of love and peace.

"Passion is not a strong enough word to describe Bill on everything," said John Collins, AOPA manager of aviation safety programs. "When I started out at AOPA, I was scared to death of Bill. But he was the best mentor, friend, and one of the best bosses I have ever had."

Dunn is survived by his wife, Dixie, and their three children, Jennifer, Kimberly, and Eric. His professional achievements were featured in the August 2012 issue of *AOPA Pilot*.



Skot Weidemann Photo

American Eagle A-1 Biplane

he photo of the American Eagle A-1 Biplane featured on the cover of the December 2023/January 2024 issue of *Midwest Flyer Magazine* was taken by Skot Weidemann at the Midwest Antique Airplane Club (MAAC) Annual Grassroots Fly-In in Brodhead, Wisconsin (C37). The aircraft is owned by Frank Pavliga of Atwater, Ohio.

The American Eagle Aircraft Corporation was founded by E.E. Porterfield in 1925. At the time, Porterfield ran a flight school near Kansas City, Missouri which had an aging fleet of Curtiss Jennys and Lincoln Standards. In addition to the age of the Jenny, the aircraft only had room for one passenger, so Porterfield designed and built the Eagle A-1 Biplane, later designated the A-101 after certification. The A-101 featured a front cockpit with room for two passengers. The pilot sat in the rear cockpit. The A-I and A-101 are powered by a Curtiss OX-5 engine.

Production was 17 aircraft a week, and the aircraft sold for \$2,815. Some 300 of the 100-series biplanes were built.

Like many other aviation companies of the time, American Eagle Aircraft Corporation fell victim to the Great Depression, and in 1931, the Lincoln-Page Company bought its assets. Production continued under the new American Faole-Lincoln Aircraft Company for several years.

During the six years of its existence, American Eagle Aircraft Corporation (including its merger with the Lincoln-Page Company) built over 700 airplanes. At the time of the Depression, American Eagle Aircraft Corporation was the third-largest aircraft manufacturer in the world!

www.dot.state.mn.us/aero



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

Ryan Gaug, Director

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

Minnesota's Helicopter Air Ambulance Service... One of many players in our state's aviation community

by Mina Carlson MnDOT Office of Aeronautics

n my time as a pilot, air medical flying was never in my purview. It wasn't in alignment with any of my disciplines. Or, so I thought. As a pilot, each flight is mission-centric. Whether for training, traveling, or doing a bit of sunrise appreciation flying, there is a mission. My flights have not been medical-related.



Mina Carlson

I've been fortunate to enjoy the North Shore from the air, flying mostly

as a tourist. It wasn't until 2010 when a close family member hit a deer coming home from Mille Lacs Lake and had to be airlifted from Hwy 169, that I made it a point to better understand the air medical community and its mission. I sincerely and deeply appreciate those who respond to this job daily, the helicopters and infrastructure they use for emergency medical response, and the extensive services available to our state.

How the helicopter came into existence is a bit of a historical marvel. In 400 BC, it was referred to as a Bamboocopter and was used for amusement and pleasure. Many centuries later, it would be the object of early aeronautical experiments. Nowadays, we know them as helicopters, choppers, copters, heli, and whirlybirds. Today's helicopters can take-off and land vertically, hover, fly forward, backward, and laterally. They can fly in a congested or isolated area where a fixed-wing aircraft cannot. It's a multi-purpose machine with much utility; they are used to transport people, cargo, military, construction, firefighting, search and rescue, tourism, medical transport, law enforcement, agriculture, news, and aerial observation, among others. This makes helicopters particularly useful in our sparsely populated rural areas.

Helicopters can be used as air ambulances for emergency medical assistance when an ambulance cannot easily or quickly reach the scene or transport the patient to a medical facility in time. A helicopter will also be used when patients must be transported between medical facilities; air transportation is the most practical method. The use of helicopters as air 56 FEBRUARY/MARCH 2024 MIDWEST FLYER MAGAZINE ambulances is often referred to as "MEDEVAC," and patients are referred to as being "airlifted" or "medevaced." Air medical services can travel faster, operate on a broader coverage area than a land ambulance, and reach terrain impractical for a conventional ground ambulance.

To ensure the fastest response possible, Air Traffic Control grants special treatment to air ambulance operations. Much like a ground ambulance using lights and a siren, the special treatment applies only when an air ambulance is actively operating with a patient. When this happens, air ambulance aircraft take the call sign MEDEVAC and receive priority handling in the air and on the ground.

In Minnesota, we have a half dozen air ambulance providers. While the primary mission is to transport trauma, they may also transport blood, organs, and doctors. Minnesota has nearly 5.6 million residents, and with tourism, that can swell to around 6 million people the air medical operators support, 24/7.

The theory of the golden hour suggests that significant trauma patients should be transported as quickly as possible to a specialist trauma center. In our state, over 127 heliport sites can be rapidly accessed. Whether it's on the border with Canada, the deep woods of the Iron Range and northern Minnesota, or the remote corners of the Iowa/Dakota cornfields, each resident in Minnesota has access to fastresponse medical care when needed.

While helipads are essential to fast responses, many considerations must be discussed when planning and maintaining a helipad. Initial conversations may include the city zoning committee, hospital CEOs, volunteer fire departments, facility directors, Minnesota Department of Transportation representatives, civil engineers, and construction consultants.

There is typically a steep learning curve for each individual. Each person becomes immersed in State rules for compliance and the advisory guidelines set forth by the Federal Aviation Administration. It's similar to learning a new language. And, there isn't a simple YouTube video to help decipher or Cliff Notes to help work through it.

In many communities, the local fire department typically creates and secures a helipad. In most areas, volunteers in the fire department work to secure the land, train for an incident,





manage the licensing criteria, raise funds to sustain the facility, and handle safety on-site during an aviation operation.

When the helipad is located on the hospital grounds, hospital personnel (the ER nurses, grounds/facilities crews, CEOs, and Directors of Operations) will be among the people responding to the helicopter traffic at their facility. They, too, will go through the spool-up of this new operational environment and language, which, for some,



is the first time they have heard the term "FOD" (Foreign Object Debris), and what it could mean for the cars parked close to the pad.

The last component of the air medical community is the operators themselves. Operators have both service and business duties that support each flight. In a helicopter, air medical responders provide a higher level of care at the trauma scene and faster transport to a trauma center. They also provide critical care when transporting patients from community hospitals to trauma centers.

Likewise, being an air ambulance business is a tremendous responsibility. There are specific licensing and insurance requirements to abide by, currencies for all flight crew and medical personnel, 24-hour dispatchers, aircraft maintainers, and bases with brick-and-mortar necessities, to list a few

executive functions that must be well-operating.

Beyond the helicopter itself, Minnesota has developed an excellent network for the air medical community and those immersed in it. It takes a village to support the incredible air medical mission, and our state is well-prepped and ready to respond to the calling.

How COVID-19 Changed Things

by Jeff Flynn MnDOT Office of Aeronautics

n March of 2020, my family and I took a vacation to Mexico. Upon arriving at the airport, I wondered if I was making a big mistake. At the time I wasn't worried about shortages of meat or paper products. What was troubling me was how this mystery virus might impact our return flight.

It turns out that we arrived back in the United States about a week before the airline ceased operations to our destination. However, change was in the wind - not only at the grocery store.

The definition of the word "trips" was about to change. As we entered the pandemic, the definition of trips had become more about climbing a flight of stairs from the home office, rather than climbing into the flight levels. Teleworking is not a strange concept for a pilot; we work via computer all the time while on trips. The difference now was that the teleworking would take place from home.

Flight activities within our organization and many others either stopped or were greatly reduced. This presented a fair number of challenges/problems to the entire industry. Machines like to be exercised. If you leave a car in your garage long enough, you will eventually find leaks under it. The same is true for aircraft.

What to do? In our case, at MnDOT, we consulted the aircraft manufacturers for guidance. Turbine engines proved to be easier to maintain, reciprocating engines were more challenging. The reason is because a turbine engine can achieve normal operating temperature on the ground. A reciprocating engine typically needs to be flown to get up to operating temperature.

Getting an engine up to operating temperature is crucial to evaporate the moisture that naturally accumulates in the engine case. Too little temperature simply adds to the moisture problem, which can lead to corrosion. In some instances, you can observe this during the prefight inspection when you see rusty water droplets on the dipstick cap while checking the oil.

Pilots require proper care and attention, too. Exercising a pilot, from a repetition perspective, is just as important as exercising the aircraft systems. The FAA tells us that we need to have completed three takeoffs and landings in airplanes every 90 days if we want to be legally current to carry

passengers (same category and class, day/night).

When the pandemic began, we sat down as a pilot group to discuss what standard we wanted to impose on ourselves regarding keeping current. The conversation naturally flowed into the nuances between currency and proficiency. We reminded ourselves that currency is a federal requirement, while proficiency is how comfortable we feel in the aircraft. All pilots want to feel like they are way ahead of the airplane. Meaning, we are ready and waiting for the next task to present itself long before the aircraft catches up with our mind. This is a good place to be.

A less okay place to be is where we are just keeping up with the aircraft – when things are happening, we are dealing with them, but we likely could not handle much more.

A bad place to be is when we are behind the airplane. At this point the plane is flying us, and the outcome is often newsworthy.

So, what is the appropriate level of proficiency? How long is too long to be away from the controls? That depends on a great number of factors. Such as the pilots' overall experience, nearterm experience, time in type, qualifications, or experience in the type of operation (for example, IFR, VFR, night, icing, thunderstorms, wind, land, sea, and many others).

There is no one answer, however, the number we came up with was three weeks. That number may be right for one organization or individual, but wrong for another.

Many other considerations were born from the COVID-19 situation. Cleaning protocols had to change. Training regimes needed adjustment. We all now know more about PPE than we ever wanted to. What I find interesting about this situation is that something that was so devastating globally, and to our industry specifically, could ultimately make us stronger. We had an opportunity to shine a light on many of our policies and procedures and reflect on how and why we have them. In the end, if there is a silver lining to the COVID situation, I would say that it was the pause that we so often don't get when we are surrounded by the whirlwind of everyday life.

After seeing the damage done by COVID-19, I'm sure that we would all trade the opportunity to have been introspective for the ability to have so many of our fellow citizens of the world either back with us, or not suffering the long-term effects of this dreaded disease. Let's keep looking to the sky and hope for a better year ahead.

CALENDAR

Email your calendar items to: dave@midwestflyer.com – Or Mail To – Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575. Include the DATE, TIMES, LOCATION (Include City, State & Airport Name & I.D.), and CONTACT PERSON'S TELEPHONE NUMBER, as well as that person's email address for reference. First 15 words FREE, \$.75 for each additional word. NOTAM: Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs. Also, use only current aeronautical charts, etc. for navigation and not calendar listing information. MIDWEST FLYER MAGAZINE IS NOT RESPONSIBLE FOR ACCURACY OF, OR RELIANCE ON, ANY INFORMATION PUBLISHED. *INDICATES ANY NEW OR UPDATED CALENDAR LISTINGS SINCE THE PREVIOUS ISSUE.

FEBRUARY 2024

- 3* BRODHEAD (C37), Wis. EAA 431 Groundhog Chili Fly-In 10am-2pm
- **16-18** BUCKEYE (KBXK), Az. AOPA Fly-In at the Buckeye Air Fair. Seminar Venues, Aircraft Diaplay, Exhibit Hall with latest new tech, gear and services. aopa.org

MARCH 2024

- 2* LAKE MILLE LACS, MINN.. ICEPORT 2024 at Da Boathouse Restaurant: https://www.macstwinbay.com. For additional information, email CreateLift@gmail.com
- 16 BATTLE CREEK (KBTL), MICH. Women's Aviation Career Symposium (WACS) presented by Michigan Business Aviation Association at WMU College of Aviation 9am-4pm. www.mibaa.org/wacs

APRIL 2024

- 8* MOUNT VERNON (KMVN), ILL. Midwest Aviation Expo (formerly Midwest LSA Expo) at Mt. Vernon Outland Airport. 4-minute solar eclipse will take place approximately 2pm. Free admission, free camping, free parking & free shuttles to local hotels.
- 9-14* LAKELAND, FLA. Sun 'n Fun Aerospace Expo. https://flysnf.org
- 20* PRIOR LAKE, MINN. 34th Annual MN Aviation Hall of Fame Inductee Banquet at the Mystic Lake Center. For more information visit www.mahof.org/awards-banquet or call Carol at 952-906-2833.

JUNE 2024

9* RUSH CITY, MINN. - Fly-In Breakfast, 8am-Noon. Contact Mark Nelson, Airport Manager: <u>320-358-3665</u>.

JULY 2024

22-28 Ознкозн, Wis. - EAA AirVenture Oshkosh 2024 eaa.org/airventure

AUGUST 2024

- 9-11 ONTARIO, CANADA Canada Fishing Adventure to Miminiska Lodge. *Check out more information on page 62* for trip options: 3-nights/2 days; 4-nights/3-days or 5-nights/4-days: <u>888-465-3474</u>.
- 11 LINO LAKES (MN24), MINN. Minnesota Seaplane Association Pig Roast at Surfside. <u>mnseaplanes.com/</u>

SEPTEMBER 2024

- 7-11 Pittsburgh, Penn. National Association of State Aviation Officials (NASAO) 93rd Annual Convention at the Sheraton Pittsburgh Hotel at Station Square: nasao.org
- 20-21 BRAINERD, MINN. Minnesota Seaplane Association Safety Seminar at Madden's on Gull Lake: mnseaplanes.com/

OCTOBER 2024

- 2-4 MIDDLETON, WIS. 2024 Wisconsin Aviation Conference at Madison Marriott West. For additional information email director@wiama.org
- 5 SPRINGFIELD, ILL. Wings & Wheels Expo 2024.

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

The AOPA Fly-In Buckeye Municipal Airport (KBXK) Buckeye, Arizona

he AOPA Fly-in @ the Buckeye Air Fair, February 16-18, 2024, will offer attendees the ultimate experience of quality aviation content that you are used to seeing at an AOPA fly-in with the fun and entertainment of an Air Fair. During this 3-day event, experience world-class educational content, and a large indoor exhibit hall with the latest new tech, gear, and services. Stroll the robust aircraft display or listen to a seminar in one of three seminar venues (don't forget the Pilot Town Hall with Mark Baker on Saturday!). When you are done with that, don't forget to catch the airshow on Saturday and Sunday, as well as all the Air Fair vendors on site. Be sure to bring the entire family! Buckeye Air Fair will have lots of activities for kids to do at the Buckeye Aviation Academy area including the Arizona SciTech area (free) and the Kids Zone.

MEMBER EXCLUSIVE!

Join other AOPA members, as well as senior leadership, in the Members Only AOPA Flightline Chalet. This chalet offers prime viewing of the airshows, partner giveaways, food and beverage, and meet and greets with influencers and AOPA leadership. Please see an AOPA membership representative inside the exhibit hall to validate your membership to receive your VIP wristband.

Members Only Chalet Hours: Friday 12pm-6:30pm (private viewing of airshow practice), Saturday 10am-8pm (Evening Airshow and Fireworks), Sunday 10am-4pm.

Register <u>https://www.classy.org/event/aopa-fly-in-at-</u> <u>buckeye-air-fair-2024/e530359</u>

CLASSIFIEDS

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PRIVATE HANGAR SITES AVAILABLE ITASCA COUNTY AIRPORT (KGPZ), GRAND RAPIDS, MINNESOTA - Itasca County Airport (KGPZ) in Grand Rapids, Minnesota, has up to 10 buildable sites ready for private hangar development. Lots served with taxilane, water, sanitary sewer, natural gas and fiber. Site sizes and locations are flexible. Contact Matt Wegwerth, Airport Manager at mwegwerth@ grandrapidsmn.gov or call 218.326.7625 for more information.

LAND LEASE - Stop renting and build your own hangar at the Southern Wisconsin Regional Airport's newly developed, shovel-ready, east side. 15 available sites of various sizes. Competitive rates. Call 608-757-5768 for details.

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1977 Beech C23 Sundowner N18963 2470 TTSN, 228 SMOH (Poplar Grove, 1997), 11/23 annual, KX-175B Nav/Com, MAC 1700 digital flip-flop nav/com, new battery, 2-door cabin, clean panel, Tanis heater, 4-place shoulder strap seatbelt. Not ADS-B compliant.

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