

midwestflyer.com

Hangar development and construction opportunities available in Minnesota



Please contact Kelly.Gerads@ mspmac.org for details.

Soaring into the new year! Build your dreams from the ground up.



Our airports and operations in 2022

- Airlake (LVN) 38,268
- Anoka County-Blaine (ANE) 65,688
- Crystal (MIC) 42,592
- Flying Cloud (FCM) 122,281
- Lake Elmo (21D) 32,189
- St. Paul Downtown (STP) 41,118

Please visit metroairports.org for information about MAC general aviation airports

Scan for more about our airports



KEEP YOUR HEAD IN THE CLOUDS.

We'll be your feet on the ground.

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

Amplify your power to fly. Join AOPA today. AOPA.org/Join



Vol. 45. No. 3



ISSN: 0194-5068

ON THE COVER: Brothers Myron and Marvin Lokken of Madison and Ripon, Wisconsin, respectively, landing a 1946 Aeronca 7AC Champ on Runway 27 at Sugar Ridge Airfield (WS62) in Verona, Wisconsin. Unbeknown to them and others at the time, this would be the last annual fly-in held at that private airport in 2022, where the community would turn out in droves for the potluck dinner and car show. "The Champ" has been in the Lokken family for decades, beginning with their late father and mentor, Otis Lokken. Myron Lokken, and Doug Tomas of East Troy, Wis., now own the aircraft, which they meticulously restored over a five-year period. But their efforts have not gone unrecognized. The 65 hp aircraft won "Outstanding Custom Classic Aircraft Under 80 Horsepower" at EAA AirVenture Oshkosh 2018; "Classic Project of the Year" in 2018, presented by the Midwest Antique Airplane Club; and "Best In Class Postwar Custom Aeronca," and the "People's Choice Award" at the National Aeronca Convention in 2021. "The Champ" is based at Matson Airport (2W16) in Stoughton, Wisconsin.

Skot Weidemann Photo

HEADLINES

Van's Aircraft Reports Turning The Corner	21
Orderly Succession Plan In Place For AOPA's Next Leader	50

COLUMNS

Ask Pete: Don't Be Fuelish! - by Pete Schoeninger	10
Aviation Law - On Your Side: Pilots: Leave The Gummies At Home!	
- by Gregory J. Reigel, Esq	7
Destinations: Island Hopping In The San Juan Islands, Washington State	
- by Yasmina Platt	27
Dialogue: Protect Yourself From The Sun - by Dave Weiman	5
Flight Experiences: Sunset Flight - by Dean Zakos	12
From AOPA Headquarters: Fill 'er up! - by Mark Baker	16
High On Health: The Aging Pilot - by Dr. Bill Blank, MD	9
Minnesota Aeronautics Bulletin:	
Communicate with farmers about safe agricultural operations around airports	
- by Jared Wedel	36
Maintaining Minnesota's AWOS Stations - by Nick Kremer	39

FEATURES

A 182 For You! Going Back To Our Roots - by Niki Britton	18
NorthPoint Aviation Complete Aircraft & Pilot Services In Northern Minnesota	32
The Minnesota Aviation Trades Association	
Promoting & Protecting GA For You! - by Dave Weiman	30

SECTIONS

Air Racing	59
Aircraft	18
At Our Airports	40
Calendar	66
Classifieds	68
Education	59

Flight Training	62
Letters To The Editor	5
Oshkosh	56
People In the News	48
Technology	65
What's Up In Washington	63













49



DIALOGUE

Protect Yourself From The Sun

by Dave Weiman

"Metastatic Melanoma," or advanced skin cancer, sometimes referred to as "Stage IV Melanoma."

Melanoma can spread to tissue under the skin, lymph nodes, lungs, the liver and brain and cause death. Melanomas occur in the cells (melanocytes) that produce the melanin which gives skin its color. The main cause of melanoma is exposure to ultraviolet radiation in sunlight.

The fairer our skin type, and the lighter our hair and eye color, the more likely we can develop skin cancer.

Although Metastatic Melanoma cannot be cured, there are treatments that can help us live longer. There are also steps that we can take to prevent skin cancer from occurring in the first place, by wearing broad-brimmed hats, long-sleeve shirts, and pants, and applying sunscreen to avoid getting sunburn.

Dr. John Beasley, M.D. (Aviation Medical Examiner, Professor Emeritus and Clinical Professor with the Department of Family Medicine – University of Wisconsin – Madison) wrote an article for our "High On Health" section in *Midwest Flyer Magazine* entitled "How Much Sun Is Too Much – Or Not Enough?" I encourage you to read the article which is posted on the *Midwest Flyer Magazine* website (https://midwestflyer.com/?p=6857).

I am dedicating this editorial in loving memory of my longtime friend, fellow musician and flying companion,



(L/R) Dave Weiman with lifelong friend, Ken Lundquist, at Duluth International Airport (KDLH) to clear U.S. Customs following the Canada Fishing Fly-Out to Miminiska Lodge, Ontario (CPS5) in 2018. Pete Aarsvold Photo

Kenneth Vernon Lundquist of Minneapolis, Minnesota, who died of "Metastatic Melanoma" on December 12, 2023. Ken was just 73, and leaves behind a wife who he was married to for 50 years, two daughters and two grandsons. Ken grew up an only child with two blind parents and devoted his life to helping others as a vocational rehabilitation counselor, facility manager, and executive, and music as a professional musician. May Ken's illness and this article help others to prevent all forms of skin cancer.

DISCLAIMER: The information contained in this article, and the "High On Health" column mentioned, is the expressed opinion of the authors only! Readers are urged to seek the advice of their personal physician and medical specialists for additional information pertaining to this subject and others discussed herein *Midwest Flyer Magazine.*

LETTERS TO THE EDITOR

Dave!

My thanks to you and Peggy for sharing all your hard work in *Midwest Flyer Magazine* so generously with me, an old "has been!" That Cub on the ice that graced the cover of the February/ March 2024 issue, invokes so many wonderful memories! I also vicariously enjoy reading Pete's responses to the curious readers you guys thrill and entertain with his "Ask Pete" column. Impressive skill and dedication. Kudos to all of you "Midwest Flyers!"

> John Lotzer Former Owner of Gran-Aire, Inc. & Waukesha Flying Service Milwaukee/Waukesha, Wisconsin



Hi Dave!

Wow! What a fantastic issue of *Midwest Flyer Magazine* (February/March 2024). I haven't worked my way through all of it yet, but have scanned. Amazing content. Seems like enough for about four (4) issues. You've been working overtime. Articles, layouts, photos – wonderful.

> Tanya Cunningham Private Pilot & Aircraft Owner Madison, Wisconsin

MIDWEST FLYER

Serving The Midwest Aviation Community Since 1978

EDITOR/PUBLISHER Dave Weiman

PRODUCTION DIRECTOR Peggy Weiman

WEB DIRECTOR

Stacy Wilk

PHOTO JOURNALISTS

Chris Bildilli Brad Thornberg Skot Weidemann

CONTRIBUTING EDITORS & PHOTOGRAPHERS

Pete Aarsvold Mark Baker Dr. Bill Blank Eric Blinderman Niki Britton Jack Gardner Daniel Karlsson Michael Kaufman Richard Morey Yasmina Platt

Chris Rose Pete Schoeninger Julie Summers Walker Greg Sutter David Tulis Jared Wedel Skot Weidemann Dean Zakos

Gregory J Reigel

ADVERTISING & EDITORIAL Call: 608-772-1776

Email: dave@midwestflyer.com

ISSUE CLOSING DATES

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

COPYRIGHTS

MIDWEST FLYER MAGAZINE is published bimonthly by Flyer Publications, Inc. Copyright 2024 by Flyer Publications, Inc. All rights reserved. Nothing in whole or in part may be reproduced without the written permission of the publisher.

READERSHIP

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

MIDWEST FLYER MAGAZINE 6031 Lawry Court Oregon, WI 53575-2617 USA www.midwestflyer.com



Index To Advertisers

Academy College 7
Air Charter
Aircraft Avionics Sales & Service
Aircraft Fuel Cells55
Aircraft Fuel Sales
Aircraft Hangar Doors45
Aircraft Hangars For Rent 48 & 68
Aircraft Interiors
Aircraft Maintenance 15, 68 & 69
Aircraft Owners & Pilots Association (AOPA). 3
Aircraft Propellers (Sales & Maintenance)57
Aircraft Rental 69 & 72
Aircraft Sales
Aircraft Sheet Metal Repair72
Aircraft Towbars72
Airlake Airport 2
Airport Engineers & Consultants
Airport Fuel Systems
Airport Restaurants
Airports 17, 67 & 68
AIR-PROS.com
Airways Aviation Center
Anoka County - Blaine Airport 2
Avfuel Corporation
Aviation Colleges & Universities
Aviation Insurance 11 & 68
Aviation Insurance Resources
Becher Hoppe23
Bolduc Aviation Specialized Services
Bolton & Menk, Inc44
Brackett Aircraft Co., Inc72
Breezy Point Airport
Breezy Point Aviation Day17
Canada Fishing Fly-Out
Cape Air7
Commut Air7
Cooper Engineering 9
Crystal Airport 2
Eagle Fuel Cells55
Fly-Ins & Airshows 17 & 66
Flight Training7, 66, 68, 69 & 72
Flying Cloud Airport 2

Fuhrman & Dodge S.C. (Attorneys at Law)68
Garmin
Go Jet Airlines7
Hawk Aviation
Horizon Aircraft Engine Services. Inc
Itasca County Airport
Jet Boom
Lake Fimo Airport 2
Leading Edge Air Foils II C 72
Maxwell Aircraft Service 57
Mead & Hunt 33
Metropolitan Airports Commission 2
Mid-Continent Aircraft Corp 68
Midwest Aviation 31
Midwest Flver Magazine 35 & 72
Milwaukee Timmerman Airport 67
Minimarke I ada Ontario Canada 69.8.71
Minneanolic-St Dayl International Airport
Minneapolis-Si. Faul International Amport 2 Minneapolis-Si. Faul International Amport
Minnesota DOT Office of Acronautice
Minnesola DOT Office of Aeronaulics
Magney Aircreft Onstiel Interior Ungrades
Moroney Aircraft Spatial Interior Opgrades69
Norey Airplane Company
NorthPoint Aviation
Northstar Insulation
Red Wing Aviation (RWA) /
St. Paul Downtown Airport
Schweiss Doors
Short Elliott Hendrickson Inc. (SEH)21
SkyWest Airlines
Southern Wisconsin Regional Airport68
Spring City Aviation
Sunset Lodge25
Thunderbird Aviation7 & 72
Titan Aviation Fuels72
Tricor Insurance11
United Express7
Westwood PS26
Wilderness North 68 & 71
Wiley Properties48
Wisconsin Aviation, Inc
Worthington, Bob (One Pilot's Story)
• • • • • • • • • • • • • • • • • • • •

ACT NOW.... FREE SUBSCRIPTION OFFER!

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

If Your Business Is Not Listed Above Call 608-772-1776 Or Email dave@midwestflyer.com www.midwestflyer.com

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

Pilots: Leave The Gummies At Home!

by Gregory J. Reigel, Esq © Copyright 2024. All rights reserved!

ith the legalization of marihuana and/or cannabis in many states, products containing THC or CBD are now readily available for purchase and consumption in those states. One of the more common products are "gummies."



However, it is important to remember that even though these products may be legal in certain states, on a federal level marihuana is still a controlled substance

as defined by the Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. § 802). (Yes, I know marihuana is also spelled "marijuana," but that's the way it is spelled in the federal statutes/regulations). And, in the absence of a prescription, it is still illegal in those states who have not yet legalized its availability and/or use. So, while it may be legal for a pilot to purchase and consume THC or CBD products in one state, it may not be legal in another state, and it is still not permitted on a federal level. And when it comes to operating an aircraft, federal law will preempt state law. For a pilot operating an aircraft carrying gummies and/or flying across state lines, this can be both a confusing and a tricky issue. And the FAA isn't making things any easier.

Federal Law

Federal laws applicable to these situations include the following:

Title 49 U.S.C. § 44710(b)(2) provides that the Administrator of the Federal Aviation Administration shall issue an order revoking an airman certificate issued an individual under section 44703 of this title if the Administrator finds that–(A) the individual knowingly carried out an activity punishable, under a law of the United States or a State related to a controlled substance (except a



law related to simple possession of a controlled substance), by death or imprisonment for more than one year; (B) an aircraft was used to carry out or facilitate the activity; and (C) the individual served as an airman, or was on the aircraft, in connection with carrying out, or facilitating the carrying out of, the activity.

It goes on to state that the FAA does not have the authority to review whether an airman actually violated the law related to a controlled substance. And if the airman's certificate is revoked under Section 44710, then the FAA may not thereafter issue an airman certificate to the individual, ever. This is a lifetime ban.

Under 49 U.S.C. § 44106(b)(1), the FAA shall revoke the certificate of registration for an aircraft issued to an owner and any other certificate of registration that the owner of the aircraft holds if the FAA finds that—(A) the aircraft was used to carry out, or facilitate, an activity that is punishable by death or imprisonment for more than one year under a law of the United States or a State related to a controlled substance (except a law related to simple possession of a controlled substance); and (B) the owner of the aircraft was to be used for the activity described in clause (A) of this paragraph.

If the aircraft owner is not an individual (e.g. is a corporation or limited liability company), the owner is deemed to have permitted the use of the aircraft knowing that the aircraft was to be used for the prohibited activity only if a majority of the individuals who control the entity or who are involved in forming the major policy of the entity permitted the use of the aircraft knowing that the aircraft was to be used for the prohibited activity.

14 C.F.R. § 91.19(a) provides that no person may operate a civil aircraft within the United States with knowledge that narcotic drugs, marihuana and depressant or stimulant drugs or substances as defined in Federal or State statutes are carried in the aircraft. However, section (b) of the regulation states that paragraph (a) does not apply to any carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances authorized by or under any Federal or State statute or by any Federal or State agency.

The FAA's Position

And what is the FAA's position on these situations? In its Enforcement Program - Order 2150.3C, the FAA states that "[0]perating an aircraft with knowledge that illegal controlled substances are carried in the aircraft or allowing an aircraft to be operated under such circumstances" is a violation that generally warrants revocation of an airman's certificate. Similarly, a drug conviction for other than simple possession, would also subject the airman to revocation in the absence of some evidence of rehabilitation and assurance of future compliance.

In practice, the FAA pursues enforcement against the airman under both FAR 91.19(a) and also 49 U.S.C. 44710(b)(2). And where the airman is also the aircraft owner (or owner of the entity that is the registered owner), the FAA is revoking the aircraft's registration.

This is unfortunate given that many airmen, who are not lawyers (and even some who are lawyers), are confused about, or don't understand, whether they can or cannot have marihuana products in their aircraft when they are otherwise complying with state marihuana laws that are inconsistent with federal law.

And while the FAA may argue that its hands are tied, at least with respect to the federal statutes, rather than the FARs, certainly the FAA's prosecutorial discretion in these cases could and should take into account and show some understanding in these cases where confusion is clearly present. However, based upon my experience representing airmen in this situation, it appears so far that the FAA is pursuing these cases with its investigative and bureaucratic blinders on and very little, if any, consideration is given for the underlying facts in each case.

Conclusion

The takeaway is this: Do not fly your aircraft with marihuana products onboard your aircraft. Even if they are legal in the state where you live or the state to which you are flying, don't do it. Leave the gummies at home.

EDITOR'S NOTE: Greg Reigel is an attorney with Shackelford, Bowen, McKinley & Norton, LLP, and represents clients throughout the country in aviation and business law matters. He has more than three decades of experience working with airlines, charter companies, fixed base operators, airports, repair stations, pilots, mechanics, and other aviation businesses in aircraft purchase and sales transactions, regulatory compliance including hazmat and drug and alcohol testing, contract negotiations, airport grant assurances, airport leasing, aircraft-related agreements, wet leasing, dry leasing, and FAA certificate and civil penalty actions. He is also Board Certified in Aviation Law by the Texas Board of Legal Specialization. For assistance, call

<u>214-780-1482</u>, email: <u>greigel@shackelford.law</u>, Twitter @ <u>reigellaw</u> <u>www.shackelford.law</u>

The Aging Pilot

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



hen I learned to fly a long time ago (56 years ago), I never thought about how long I would fly. How time flies. I'm about a month younger than our current president. People I've known for years are passing away suddenly or after protracted illnesses. How long should a pilot

Dr. Bill Blank

fly? How old can he/she be and still fly safely?

For airline pilots, the answer is simple... government regulation requires them to stop flying airliners at their 65th birthday. This requirement is based to some extent on medical data, but mostly on political considerations. The airlines, pilots, airline pilot unions, and politicians all have their own views. There currently is a shortage of professional pilots at certain levels.

The health of the pilot is only one factor considered. As I write this article, Congress considered raising the retirement age for airline pilots to 67, but the Senate Commerce Committee decided against it by one vote on February 8, 2024. The Biden Administration, ALPA (Air Line Pilots Association) and the FAA opposed it. The FAA wants more time to "study" the issue. I don't think we have heard the last on this. Things move slowly in Washington. For pilots flying for companies such as NetJets, the companies have instituted a mandatory retirement age of 70. This is not an FAA requirement. It is probably partly driven by liability and insurance considerations

Older pilots, whether still flying commercially or not, are subject to the passage of time. Aging changes are usually slowly progressive, but can sometimes be sudden and catastrophic. For older pilots, "risk mitigation" is the key. Some strategies include limiting the weather conditions in which you fly: VFR or IFR, higher IFR minimums, lower wind limits, etc.? Older people tend to develop cataracts. An early symptom is trouble driving at night, so you may want to limit your flying to days only. Another option is to only fly with another pilot, ideally, fully qualified to be the pilot-incommand.

What are additional things to consider? Can you get into and out of the airplane without help? Can you move it manually on the ground? If you have a mishap, you need to be able to exit the aircraft by yourself. If you have a high-wing aircraft, can you climb up a ladder to fuel it? Are your takeoffs and landings safe? Are you still comfortable flying in windy, gusty conditions? Are you forgetful? Trouble remembering frequencies? Forgetting things on checklists? Some of these things you can mitigate or work around. For instance, someone else could fuel the aircraft and help you move it on the ground. Running through checklists twice can help prevent omitting items.

Memory problems frequently have an insidious onset. Hopefully, you will be the first to notice them and ground yourself. It's much better if you recognize the problem, as opposed to someone else realizing it and either calling it to your attention or notifying the FAA. The key is to continue to re-access your fitness to fly. You don't want to injure yourself or anyone else. You certainly don't want to be on the front page of the newspaper, or the first story on television news.

Here's an article some of you may find of interest: https://www.cnn.com/2024/02/09/health/cognitiveability-age/index.html

Happy safe flying for as long as you can and want to.

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.



<u>Ask Pete</u>

Don't Be Fuelish!

by Pete Schoeninger © Copyright 2024. All rights reserved!

Q) A friend swears he once saw a B-17 (World War II bomber with four piston-engines) takeoff with one of four engines feathered (not running.) Would that be possible, or safe?

A) A friend of mine (Dave Mann, RIP), who had a type rating in a B-17, told me it has been done, legally, but rarely. The "feds" put many restrictions on the takeoff, including reduced gross weight, runway length requirements,



Pete Schoeninger

NO passengers, crew qualifications, etc. Dave told me what pilots do is start their takeoff run with takeoff power on two opposite engines and add power to the third running engine as they accelerate, but not more power on the third engine, so they can still maintain directional control. Again, this procedure should not be performed without written authorization from the FAA, insurance carrier, and obviously the aircraft owner.

Q) Piper is famous for making a Twin Comanche out of the successful single-engine Comanche. Are there other models with similar lineage?

A) Piper immediately comes to mind again. In about 1965, the Piper introduced its very successful PA-32 Cherokee Six single-engine aircraft with 260 hp, and two years later, offered the aircraft with a 300 hp version as well. In 1972, Piper introduced the twin-engine Seneca, which was pretty much a Cherokee Six, but with two 200 hp Lycoming engines. The Cherokee Six became the Lance, which became the Saratoga. And the Seneca stayed a Seneca, with numerous improvements, for 50 years!

Q) Do all airplanes have a specific location where the pitot/static system is vented, and an alternate vent which can be selected by the pilot?

A) No. Old, simple airplanes had no vent for the airspeed, other than the back of the instrument. In more modern aircraft, the static instruments are usually vented in a location which should have neutral air pressure. Further complicating things, an alternate static source is sometimes found, which can be manually selected when complications are suspected with the primary static vent, such as ice and bugs. When you change your static system vent from primary to backup, you may notice the static instruments (airspeed and altimeter) jiggle just a bit with a change in vent pressure.

Q) I've read that in many out-of-fuel/off-airport landings,

there is fuel remaining onboard in a tank that is not being used. Aren't pilots trained to switch fuel tanks enroute?

A) They should be, but I think sometimes if a tank runs dry and the pilot is not on the ball, panic sets in, instead of training. In flight if you run a fuel tank dry, normally the engine will keep windmilling, while you switch to a tank with fuel in it, and do some housekeeping as recommended, such as mixture to full rich, fuel pump on low or high. You'll have to wait 5-10 seconds for fuel to get to the engine, which can seem like an eternity if unexpected.

Often, I see this happen when a pilot has relatively low hours in the aircraft. Each aircraft seems to have different fuel selectors and are found in different locations. I think part of the problem is many pilots learn to fly in basic highwing Cessnas, which utilize gravity to get fuel to the engine. Usually, the fuel selector value is set for "both," and fuel is drawn from both tanks simultaneously, so fuel selection changes (L & R) are not utilized unless one tank drains faster than the other during a long cross-country flight. But in almost every low-wing aircraft, a fuel selector selects one of two or more fuel tanks. To utilize more than half the fuel onboard, it is necessary to switch fuel tanks, which some pilots have almost no experience in. If the pilot has some concerns about learning to switch tanks, he/she can practice on the ground with the engine running. In fact, some flight instructors teach startup and taxi to the runup area on one tank, then switch to a second tank for engine runup and takeoff. That gives the student pilot some experience switching tanks, and ensures that fuel will flow from both tanks.

Q) Is the "buying feeding frenzy" for used airplanes of the last few years, over?

A) Supersalesmen Jeff Baum (920-261-4567) and Gavin Leake (218-280-2615) tell me the market is still active, but not quite as hot as it was 1-2 years ago. Both mention a continuing lack of available inventory of most models and higher interest rates as affecting the market.

Q) A friend who flies a Beech King Air C-90 and a Cessna 421 for a charter company that is also an FBO, has a boss who insists that he not return home with a lot of fuel onboard purchased on the road. Why?

A) If that company is an FBO, they buy fuel at wholesale, which is often a dollar or two less per gallon than retail. The boss should encourage his pilots to return home with plenty of fuel to be safe, but not so much as to break the bank by buying a full tank when close to home. Imagine if you want to have 60 gallons of fuel when you land that C421 at home, but if you purchased enough fuel to land with 160 gallons

of fuel bought on the road, you've just cost the boss an additional couple hundred bucks. A pilot doesn't want to be "fuelish" and land short of his/her destination, but there's no need to be "fuelish," and takeoff and land with more fuel than the flight safely calls for.

Q) I am moving from Atlanta to Chicago this spring. I have a 1980 V-Tail 35 Bonanza, which does not have an engine preheater. I will continue to fly about once a week in my consulting business, and my airplane will probably be in a cold hangar. Do you recommend getting an engine preheater? A) Absolutely! You will have a few warm months in your new area to talk to local mechanics and fellow Bonanza owners about their experience and recommendations. Get a good heater professionally installed. Your engine will thank you!

Q) You sort of knocked some Cessna 182s for having a relatively short lived (1500-hour time between overhaul, or TBO) engine in your column in the previous issue of the magazine. What about the late 1970s/early1980s vintage C182RG (retractable gear) with a 2000-hour Lycoming 235 hp engine? Did you ever operate or fly any of them? How did they hold up?

A) In 1978, Cessna introduced the retractable landing gear 182RG, with, as you stated, a 235 hp Lycoming engine rated at 2000 hours TBO. In my experience, those engines held up well and were longer lived than the 230 hp engine in the fixed gear C182 of similar vintage. Yes, I flew and liked them. On the downside, I do remember they had more noise and vibration than their fixed gear brothers. Today, all else being equal, a similar aged and equipped RG version of the 182 will cost you perhaps \$10,000.00 more than the fixed gear version. In my opinion, that is money well spent, provided you have access to a shop familiar with Cessna's retractable landing gear system.

Q) Please settle a bet. A friend recently bought an Ercoupe. He swears that even though it is a low-wing airplane, there is only one fuel pump. Is this possible? How does it work if true?

A) Virtually ALL low-wing aircraft have two fuel pumps. The Ercoupe is a rare exception. The primary fuel pump is usually engine driven, and runs continuously, and moves fuel uphill from a fuel tank located in a wing to the engine. In almost all cases, there is a secondary backup fuel pump, usually electric. But on the Ercoupe, and Alon, and a few others, only one engine-driven fuel pump was installed. That one pump moves fuel from a tank in the lower wing to a nose tank above the engine. That fuel then flows to the engine by gravity. IF the fuel pump fails, you still have a full nose tank (about an hour and a half of fuel) to locate an airport to land. But you must be on the ball and note if the nose tank fuel indicator starts to descend, while you still have fuel in the wing tanks. If your engine-driven fuel pump has failed, it's time to find an airport.

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 <u>PeterSchoeningerLLC@gmail.com</u>

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





Sunset Flight

by Dean Zakos © Copyright 2024. All Rights Reserved!

"Enjoy the little things in life because one day you'll look back and realize they were the big things." – Kurt Vonnegut

Sometimes, the simple flights are the most memorable. When you are in the moment, and you don't have to contend with a tight schedule, weather, busy airspace, or things that break on the airplane, you can merely enjoy your time in the air. You may not realize just how much you valued a single moment or flight until years later. My friend, Rob, experienced one such memorable flight like that in the Summer of 2005.

His wife, Jill, has relatives in Michigan. She drove with their two daughters and the plan was for Rob to fly to Gaylord, Michigan (KGLR) to meet up with them for a weekend at her brother's cabin. After their time at the cabin, Jill and the girls drove Rob back to the airport. Rob offered a seat for the flight back home to Madison, Wisconsin to their eldest daughter, with a stopover in Escanaba, Michigan (KESC) to rendezvous with Jill and their younger daughter who departed by car for the drive up and over Lake Michigan via the Upper Peninsula. Rob, knowing he would make the destination in much quicker time, decided to turn the flight into an adventure. Rob and his older daughter then flew to Mackinac Island, Michigan (KMCD). After enjoying a nice lunch and sightseeing on the island, they made their late afternoon departure to Escanaba to meet Jill and his younger daughter.

Rob flies a Lancair 235. He is the builder. It was a long and arduous process over 15 years and, because of job responsibilities, involved relocation of the project to three states. The airplane was started in California, continued in Illinois, and finished in Wisconsin.

The Lancair 235, an experimental/amateur-built aircraft design, kit-produced in Redmond, Oregon, features a cantilever low-wing, two seats in a side-by-side configuration, a bubble canopy providing excellent visibility, low-slung, retractable, tricycle landing gear, a single-engine with an electrically controlled constant speed three-blade propeller, and electrically actuated flaps. Rob chose the Lycoming 0-290 (135 HP). The aircraft is made from composite materials, including some graphite parts, and epoxy-impregnated fiberglass cloth for the skin. The wing is a laminar flow airfoil, and because of the construction materials, despite the smaller powerplant, is aerodynamically slick - and speedy. The airplane cruises at 175 knots on about seven gallons per hour at altitude. Rob burns autogas. The aircraft looks fast, even while parked on an FBO ramp. A "little flying Ferrari," as one aviation magazine review referred to it.

Rob takes great pride in his airplane, as many builders do. Homebuilt aircraft require not only special skills and large amounts of the builder's time, but also significant and remarkable dedication. Juggling work, home life, and other commitments presents many challenges. "How far along are you on your airplane?" is a common question for homebuilders. "90 percent done and 90 percent to go!" is a frequent and humorous (although mostly true) response. Yet, as Rob related to me, flying in your own airplane, an



Lancair 235 Greg Sutter Photo

airplane constructed with your own hands and ingenuity, can be enormously satisfying. The planning, the tedious work, the long hours, the unexpected or, at times, exasperating, difficulties encountered along the way are, in the end, worth the effort – and the wait. Often working alone, probably on weekends or late into evenings, sometimes with friends, or with a spouse who may have been gently pressed into service from time to time, the build process provides many opportunities to think about distant tomorrows, to plan for the future, and to dream.

The direct route from KMCD to KESC necessitates flying over Lake Michigan. Straight line distance across the lake is 103 miles. To mitigate the risk of overwater flight in a singleengine aircraft, Rob chose to follow the southern shoreline of Upper Michigan so that the route was never more than a few miles offshore. His track would take him within gliding distance of Brevort, Epoufette, Naubinway, Point Patterson, Schoolcraft County Airport (KISQ), across Big Bay De Noc, and into Delta County Airport. But, to hear Rob tell it, looking back, he wished the time he spent in the airplane on that flight with his daughter, although extended by his choice of route, could have been much longer.

Not only is Rob a meticulous builder, he is also a meticulous pilot. As many homebuilders do, he researched and created his own checklist for operating the Lancair 235, personalizing it in places to conform with his preferences and routines, honed through years of flying. Five by seven inches, laminated in a clear plastic coating, and connected by a metal ring in the upper left corner of each now well-worn page, the sections of the checklist provide the structure and control so necessary to assist in making every phase of flight a safer one.

The Lancair 235, despite a relatively short 23.6-foot wingspan, is capable of climbing at up to 1,500 feet per minute. Its wing loading (25 psf) places it in the highperformance single category, and it flies a bit hotter and lands faster because of it. The aircraft accelerates quickly on the runway. Rotation speed is 70 knots. On that summer afternoon, while the sun was still just above the horizon, the aircraft quickly took them to the selected cruising altitude. RPM and manifold pressure set. Oil pressure and oil temperature in the green. Cylinder head temps in the normal range. The Lancair 235 is so aerodynamic and tightly cowled that Rob must be careful during warm days on climb out not to exceed cylinder head temps. Sometimes, it is necessary to lower the nose slightly to invite a little more airflow into the small, elongated cooling inlets behind the prop. Initial heading was 300 degrees, and the directional gyro agreed with the magnetic compass.

The sun was just above the top of the cowling, but low enough on the horizon that, with scattered cumulus along the route, its light was no longer harsh or glaring; instead, as filtered through the clouds, the rays became soft and translucent. Its reflection formed an indistinct, almost ghostly, inverted triangle on the water in front of the aircraft, appearing to provide a faintly lighted path to follow.

Below them, Lake Michigan was gorgeous, a fading greenblue expanse. The tips of the waves sparkled and danced in the late daylight, reflecting angled bits of the sun's light as it settled and began to disappear in the distance. "If I had a camera," Rob thought, "this would be a spectacular picture!"

Cruise checklist complete, autopilot engaged, one of the few remaining tasks was to monitor fuel flow. Rob's Lancair 235 uses an 11-gallon header tank, located behind the instrument panel. The wing tanks, via fuel transfer pumps, feed the header tank, and the header tank, via gravity, feeds the engine. Rob is attentive to ensure that there is always a specified minimum of fuel in the header tank. Having flown with Rob in his Lancair 235, I have watched how carefully he periodically monitors the fuel gauges and transfers fuel.

As the journey progressed, the sky and clouds continued to transform. The brilliant blues and stark whites of the afternoon sky slowly evolved into the azures, purples, pinks, and splashes of yellow, gold, and orange above the darker horizon, the last light of a breathtaking summer sunset. Because of the large plexiglass canopy, the view was unobstructed by any window, door, canopy frames, or sun visors.

As pilots, we tend to allow our flights to run together over time, often losing to long-term memory many of the large, and most of the small, details of each flight, unless we take the time to find a page in our logbooks that may contain a date, a time, a sketchy note, or a few scant details, to prompt some recollection. Rob described to me that he was conscious while sitting in the airplane on that sunset flight of how, and as he had hoped while working on the build years before, it was a dream fulfilled for him. He was flying an airplane he owned, that he had worked hard to create, and was now sharing the experience of an unforgettable setting sun seen from the air with his daughter. He thought back to those many days of slowly, tediously, joining the foam and composite pieces together, sanding and re-sanding, and re-sanding again the fiberglass skin, optimizing the engine, perfecting the landing gear and brakes, balancing the control surfaces, designing, wiring, and installing the instrument panel, and permitting himself to think while he labored that, some day, he would be where he now found himself.

I remember reading about a study conducted a few years ago regarding childhood memories. The best and most memorable events were not what was expected, such as receiving expensive toys or going on elaborate family vacations. Instead, they were more often the simple things in life. Playing board games, making your toddler laugh uncontrollably, walking around the block to the corner store while holding your son's or daughter's hand, or sharing a favorite song or activity before bedtime. When my own son and daughter were young, my work often kept me out later than their bedtimes, and so I tried to catch up on the weekends. One of our favorite routines was going for Saturday morning donuts at the local bakery, O&H in From the moment of a pilot's first flight, flying memories begin. I am not implying flying necessarily produces all of the best memories in our lives, but our time in the air does produce some treasured moments. A first solo; flying on a first date with a girlfriend or boyfriend who later became your spouse and steady co-pilot; introducing your children to flying when, sitting in the backseat, a booster or several cushions were required to even allow a glimpse out of a window; your father pointing out landmarks on the ground as you sat next to him on a cross-country flight; a Young Eagle flight where you were able to experience again, through a small boy's or girl's eyes, the marvel and excitement of leaving the ground behind; a summer trip to Oshkosh; an Angel Flight or Animal Rescue Flight, where your skills, your experience, and your airplane, made a difference for others.

The sun was now almost below the horizon. The last of the light it offered for the day was quickly fading. 20 miles out, Rob tuned in the AWOS on 121.425. A few clouds, winds light and variable, visibility more than 10 miles. Rob went through his descent checklist - mixture, throttle, prop, fuel, AWOS, altimeter set, engine instruments in the green, compass and gyro.

Delta County has two paved runways, 10-28, 6498 by 150 feet, and 01-19, 5016 by 100 feet. Coming in from the east, Rob set up to enter the traffic pattern for a midfield left downwind to Runway 10. One other aircraft in the pattern for 10 ahead of him.

Prelanding checklist - landing light on, autopilot off, Hooker harnesses locked and secure, prop and mixture controls full forward, reduce throttle, boost pump on, check sufficient fuel in the header tank, approach flaps set - complete. Downwind leg at 100 knots. Rob generally delays until the base turn to lower the landing gear. Airspeed slowing. Flaps bring the speed down slightly in the Lancair 235, but extending the gear creates the greatest drag and airspeed reduction.

On downwind, as he looked to his left at his intended landing spot on the runway, he took one last, satisfying gaze at the horizon in front of him. The sun had set, a soft, arched glow the only remnant of the pallet of colors he and his daughter had so enjoyed on the flight. On the base leg, Rob reached in front of him to the center panel and moved the gear switch. The amber gear-in-transit light illuminated, then the hydraulically actuated gear came down, accompanied by a quiet, whirring sound and three muted, but solid, thumps. The three gear-down lights glowed a pleasing green. Gear down and locked.

On final, full flaps. Rob lands the Lancair 235 between 75 and 80 knots, to provide for best aileron authority and control when low in the landing flair. The Lancair 235 has small tires, short landing gear struts, and little ground clearance for the propeller. Landings are smooth, but firm. You always know when you have touched down on the runway.

We are lucky to be able to fly. Pilots are only a small fraction of a small number of smart, adventurous, and capable individuals, an insignificant demographic and, unfortunately, a diminishing minority of the total population. We have a unique opportunity to create great memories every time we fly, both for ourselves and for others. We need only live in the moment, recognize our good fortune, and appreciate it as it occurs.



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.

Dean Zakos

DISCLAIMER: Mr. Zakos' articles involve creative writing, and therefore

the information presented may be fictional in nature, and should not be used for flight, or misconstrued as instructional material. Readers are urged to always consult with their personal flight instructor and others about anything discussed herein.





aopa.org 800-872-2672

AOPA Photo

Fill 'er up!

Keeping aviation fuel accessible while finding its alternative

> by Mark Baker AOPA President & CEO

FLYING SEASON is about to heat up.

While much of the South basks in a bit of warmth all year round, my friends in the Midwest and Northeast will soon shake off some of the frost and we'll all take advantage of increasing daylight. As good flying weather rolls in and fly-in season picks up, it becomes all systems go.

While the skies are becoming



It is for me!

Mark Baker

increasingly busy, this shared passion for flight comes with a shared responsibility to protect it. We all have a role to play in making sure that nothing gets in the way of this great pursuit of ours. We need to keep airports open and accessible, ensure that airport and FBO fees are transparent and fair, and protect access to airspace.

Central to our collective effort to protect our freedom to fly is making sure that aviation fuel remains accessible, no matter where you fly and what you fly.

As I am sure you know, general aviation is in the middle of a transition to a fully unleaded future. Progress is being made with some higher-octane unleaded fuels for the entire general aviation fleet. Where a major battle is being waged, however, is with those airports and sponsors that want to impede our safe and smart transition by prematurely banning 100LL, which is needed to fly so many airplanes in our fleet, including those that perform valuable missions like search and rescue, law enforcement, disaster relief, and agricultural support.

In my travels around the country, I'm often asked: "Will I be able to get the fuel I need to fly my airplane?"

From our standpoint, the answer is yes. It must be.

When it comes to supporting these important missions, AOPA has always been a hands-on organization, rolling up our sleeves on behalf of you and the entire GA community. We don't just report on issues, we get involved.

Support doesn't get more hands-on than what we have been doing with a Beechcraft Baron in Ada, Oklahoma.

You may have read about the twin-engine Beechcraft Baron we've been flying as a demonstration of unleaded fuels, to show the GA community that authorized unleaded fuel is safe, effective, and as easy on the engine as 100LL. GAMI G100UL in the left tank, 100LL in the right.

(Before I go any further, I need to thank our good friends 16 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE



Beechcraft Baron

and donors Greg Herrick and Dan Shewmaker for their tremendous support in allowing us to fly the Baron.)

GAMI received supplemental type certificate authorization for use of its fuel, G100UL, in all piston airplanes in 2022 and has been working hard toward commercialization—all the logistical requirements to get the fuel from formulation to your airport and tank.

Mind you, we don't back one fuel or just one approval pathway—progress is also being made through the PAFI pathway. We support who will get us to the finish line, and we will fly with other fuels as they are authorized.

I was fortunate to take the Baron aloft for some time out of GAMI's headquarters in Ada, and the engine just hummed. But it's not just me in the flight deck. A few fellow AOPA pilots (whom I'm sure you know) have taken the yoke and I'd like to share their thoughts on flying the Baron:

Mike Filucci, chief flight instructor: "Flying with the Baron has been no different than flying with 100LL. We've been monitoring instruments and CHT and EGT have all been normal, and the airplane has been performing just fine. I'm happy to be part of this project that will help us transition to all unleaded fuels."

Dave Hirschman, editor at large: "The orange color is strange, and unleaded G100UL aviation fuel smells different than avgas. But perhaps the surprising part is that flying with G100UL is exactly the same. The AOPA Baron performs identically with G100UL feeding the left engine and avgas on the right side. The transition to GA's unleaded future is underway, and the AOPA Baron seems to indicate there won't be any reduction in aircraft performance."

Luz Beattie, director of flight operations: "I've had an awesome opportunity to be part of this Baron project to demonstrate 100UL fuel. We ran the whole gamut of exercises and analysis to engine shutdown and start. Needless to say, all without a hiccup and no change in performance from 100LL to 100UL."

So far, I'm happy to say it's been blue skies with G100UL. aopa.org <u>800-872-2672</u> AIRCRAFT STATIC DISPLAY EMS VEHICLES, FIRETRUCKS, NORTH MEMORIAL HELICOPTER
PILOTS & FRIENDS SOCIAL
CLASSIC CAR SHOW ALL COLLECTOR CARS INVITED
FREE LUNCH & DRINKS
FREE ICE CREAM TREATS

9TH



REARINILI

AVIATION



PRESENTED BY:

STATIC DISPLAY ONLY - NO AIR SHOW OR AEROBATICS BREEZY POINT IS A PRIVATE AIRPORT, PILOTS MUST CALL FOR PERMISSION! VISIT OUR WEBSITE FOR PILOT BRIEFING VIDEO BEFORE LANDING! FOR MORE INFO CONTACT CLIFF: 218-838-3434 30360 AIRPORT ROAD, BREEZY POINT, MN 56472 PILOT CTAF 122.9 WWW.BREEZYPOINTAIRPORT.COM





2024 AOPA Sweepstakes Cessna 170 Chris Rose/AOPA Photo

A 182 For You! Going Back To Our Roots

by Niki Britton, AOPA

hen it came time to choose what the next AOPA sweepstakes aircraft would be, there was no question we wanted to select a noteworthy airplane to commemorate AOPA's remarkable and storied 85-year history.

The AOPA Sweepstakes Cessna 170 made its final appearance at the AOPA Fly-In at the Buckeye Air Fair, February 16 - 18, 2024, where it was given away to the winning pilot.

The straight-tail 1958 Cessna 182 is the perfect choice as it's not only one of the most popular and versatile general aviation aircraft, but also because this model and year graced the first cover of *AOPA Pilot* magazine in 1958.

The aircraft was a blank aluminum canvas with a worn yellow cloth interior when AOPA purchased it in 2023 and, for the first time in a long time, we decided to send it to the paint shop first thing. Meaning that AOPA members won't have to wonder what kind of livery their 2025 sweepstakes aircraft will be boasting.



AOPA President & CEO Mark Baker (right) and Cayla Hunt of AOPA (left) hand the keys to the 2023 AOPA Sweepstakes Cessna 170 to Cliff Gurske (center), a Phoenix, Ariz. area native, 30-year AOPA member, and Southwest Airlines pilot. David Tulis/AOPA Photo



2025 AOPA Sweepstakes Cessna 182 Skylane. David Tulis/AOPA Photo

We wanted this resto-mod to emulate the best features of the aircraft on the very first *AOPA Pilot* cover, which made choosing the paint scheme and tail number a no-brainer. The classic paint lines of the white, turquoise, and black livery not only look amazing, but also take us back in time to the early days of Cessna with retro Cessna decals and traditional N number placements. The 4000D tail number also pays homage to the 1958 magazine cover aircraft, which had a tail number of 4054D.

The paint scheme was redesigned with care by Craig Barnett of Scheme Designers Inc. in Cresskill, New Jersey, and the scheme was brought to life on the Skylane by Gustav Haussler, known as "Good Ol' Gus" to his regular customers, of Master Aircraft Services in Wickenburg and Bisbee, Arizona.

From the paint shop, the aircraft made one stop at the Buckeye Air Fair in Arizona for its official public debut. From there, the Skylane flew to eastern Arizona for the next step of its makeover, interior.

Taking a classic aircraft and making it look new again is one thing, but that wouldn't exactly make it a resto-mod. That's why the interior design will tip its hat to the old but embrace new developments in materials and technology. The AOPA Sweepstakes 182 will feature a brand-new Garmin panel that will include several GI 275s to bring all the technology a modern pilot wants, while keeping the charm of the circular steam gauges we've all come to know and love.

For the interior, Arturo at Arturo's Aircraft Interiors will strip the aircraft down to the aluminum and install all-new lush tan carpeting, headliner, and door panels, with the



The AOPA Sweepstakes Cessna 182 Skylane has a yoke that matches the retro-throwback paint scheme. David Tulis/AOPA Photo

classically designed leather and cloth seats, bringing the outside in with turquoise accents. The yokes will be restored and painted, bringing the classic Cessna logos back to life.

No purchase, membership, or contribution is necessary to enter the sweepstakes, which ends June 30, 2025. See official rules at <u>aopa.org/sweeps</u> for details.

There is plenty more in store for this aircraft as it goes through its 18-month restoration transformation and we invite you to follow along. Look for more information on these pages and online as we continue restoring and modifying this 1958 Cessna 182, for you.

RM Sotheby's Conducts The Sale of A Legendary Aircraft





MIAMI, FLA. – At press time, RM Sotheby's was to auction off the iconic 1929 DH60M de Havilland Gipsy Moth featured in the Academy Award-winning film "Out of Africa," during the inaugural ModaMiami auction in South Florida, March 1-2, 2024.

• All proceeds will go to benefit the creation of a new rhino sanctuary in Kenya, Africa.

• Black rhinos are one of the planet's most endangered species... approximately only 5,000 rhinos remain in Africa today.

• The 1929 Gipsy Moth played a pivotal role in the 1985 film directed by Sydney Pollack, starring Meryl Streep and Robert Redford, and contributed to the film's Academy Award for Best Cinematography.

The film painted a vivid picture of Kenya's sprawling savannahs and rich cultural tapestry. The iconic yellow Gipsy Moth biplane, flown by Redford's character, symbolized his love for the African landscape.

The 1929 Gipsy Moth G-AAMY, brought to Kenya in 1985 for the film, was flown by Sir Henry Dalrymple-White, a renowned RAF Wing Commander. It was a key part of the film's production, notably stirring a flock of flamingos in a scene that contributed to the film's cinematic acclaim.

The biplane, entirely operational and last inspected for airworthiness in April 2022, boasts a unique American-made steel construction, an adaptation for durability in warmer climates.

"This important initiative will not only help secure the survival of a critically endangered species, but will conserve vital biodiversity and pristine wilderness for future generations," said Robert Redford.

"The larger plan for interconnectivity with other conservation land will create a vast protected wilderness area and even more positive impact for the people and planet. I couldn't think of a better way to raise funds for this groundbreaking project than through the auction of one of the most iconic airplanes in history, G-AAMY, the 1929 Gipsy Moth biplane featured in the film Out of Africa, in which I starred as Denys Finch Hatton."

This auction represents a rare opportunity to own a piece of cinematic and aviation history while supporting the creation of a rhino sanctuary in Kenya, very near to where the most iconic flying scenes of Out of Africa were filmed, with all proceeds from this sale being donated to the ZEITZ Foundation for Intercultural Ecosphere Safety and its invaluable work securing the future of the black rhino.

The foundation's mission is to promote projects that enhance livelihoods, encourage intercultural dialogue, and achieve sustainable, positive environmental impacts. This auction not only celebrates a piece of cinematic and aviation history, but also makes a meaningful contribution towards the preservation and sustainability of the natural world that inspired "Out of Africa."

ModaMiami is a celebration of world-class motor cars, culture, and the ultimate in luxury experiences. An evolution from traditional concours d'elegance events, Moda will feature a fresh new format designed to capture the imagination of car collectors and set a new standard for automotive experiences, demonstrating the commitment to offering clients unparalleled experiences and access to the world's most sought-after vehicles.

RM Sotheby's is the world's largest collector car auction house by total sales. With over 40 years of proven results in the collector car industry, RM's vertically integrated range of services, from auctions (live and online) and private sales to estate planning and financial services, coupled with an expert team of car specialists and an international footprint, provide an unsurpassed level of service to the global collector car market. RM Sotheby's is currently responsible for eight of the top 10 most valuable motor cars ever sold at auction.



The Van's Aircraft RV flightline at EAA AirVenture Oshkosh. Dave Weiman Photo

Van's Aircraft Reports Turning The Corner

Rollowing up on an article published in the February/ March 2024 issue of *Midwest Flyer Magazine* (https://midwestflyer.com/?p=16790) noting financial problems by the leader in homebuilt aircraft, Van's Aircraft, more than 81 percent of the thousands of Van's Aircraft customers awaiting deliveries, have signed updated agreements to pay more for their orders, company officials announced on YouTube February 17, 2024, extending until February 22, 2024, the company's deadline for others to do the same. Price increases will be at least 30 percent greater. *(AOPA, Jim Moore Reporting)*.

This willingness on the part of builders to pay more for a Van's Aircraft RV is testament to the quality and popularity of the homebuilt aircraft, and the credibility of its inventor, Richard "Dick" VanGrunsven.





Pipistrel Alpha Electro Photographer: Chalmers University of Technology | Daniel Karlsson

Major Climate Benefits With Electric Aircraft

Researchers at Chalmers University of Technology, Sweden, have performed the world's first life cycle assessment (LCA) of an existing, two-seater, allelectric aircraft, with a direct comparison to an equivalent fossil fuel-powered one. According to the study, after just one quarter of the expected lifespan of the electric aircraft, the climate impact is lower than that of the fossil fuel-based aircraft, provided that green electricity is used. The downside, however, is increased mineral resource scarcity.

Aviation has grown considerably in recent decades and accounts for approximately 2 percent of global carbon dioxide emissions and some 4 percent of all climate change impacts annually. While aviation is an important contributor to climate change and other environmental problems, electrification is one option for reducing these environmental impacts. The first electric aircraft are already in operation today and are mainly small aircraft used for pilot training and short flights in the immediate area. This is the type of plane that was studied in the life cycle assessment.

"In the short-term future, battery-powered electric aircraft will probably mostly be used for shorter distances, such as what in Norway is called "fjord-hopping," meaning shorter flights between deep fjords. In a larger perspective, the study shows that battery-powered electric aircraft have the potential 22 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE to significantly reduce environmental impacts of aviation," says Rickard Arvidsson, the lead author of the study from Chalmers.

The study: same aircraft, but different.

The team examined a commercially available batteryelectric aircraft with two seats, the "Pipistrel Alpha Electro," in the life cycle assessment. The same aircraft is also available as a fossil fuel-powered model, enabling the researchers to make a direct comparison. The team investigated the entire impact of each aircraft from "cradle to grave" – from raw material extraction to end of life – with a functional unit of 1 hour flight time. Data and records from the aircraft manufacturer informed much of the study.

A wide range of impact categories were considered, with a focus on global warming from greenhouse gas emissions (e.g. carbon dioxide), mineral resource scarcity from the use of rare minerals (e.g. lithium for the batteries), particulate matter formation from particle emissions, acidification from acidic emissions (e.g. nitrogen oxides) and ground-level ozone formation from emissions of nitrogen oxides and hydrocarbons.

"The key take-home from this study is that small electric aircraft can have a notably lower climate impact – up to 60 percent less – and other types of environmental impacts than equivalent fossil-fueled aircraft. However, there is a tradeoff regarding mineral resource scarcity – about 50 percent more, even in the most favorable scenario, mainly due to rare metals in the batteries of the electric aircraft," says Rickard Arvidsson.

As with electric cars, the electric aircraft is comparatively worse from a climate point of view when the aircraft is brand new, since the production of the battery consumes a lot of energy and resources. Then, over time, the relative impact decreases as the electric aircraft is in use and its benefits are realized – namely, emission-free electric propulsion. The longer the electric aircraft is used, the better it becomes for the environment, and eventually a 'break-even' point is reached.

After approximately 1,000 flight hours, the electric aircraft overtakes the fossil fuel aircraft in terms of less climate impact, after which the electric aircraft is better for the environment. This is measured in kg CO2 eq/h – carbon dioxide equivalents per flight hour and is true under optimal conditions, where green energy is used. All use thereafter thus becomes a "climate benefit," compared to the conventional aircraft. The estimated lifespan of the aircraft is at least 4,000 hours, or four times as long as the break-even time.

"The lifetime of the lithium-ion batteries, however, would have to be about twice as long for the mineral resource scarcity to be about the same for the electric airplane and the fossil-fuel aircraft. Alternatively, have double the energy storage capacity, such that only one of two packs are needed onboard for the same flight time," says Senior Researcher Anders Nordelöf, one of the other authors of the study.

New & Better Batteries For A Greener Future

In the study, the researchers discuss the further development of batteries as a major step towards reduced lifecycle impacts of the electric aircraft. Already today – but after the study was carried out – the manufacturer of the aircraft model have managed to extend the life of the batteries as much as three times. New battery technologies could further improve both climate impacts and mineral resource scarcity. "There is a constant development of lithium-ion batteries that can improve the environmental performance of the electric aircraft and make it relatively even more preferable than the fossil-fueled one. There are also new battery technologies that could be developed and be applicable to electric aircraft in a longer time perspective, such as lithiumsulfur batteries, although these are still in an early phase of technology development," says Rickard Arvidsson.

The research is presented in a paper: "Life cycle assessment of a two-seater all-electric aircraft," published in The International Journal of Life Cycle Assessment.

The researchers involved in the study are Rickard Arvidsson, Anders Nordelöf and Selma Brynolf. The researchers are active at Chalmers University of Technology in Sweden.

This work was supported by open access funding provided by Chalmers University of Technology.

The electric aircraft in the study is a Pipistrel Alpha Electro manufactured in Slovenia. The wings have a span of just over 10 meters and the aircraft weighs 550 kg when fully loaded. Maximum flight time is about one hour, plus reserve. The battery is a 21 kWh NMC (nickel-manganese-cobalt) lithium-ion battery, and the motor produces an output of 60 kW. The Alpha Electro was a pre-series model and has been replaced by an evolved series-produced model.

The fossil fuel-based aircraft compared in the study has the same basic structure as the electric aircraft. The differences are mainly an aviation gasoline engine and fuel tank, instead of an electric motor and batteries.

Chalmers University of Technology in Gothenburg, Sweden, conducts research and education in technology and natural sciences at a high international level. The university has 3,100 employees and 10,000 students, and offers education in engineering, science, shipping, and architecture. With scientific excellence as a basis, Chalmers promotes knowledge and technical solutions for a sustainable world. Through global commitment and entrepreneurship, the school fosters an innovative spirit, in close collaboration with wider society. Chalmers was founded in 1829 and has the same motto today as it did then: Avancez – forward.



GAMA Applauds European Parliament's Adoption of Electric Aviation Report

BRUSSELS, BELGIUM – During its plenary sitting January 16, 2024, in Strasbourg, the European Parliament adopted Erik Bergkvist's Own Initiative Report on "Electric Aviation – A Solution For Short & Mid-Ranged Flights." The General Aviation Manufacturers Association (GAMA) praised the passage of the report which highlights the key policy and legislative measures needed to accelerate the development of electric aviation in Europe and showcases how it can ensure that aviation remains one of the most effective and efficient forms of transport in the decades to come.

"We fully support the policy recommendations made in the report which should serve as an important reference for the incoming European Commission," said Kyle Martin, Vice President, European Affairs, GAMA.

"The report strongly emphasizes the need for more targeted public funding by European Union agencies and initiatives to help fund innovation and bring electric aviation products to market and develop the appropriate ground infrastructure to support this emerging sector. The potential for these products to help green pilot training, and urban and regional air mobility, is clearly recognized in the report,"

GAMA, which represents most companies active in the field of electric aviation, looks forward to supporting the sector's ongoing work with European regulators and co-legislators to provide expert counsel to ensure electric aviation is a staple of the future of aviation. In December 2023, GAMA orchestrated a round-table event on electric aviation in the European Parliament to showcase the breadth of ongoing developments and opportunities of the sector in Europe.

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 www.GAMA.aero.

Horizon Aircraft Rings The Nasdaq Closing Bell January 25, 2024, To Commemorate Public Listing

TORONTO, CANADA – New Horizon Aircraft Ltd. (NASDAQ: HOVR), doing business as Horizon Aircraft ("Horizon Aircraft" or the "Company"), a leading hybrid electric Vertical TakeOff and Landing ("eVTOL") aircraft developer, announced that it would ring the Nasdaq Closing Bell in Times Square, New York on Thursday, January 25, 2024, in celebration of Horizon Aircraft's recent listing on the Nasdaq Stock Exchange.

Brandon Robinson, Chief Executive Officer and Chairman of the Board of Horizon Aircraft, commented, "We are excited and thankful for the opportunity to celebrate Horizon Aircraft as a publicly traded company with the prestigious Closing Bell ceremony at the Nasdaq Stock Exchange." He added, "This event marks a moment in time that reflects the hard work and dedication of our talented employees alongside the support of our investors. We will continue the development of our unique hybrid eVTOL aircraft – the Cavorite X7 – as we aim to build a better future for the Advanced Air Mobility market. With continued and growing support from our global partners, we are poised to drive considerable long-term value for all of our stakeholders."

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).



EAA Supports MOSAIC Proposal To Increase Opportunities For Pilots, New Recreational Aircraft

EAA's Official Comments To FAA Point To Additional Possibilities Within New Rule

EAA AVIATION CENTER, OSHKOSH, WIS. – The Experimental Aircraft Association has urged the Federal Aviation Administration to move forward with its rule proposal titled MOSAIC (Modernization of Special Airworthiness Certification). EAA notes that the new rule will significantly benefit general aviation – expanding the capability, size, and scope of aircraft that can be built utilizing industry consensus standards and aircraft that can be flown while exercising Sport Pilot privileges.

Other major aviation organizations, including AOPA, NBAA, and NATA, are co-signers with EAA on its comments to FAA's NPRM (Notice of Proposed Rulemaking). In submitting its comments, EAA emphasized that MOSAIC builds on 20 years of safety and success since the introduction of the sport pilot and light-sport aircraft regulations in 2004.

"For a decade, EAA has offered ideas to the FAA on safely expanding the potential of sport pilot and light-sport aircraft, and those innovations are the genesis of the MOSAIC concept," said Jack J. Pelton, EAA CEO and Chairman of the Board.

"With MOSAIC, EAA's initial ideas have been encompassed in an initiative that will maintain elevated levels of safety, while expanding access to training aircraft, and foster innovation, as well as bringing economic growth and workforce development into the aviation community. EAA has also brought forward suggestions for minor modifications that would make MOSAIC in its final version even more effective."

Follow Us at facebook.com/midwestflyer

Read previous issues of *Midwest Flyer Magazine,* or a specific article at midwestflyer.com - Archives Among the areas where EAA recommended enhancements to the proposal:

- Slightly increasing stall speed.
- Allow sport pilots to fly with up to three passengers.

• Provide alternate means to verify night vision minimums for sport pilots to earn a night-flying endorsement.

• Maintain existing requirements and structure for lightsport aircraft repair certificates.

"All of EAA's recommendations consider safety as the priority, while envisioning pathways to take full advantage of opportunities that MOSAIC can provide for increased growth and vitality of recreational aviation," Pelton said.

The FAA will now review the thousands of comments it has received during the just-concluded public comment period. The agency is expected to issue a final rule sometime in 2024 or early 2025 (www.eaa.org).



GAMA Releases 2023 Aircraft Shipments & Billings Report

WASHINGTON, D.C. - The General Aviation

Manufacturers Association (GAMA) released its 2023 General Aviation Aircraft Shipments and Billings Report during its annual State of the Industry Press Conference, February 21, 2024. Overall, when compared to 2022, all aircraft segments saw increases in shipments, and preliminary aircraft deliveries were valued at \$27.8 billion, an increase of 3.6%.

"For the first time in more than a decade, the general aviation manufacturing industry has eclipsed 4,000 aircraft delivered," said Pete Bunce, GAMA President and CEO.

"In addition to this strong showing, there are robust and growing order backlogs for all segments of aircraft. This is a testament to the resilience of our industry and the integral role that general and business aviation plays in our communities. While the deliveries from 2023 are very encouraging, our industry faces headwinds from ongoing supply chain issues, workforce shortages, uncertainty and unpredictability from global regulators, and short-sighted efforts aimed at curbing business and general aviation, particularly in Europe.

"As civil aviation's innovation incubator, our entire GA industry is focused on new aircraft and technologies that will lead the way in safety and sustainability for the entire aviation sector. This progress is dependent on having effective, predictable and accountable regulatory processes, and a supportive business environment. Therefore, it is crucial that the U.S. Congress passes a long-term FAA reauthorization bill, a fiscal year 2024 appropriations bill for the FAA, and a tax measure which is pending that promotes research and development. Likewise, non-U.S. global regulatory agencies must receive the proper budgetary support from their governments to carry out current and future activities. If political entities and regulatory bodies can deliver on their responsibilities, what our industry can accomplish in 2024 and beyond will be extraordinary."

Airplane shipments in 2023, when compared to 2022, saw piston airplane deliveries increase 11.8% from the same reporting companies, with 1,682 units; turboprop airplane deliveries increase 9.6%, with 638 units; and business jet deliveries increase 2.5%, with 730 units. The value of airplane deliveries for 2023 was \$23.4 billion, an increase of approximately 2.2%.

Piston helicopter deliveries for 2023, when compared to 2022, saw an increase of 7.7%, with 209 units; and preliminary civil-commercial turbine helicopter increase 10.4%, with 753 units. The preliminary value of helicopter deliveries for 2023 was \$4.4 billion, an increase of approximately 11.2%.

GAMA's complete 2023 year-end report can be found at **gama.aero**.

FAA Finalizes Rule To Reduce Carbon Pollution From New Jets & Turboprops

WASHINGTON, DC – The Federal Aviation Administration (FAA) has released a final rule to reduce carbon pollution emitted by most large aircraft flying in U.S. airspace. The rule requires incorporating improved fuel-efficient technologies for airplanes manufactured after January 1, 2028, and for subsonic jet aircraft and large turboprop and propeller aircraft that are not yet certified.

"We are taking a large step forward to ensure the manufacture of more fuel-efficient airplanes, reduce carbon pollution, and reach our goal of net-zero emissions by 2050," said FAA Administrator Mike Whitaker.

Examples of commercial aircraft that will be required to meet the standards include the Boeing 777-X and newly built

versions of the Boeing 787 Dreamliner; the Airbus A330-neo; business jets such as the Cessna Citation; and civil turboprop aircraft such as the ATR 72 and the Viking Air Limited O400. The rule does not apply to aircraft currently in service.

Civil aircraft such as these are responsible for nine percent of domestic transportation emissions and two percent of total U.S. carbon pollution.

The Final Rule, Airplane Fuel Efficiency Certification, can be found in the Federal Register. This action is part of the U.S. Aviation Climate Action Plan that sets out to achieve net-zero greenhouse gas emissions from the U.S. aviation sector by 2050.



San Juan Islands terenphotography.com

Island Hopping In The San Juan Islands, Washington State

by Yasmina Platt © Copyright 2024. All rights reserved!

have talked about island hopping in the Bahamas and Michigan before but, this time, we're traveling to Washington State. It is easy to create a circular air trail around them. Consider embarking on your journey with a full tank of fuel.

The closest island coming from Seattle is Decatur. While there are two airports on the island, they are both private and prior permission from the owners is required to pay a visit.

• WN07 – Decatur Shores Airport with Runway 15/33, 2,550 x 75 ft, gravel with turf.

• WA18 – Decatur (Jones) Airport with Runway 01/19, 1,500 x 50 ft, grass.

Next door neighbor, Center Island, also has a private airport (78WA). While they do not allow training flights, they seem amiable to visitors.

Going westbound, Lopez Island is the first island with a public-use airport (S31). It has a single runway, 2,905 x 61 ft. Do your density altitude calculations in the summer, but at least it's at sea level! Keep in mind they have a landing fee, however.

And then you're in San Juan Island proper. There are a few options:

• Friday Harbor Airport (KFHR) has a 3,402 x 75 ft runway (16/34). Runway 16 is preferred in calm wind conditions. My guess is this is because of noise abatement. It has 100LL, but attendant staffing is understandably limited.

• Friday Harbor Seaplane Base (W33) for those of you with seaplanes or amphibious aircraft. Those water runways are plenty long and wide: $10,000 \ge 2,000$ ft (03W/21W) and $6,000 \ge 1,000$ ft (12W/30W).

• Roche Harbor Airport (WA09) is on the north end of the island, but it requires prior permission since it is an airport community. Runway 07/25 is 3,593 x 30 ft.

• Like Friday Harbor, Roche Harbor also has a seaplane base (W39). The water runways here are $5,000 \ge 1,000$ ft (NE – SW), and $2,500 \ge 500$ ft (NW – SE).

Keep in mind there is Canadian airspace to the west of San Juan Island, and north of Stuart Island and Waldron Island, as you are coming around.

The next big island is Orcas Island. There, you can find Orcas Island Airport (KORS). Runway 16/34 is 2,901 x 60 ft. It is my favorite in this article. The airport is in a pretty area, especially looking at it southward towards the East Sound. In



FAA Sectional Map



Orcas Island Airport (KORS) WSDOT Photo



Buzzing around the San Juan Islands on scooters. Yasmina Platt Photo

addition to a courtesy car, the airport also has a few bicycles available for pilots and their passengers. They even have a BBQ pit, and a shower should you need one after your bike ride. What a fun day! You can even camp out overnight if you'd like. And, to make it even more appealing, the airport has 24-hour 100LL self-service fuel. Check the airport website for more information: https://www.portoforcas.com/.

Blakely Island Airport (38WA) is another beautiful airport community that requires prior permission to land. Runway 01/19 is 2,200 x 40 ft and paved, with a higher elevation midsection than either of the ends. Runway 19 is right traffic.

There are a few other private airstrips around. Keep them in mind in case of an emergency.

Because these are all small islands, getting around could involve getting a taxi, renting a scooter, bringing your bicycle (did someone say portable ebike!? I'm looking at you, Montague!), or simply walking. Renting a bicycle is also an option on some of the islands. For example, from "Cycle San Juan" near KFHR.

You can plan different activities to do at each of the stops. Some of those activities can include biking, hiking, swimming or just hanging out at a beach, kayaking, going on a wildlife/ boat tour, dining (I can hear oysters being shucked, yum!), camping, or shopping to name a few. The local Visitors Bureau has an informative website to help you plan your trip: https://www.visitsanjuans.com/. You can also order a free brochure and map of the islands here: https://www.visitsanjuans.com/printed-guide.

You know the drill... fly safe and fly often! Whatever you decide to do, I'm sure it will be fun!



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 Platt

Yasmina has written by going to www.

MidwestFlyer.com and typing "Yasmina" in the search box, or by going to the "Archives" section, then "Columns," then "Destinations."

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.



(L/R) MATA President Mark Nelson of Hawk Aviation, Rush City, Minnesota, flying as Captain for SkyWest Airlines with his son, Kevin, as First Officer, in the Bombardier CRJ900.

The Minnesota Aviation Trades Association... Promoting & Protecting GA For You!

by Dave Weiman

he Minnesota Aviation Trades Association (MATA) is the bonified representative of general aviation businesses in Minnesota, businesses which have a stake in the health and wellbeing of their customers – pilots, aircraft owners and passengers. MATA members want to do everything they can to ensure that the needs of their customers are met, by providing quality flight training and aircraft maintenance, fair and competitive fuel prices, wellmaintained airports, and the utmost in customer service!

MATA has operated continuously since 1945 and has been involved in every major aviation legislation in Minnesota since. MATA is one of the oldest standing general aviation organizations in Minnesota, and quite possibly, the nation! Its nine-member/all-volunteer board of directors is all about member participation and is guided by its original vision and mission – to be the *"voice of general aviation in Minnesota."* Only the strategy and practices have changed to match the times and conditions.

Board members understand – and appreciate – the industry, and are willing to share their ideas, knowledge, experience and expertise with fellow members, so they too can succeed.

Leading the organization is Mark Nelson of Hawk Aviation in Rush City, President; Joe LaRue of Prairie Air in Elbow Lake, Vice President; Nancy Olson of Thunderbird Aviation in Eden Prairie and Crystal, Treasurer; and Kreg Anderson of Alexandria Aviation in Alexandria, Secretary. Other board members include Joe Birkemeyer of NorthPoint Aviation in Brainerd, Tracie Walter of Bemidji Aviation in Bemidji, Mark Schwichtenberg of St. Cloud Aviation in St. Cloud, and Dave Weiman of *Midwest Flyer Magazine*. Gene DePalma is executive director.

MATA works closely with the Metropolitan Airports Commission, Minnesota Office of Aeronautics, Federal Aviation Administration, and other trade organizations including the Minnesota Council of Airports (MCOA) and Minnesota Business Aviation Association (MBAA) to address key issues in the state. MATA members lobby the Minnesota Legislature each year at "Aviation Day At The Capitol" and whenever an issue comes up during the year. Nationally, MATA makes its concerns known in Washington, D.C. as an affiliate member of the National Air Transportation Association (NATA).

When a business owner or manager joins the Minnesota Aviation Trades Association, they are no longer alone. They instantly become part of a larger organization, and are kept informed about issues that directly or indirectly impact them.

A huge benefit of membership is knowing that dues go towards MATA's "scholarship program" and the promotion of the industry. Each year, MATA awards scholarships that can be applied toward either flight training at a MATA flight school, or a career in aircraft maintenance. Mentorship programs are available for those who are interested in a career in aircraft maintenance, and one-on-one among member businesses.

MATA-member flight schools include Academy College, Airways Aviation Center, Alexandria Aviation, Bemidji Aviation, Einarson Flying Service, Hawk Aviation, Minnesota State University – Mankato, Midwest Aviation, NorthPoint Aviation, North Star Aviation, Oasis Aero, St. Cloud Aviation, Stanton Sport Aviation, Thunderbird Aviation, Wells Aviation, Winair (B2W), and Wright Aero.

MATA's website provides news and information that affects member businesses and their customers, and includes some history of the organization, and contact information. Periodic email notices are sent to members when more timely and urgent member action is needed.

"General Aviation Day"

Aviation is an important part of the transportation system in Minnesota. It consists of three distinct parts: general aviation, scheduled air carriers, and the military. General aviation makes up the largest part of aviation in any state, and generates a lot of revenue for both state and federal government through sales tax on fuel, airflight property taxes, and aircraft registration fees.

In addition, general aviation contributes greatly to the state's economy and wellbeing through the services it provides the public, including air transportation, tourism, law enforcement, emergency search and rescue, medical transport, lifesaving and humanitarian missions, firefighting, aerial surveying and mapping, highway construction and traffic reporting, wildlife management, agriculture, power and gas line patrol; family entertainment through fly-ins, airshows, and tourism; and education through youth programs, such as EAA Young Eagles and STEM (Science, Technology, Engineering & Mathematics) programs in the schools.

Local airports and their businesses impact every community socially and economically in many ways that make them better. To shine a light on these contributions, MATA is proposing to designate one day each year as "General Aviation Day."

Annual Conference & Membership Meeting

MATA holds its annual membership meeting in conjunction with the Minnesota Airports Conference

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:

- · Airways Aviation Center, Grand Rapids, MN
- Midwest Aviation, Marshall, MN
- North Point, Brainerd, MN
- Northstar Insulation, Wyoming, MN
- St. Cloud Aviation, St. Cloud, 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

each spring featuring nationally recognized speakers, and state and federal aviation officials. The conference rotates around the state each year to make the event more accessible to all participants. This year's conference will be held **April 24–26, 2024** at **Breezy Point Resort**, Breezy Point, Minnesota. To register, go to <u>https://airtap.umn.edu/events/</u> <u>airportsconference/2024</u>.

Within a 24-hour period, MATA hosts a "social" and its "annual meeting." The social begins at 7:00 pm on Wednesday, April 24, at the Dockside Lounge. The annual meeting begins at 10:30 am on Thursday, April 25, in the Governor's Room.

MATA members can limit their stay to one night, April 24, and depart following the luncheon on April 25.

To make your reservations at the Breezy Point Resort, book online using the group **ID 409668**: <u>https://www.</u> <u>reseze.net/servlet/WebresResDesk?hotelid=1397</u>. Book your room by **April 3, 2024**, and receive the conference rate of \$159.00 per night, plus tax.

For additional conference information, contact Katherine Stanley at <u>sell0146@umn.edu</u> or <u>612-626-1023</u>.

Questions pertaining to MATA's social and annual meeting can be forwarded to Mark Nelson, MATA President at <u>mark@hawk-aviation.com</u>.

Attending the Minnesota Airports Conference and MATA's Social and Annual Meeting is a great way for members to get to know one another, airport managers, aviation officials, and exhibitors.

How To Join

MATA encourages members to always maintain the highest of standards and credibility in providing goods and services. In fact, when a business joins MATA, it will receive a large plaque that can be displayed in its lobby, showing that the business is a member in a professional organization and in good standing.

Whether a fixed base operation, flight school, fuel operation, aircraft maintenance facility, air charter business, aircraft parts company or distributorship, or an aviation insurance company, it is eligible for membership.

To join MATA, simply complete the online application at <u>https://www.mata-online.org</u>/, or print and mail the application to the Minnesota Aviation Trades Association, Attn: Nancy Olson, 1600 West 82nd Street Suite 100, Bloomington MN 55431.

For additional information, contact Nancy Olson at <u>952-851-0631</u> (<u>ngo@thunderbirdaviation.com</u>).



NorthPoint Aviation... Complete Aircraft & Pilot Services In Northern Minnesota

orthPoint Aviation is a full-service fixed base operation located at Brainerd Lakes Regional Airport in Brainerd, Minnesota. The company provides fuel sales, aircraft sales, and acquisition for both recreational and commercial clients. It is also a one-stop shop for aircraft management, light and heavy aircraft maintenance, avionics sales, service, and professional flight training. 32 APRI/MAY 2024 MIDWEST FLYER MAGAZINE

Maintenance

At NorthPoint Aviation, safety is its number one priority! It is for this reason the company only employs professional, well-trained technicians that follow strict manufacturer and FAA guidelines. Professionally trained technicians are available to complete aircraft warranty work, aircraft modifications, and general maintenance.

NorthPoint Aviation is a Cirrus Aircraft and Textron Aviation Service Center. As an FAA Part 145 Repair Station, NorthPoint's Maintenance Department performs airframe repairs and upgrades; powerplant upgrades, such as the popular NorthPoint Aviation XP470; and the installation of STC'd modifications and aircraft floats.

The XP470 is by far the most popular engine upgrade for Cessna 180 and 182 aircraft. It provides aircraft extra power and longevity. The NorthPoint XP470 increases the engine displacement by 50 cubic inches, and cylinders are equipped with a 7.5 to 1 compression pistons, which results in a 35 to 45 increase in horsepower over the stock O-470 engine. The NorthPoint XP470 utilizes the existing engine mount, baffling, exhaust, and cowling. No additional airframe modifications are required. The increased performance of the NorthPoint XP470, enables pilots to reach their destination sooner, which means fewer hours on both the engine and airframe.

Avionics

NorthPoint Aviation is also a onestop-shop for all avionics and instrument needs. Its certified and experienced avionics technicians can perform anything from pitot-static checks, and complete avionics upgrades ranging from small, single-engine piston aircraft to corporate jets and helicopters.

Recent installations include TCAS/TAWS, flight management systems, GPS, audio panels, inflight entertainment systems, cabin management systems, and ELT systems. NorthPoint Aviation also has the capability of installing cockpit voice recorders, angle-of-attack indicators, weather avoidance systems, engine analyzers, and wire harness fabrication.

Flight Training

NorthPoint Aviation operates an FAA Part 61 flight school that can train pilots from private through certified flight instructors. The company operates three Cessna 172s with a variety of avionics, from original steam gauges to a state-of-the-art Garmin G1000-equipped 2023 Cessna 172. These aircraft provide students with different flight experiences. NorthPoint Aviation's flight instructors have over 20 years of combined experience, who can help new and experienced pilots achieve their dreams.

Soloy Aviation

NorthPoint Aviation purchased Soloy Aviation in 2022, which included many product lines and 23 Supplemental Type Certificates (STCs) for general aviation











aircraft, including the Turbine Cessna 206 and Turbine Bonanza conversions. NorthPoint Aviation also offers observer window, single swivel seat, and camera mount modifications for the Turbine Cessna 206. These STCs are mostly used for surveillance aircraft and are especially popular among government agencies. NorthPoint Aviation



also offers a Vista View window kit for enhanced visibility on Bell 206 helicopters. The company also offers portable helicopter landing pads that are very useful in rough terrains.

For additional information on Northpoint Aviation, call 218-829-3398 or visit https://northpointaviation.net

Northpoint Aviation is one of nearly 100 members of the Minnesota Aviation Trades Association (MATA), an association dedicated to promoting, protecting, and representing general aviation businesses in Minnesota and the region. MATA business members include flight schools, aircraft maintenance facilities, avionics shops, aircraft paint shops, air charter operations, full-service fixed base operations, and aircraft manufacturers and suppliers.

Businesses interested in membership are urged to contact Nancy Olson at <u>952-851-0631</u> extension 322 or via email: ngo@thunderbirdaviation.com.

Besides lobbying for the aviation community, MATA sponsors a "scholarship program" to help create tomorrow's aviation professionals, while supporting member flight schools. For additional information on MATA, visit https://www.mata-online.org/ Visit the "Archives" section at MidwestFlyer.com for back issues of the magazine from 2006 to present, or check out hundreds of articles by Columns, Features, Headlines and Sections.

Also, search by name or topic using the "Search Box" on the home page.



2024

PDF Version Feb/Mar 2023 2023 PDF Version Dec/Jan 2024 PDF Verison October/November 2023 PDF Version August/September 2023 PDF Version June/July 2023 PDF Version April/May 2023 PDF Version Feb/Mar 2023 2022 PDF Version Dec/Jan 2023 PDF Version Oct/Nov 2022 PDF Version Aug/Sept 2022 PDF Version June/July 2022 PDF Version April/May 2022 PDF Version Feb/Mar 2022 2021 PDF Version Dec/Jan 2022 PDF Version Oct/Nov 2021 PDF Version Aug/Sept 2021 PDF Version June/July 2021 PDF Version April/May 2021 PDF Version Feb/Mar 2020 2020 PDF Version Dec/Jan 2021 PDF Version Oct/Nov 2020 PDF Version Aug/Sept 2020 PDF Version June/July 2020 PDF Version April/May 2020 PDF Version Feb/Mar 2020 2019 PDF Version Dec/Jan 2020 PDF Version Oct/Nov 2019 PDF Version Aug/Sept 2019 PDF Version Jun/Jul 2019 PDF Version Apr/May 2019 PDF Version Feb/March 2019 2018 PDF Version Dec/Jan 2019 PDF Version Oct/Nov 2018 PDF Version Aug/Sept 2018 PDF Version June/July 2018 PDF Version Apr/May 2018 PDF Version Feb/March 2018

2017

PDF Version December/January 2018 PDF Version October/November 2017 PDF Version August/September 2017 PDF Version June/July 2017 PDF Version Apr/May 2017 PDF Version Feb/March 2017 2016 PDF Version December/January 2017 PDF Version October/November 2016 PDF Version August/September 2016 PDF Version June/July 2016 PDF Version April/May 2016 PDF Version Feb/March 2016 2015 PDF Version December January 2016 PDF Version October November 2015 PDF Version August September 2015 PDF Version June July 2015 PDF Version April May 2015 PDF Version February March 2015 PDF Version December January 2015 2014 PDF Version October November 2014 PDF Version August September 2014 PDF Version June July 2014 PDF Version April May 2014 PDF Version February March 2014 PDF Version December January 2014 2013 PDF Version August September 2013 PDF Version June July 2013 PDF Version April May 2013 PDF Version February March 2013 PDF Version December January 2013 2012 PDF Version October November 2012 PDF Version August September 2012 PDF Version June July 2012 PDF Version April May 2012 PDF Version February March 2012 PDF Version December January 2012



PDF Version October November 2011 PDF Version August September 2011 PDF Version June July 2011 PDF Version April May 2011 PDF Version February March 2011 PDF Version December January 2011 **2010** PDF Version October November 2010

PDF Version August September 2010 PDF Version June July 2010 PDF Version April May 2010 PDF Version February March 2010 PDF Version December January 2010 **2009**

PDF Version October November 2009 PDF Version August September 2009 PDF Version June July 2009 PDF Version April May 2009 PDF Version February March 2009 PDF Version December January 2009 **2008**

PDF Version October November 2008 PDF Version August September 2008 PDF Version June July 2008 PDF Version April May 2008 PDF Version February March 2008 PDF Version December January 2008 **2007**

PDF Version October November 2007 PDF Version August September 2007 PDF Version June July 2007 PDF Version April May 2007 PDF Version February March 2007 PDF Version December January 2007 **2006**

PDF Version October November 2006 PDF Version August September 2006 PDF Version June July 2006 PDF Version April May 2006 PDF Version February March 2006 PDF Version December January 2006

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

Communicate with farmers about safe agricultural operations around airports

by Jared Wedel MnDOT Aeronautics Airport Coordinator – North Region

ne of the hardest things to tell farmers is that they can't plant crops on perfectly good tillable land. Yet, that can happen when crops encroach on the land surrounding an airport.

As part of MnDOT's 5010 airport inspections, MnDOT Aeronautics inspectors identify any objects obstructing the navigable airspace surrounding an airport as defined in FAA Regulations Part 77. Typically, these obstructions are trees, brush, the occasional fence – and sometimes even crops planted inside the clear zone surrounding the runways. Depending on the airport, the land inside the clear zone can either be owned by the airport and leased out to a farmer or privately owned.

To understand what's required by Part 77, we must first understand how FAA Part 77 defines the imaginary surfaces around the runway that must be kept clear.

First is the primary surface. According to 14 CFR 77.19 – Civil airport imaginary surfaces, the primary surface is centered on the runway. The length of the primary surface runs the length of the runway for turf runways and extends 200 feet off each end for paved runways. The width of the primary surface varies as well. The minimum width is 250 feet centered on the runway (125 feet on either side of the centerline). If either end of the runway has an instrument approach, the primary surface is 500 feet wide. It is further widened to 1,000 feet for runways with a precision approach or non-precision approaches with visibility minimums less than 3/4 of a mile. The only things allowed inside the primary surface are objects required for airport operations, such as airport signs and runway lights.



Primary surfaces are clear zones that surround any runway. Above shows the basic parameters of the primary surface for a paved runway. The primary surface varies depending on the runway and type of approach.
The approach surface is the second imaginary surface defined and regulated under 14 CFR 77.19 - Civil airport imaginary surfaces. The approach surface is meant to keep a clear flight path in the airspace used for landings and takeoffs. Approach surfaces extend uniformly upward and outward from the primary surface at a slope of 20:1, 34:1, or 50:1, depending on the type of approach for the runway.



Guidelines help communicate about clear zones

To help make things easier when communicating with farmers or landowners, MnDOT has come out with guidance to help clarify the boundaries to be maintained around an airport to maintain a safe and unobstructed airspace. Airport managers are encouraged to use these guidelines to talk with local farmers prior to each planting season. Some of the policies include:

• Within the primary surface, there should be no farming of any kind within 125 feet of the runway centerline. This area should be kept as a grassy clear zone maintained by the airport. This area provides a clear zone for aircraft that depart the runway and is meant to improve safety, minimize damage, and allow emergency services to access aircraft quickly. From 125 feet to the outer boundary of the primary surface, low crops such as soybeans, peas, and cereal grains like alfalfa, wheat, barley, and oats with mature heights of less than four feet can be planted. Hay is another suitable crop that can be grown in this area, but as the hay is baled, the bales must be moved immediately to outside the primary surface to prevent obstruction. If the runway has an ILS approach, that 125 feet gets pushed out to 250 feet from the centerline to avoid interference with the localizer signal.

• For the approach surface, crops should be planted no closer than 200 feet from the end of the runway for a turf runway and 400 feet for a smaller paved runway. For runways with non-precision approaches that can land aircraft over 12,500 pounds, that number is 600 feet. For runways with precision approaches, no crops can be planted within 700 feet of the end of the runway.

• There are also clearances around airport navigational aids like ILS antennas, VORs, and automated weather stations.

• Illustrations in MnDOT's Agricultural Guidelines document, help and communicate operations allowed at Minnesota airports.

Following these guidelines improves safety for everyone and requires constant attention and monitoring by airport managers. For example, drainage concerns may arise from cropland surrounding airports. Wildlife often accompanies crops and must be addressed. Operating large farm equipment around the airport also requires effective communication between the farmer and the airport, and if necessary, a NOTAM must be issued, notifying pilots of their presence.

When it comes down to it, care must be taken to effectively communicate with neighboring farmers, landowners, and those operating farmland surrounding airports, to ensure that farming operations do not interfere with aircraft operations.

MnDOT Agricultural Guidelines can be found on the MnDOT Aeronautics website under the Airports tab, then scroll down to Airport Operations – 5010 Airport Inspections or at <u>mndot.gov/aero/operations/documents/</u> <u>airportagriculturalguidelines.pdf</u>

Below are some examples of agricultural operations that commonly obstruct airport clear zones



A hay bale obstructs the runway's clear zone. While growing grass for hay is allowed up to 125 feet from the runway centerline, once the grass is baled, it must immediately be moved outside the primary surface.



Corn planted just outside the primary surface now obstructs the approach surface, which goes out at a 20:1 slope from the end of the primary surface.

For a turf runway, the primary surface terminates at the end of the runway. MnDOT's Agricultural Operations at Minnesota Airports guidelines state that crops should not be grown within 200 feet from the end of the runway for a turf runway.



A classic example of a low crop that is starting to creep inside the 125-foot boundary around a runway. It is not uncommon for crops to be planted a little closer to a runway each year. This is where yearly communication with the farmer before the planting season is recommended to ensure compliance with the guideline.



Agricultural equipment encroaches on the object-free area. Although this taxiway lies outside the primary surface, the irrigation boom is within the taxiway object-free area, which is meant to remain clear of objects to enhance the safety of aircraft operations.

Maintaining Minnesota's AWOS Stations

by Nick Kremer Navigation Systems Radio Engineer, MnDOT Aeronautics

s a pilot or member of a flight crew, you listen in to a weather briefing at the start of every flight and before landing, but have you ever thought about how that computerized voice brings you the weather and is maintained and kept working? More importantly, how can you trust it to make safety-critical go/no-go decisions?



You can get current weather information from any of MnDOT's 79 AWOS stations at airports throughout the state. Visit <u>mndot.gov/aero/navigationsystems/awos-map-online.html</u>.

wind sensors, and radio transmitters are also checked.

A final set of eyes on each of the state's AWOS stations is the National Oceanic and Atmospheric Administration (NOAA). NOAA uses data from Minnesota's AWOS stations and will notify MnDOT Aeronautics staff of any anomalies they note. Should a repair be needed, a NOTAM will be issued to help provide pilots advance notice of the missing parameter.

All repairs and inspections to Minnesota's AWOS stations are carried out through teamwork between MnDOT Aeronautics employees and a contracting firm specializing in aviation navigational aids.

Eventually, every AWOS station in Minnesota will need to be replaced with

In Minnesota, MnDOT Aeronautics maintains 79 AWOS stations at local public airports throughout the state. Most state-owned AWOS stations were installed during the 1990s or early 2000s, making them quite old compared to most electronic devices. Fortunately, we have tools to monitor the system's health, plus reports from the pilots and airport managers who rely on the systems.

Every AWOS maintained by MnDOT Aeronautics is connected through a display computer in the terminal building. MnDOT Aeronautics staff monitors the network for failures, faulty sensors, and the occasional offline situations. Additionally, FAA circular AC 150/5220 Automatic Weather Observing Systems (AWOS) for Non-Federal Applications requires the stations to be inspected quarterly or triannually, depending on the station model. During these required checks, preventative maintenance is carried out. Several parameters are verified

through these frequent checks; a barometer, visibility, and ceilometer (sky condition) are a few of the assessments completed.

Once a year, the entire AWOS goes through an annual revalidation inspection. An FAA inspector witnesses the annual revalidation inspection and includes the checks mentioned above but with more detail. In addition, temperature/dewpoint,



A technician works on AWOS equipment.

newer, more modern equipment. While that effort is underway, it will take years to complete. It's also important to note that Minnesota has additional weather systems that federal agencies maintain.

If you experience issues with an AWOS station and a NOTAM is not in place, please notify the MnDOT Aeronautics Navaids team via email at navaids.dot@state.mn.us. If you have questions about Minnesota's AWOS stations or system, contact Nick.Kremer@state.mn.us.

See Minnesota AWOS locations, and get local weather online.



Aerial of St. Paul Downtown Airport (STP). Metropolitan Airports Commission Photo

Operations At MAC General Aviation Airports Increased 8.3% In 2023

Long-term development strategy helps accommodate growth, expanded services

MINNEAPOLIS-ST. PAUL, MINN. – General aviation airports owned and operated by the Metropolitan Airports Commission (MAC) showed continued growth in 2023 based on newly released year-end data.

The six general aviation airports located across the Minneapolis-St. Paul metropolitan area supported 370,509 aircraft operations in 2023 (takeoffs and landings), an increase of 8.3% compared to 242,136 operations in 2022.

Click here to view a complete summary of 2023 MAC reliever airports statistics. <u>https://metroairports.org/sites/</u> <u>default/files/2024-02/2023%20MAC%20Reliever%20</u> <u>Airports%20Operations%20Summary_0.pdf</u>

The 2023 growth across the six airports has been supported by a focused, long-term development strategy by the MAC. In the previous five years, the MAC invested more than \$50 million in safety and modernization projects including new runways at Crystal and Lake Elmo. Another \$30 million in capital improvements are slated to begin in 2024 for projects that include runway reconstruction, pavement rehabilitation, new lighting and improved navigation aids.

"The foundation for the 2023 growth was set in recent years by the MAC's investments in strategic planning, services and infrastructure improvements at each of the general aviation airports around the Twin Cities area," said MAC CEO Brian Ryks. "This long-term approach ensured that MAC was well positioned to serve the growth in recreation and corporate flying activity, and to accommodate millions of dollars in new private investments that expand services and facilities for airport tenants and users."

The MAC's general aviation or reliever airports provide a base for nearly 1,250 aircraft and a network of aviation businesses that support on-demand business flights, charter services, flight training, medical services, aircraft maintenance, as well as recreation and private flying. They are referred to as "reliever airports" because they relieve congestion that would otherwise impact Minneapolis-Saint Paul International Airport (MSP), which had 323,929 total operations in 2023, a 4.4% increase over 2022.

"Our airports have experienced continued growth and energy as the general aviation sector continues to build momentum across Minnesota," said Joe Harris, director of reliever airports for the MAC. "The growth has been steady and durable, even overcoming the effects of significant snowfall that impacted our region through the first several months of 2023."

Five of the MAC's six reliever airports increased operations in 2023: Airlake (LVN), Anoka County-Blaine (ANE), Lake Elmo (21D), Crystal (MIC), and Flying Cloud (FCM). Lake Elmo, located east of St. Paul, reported a 29% increase in activity, totaling 41,593 operations. Flying Cloud in Eden Prairie is the busiest reliever in the system, supporting 136,622 operations in 2023 - an increase of more than 11% compared with 2022. St. Paul Downtown (STP) is the MAC's primary business-focused general aviation airport. It logged 38,167 operations in 2022. That was an 8% decline from 2022 in part because of spring 2023 flooding that resulted in temporary runway closures and reduced airfield capacity.

Reliever Airport	2023 Operations	2022 Operations	change
Airlake (LVN)	38,678	38,268	1.1%
Anoka CTY- Blaine (ANE)	69,908	65,688	6.4%
Crystal (MIC)	45,541	42,592	6.9%
Flying Cloud (FCM)	136,622	122,281	11.7%
Lake Elmo (21D)	41,593	32,189	29.2%
St. Paul Downtown (STP)	38,167	41,592	-8.2%
Reliever System Total	370,509	342,136	8.3%

The Metropolitan Airports Commission (MAC) owns and operates one of the nation's largest airport systems, including Minneapolis-St Paul International (MSP) and six general aviation airports. The MAC's airports connect the region to the world and showcase Minnesota's extraordinary culture to millions of passengers from around the globe who arrive or depart through MAC airports each year. Though a public corporation of the State of Minnesota, the organization is not funded by income or property taxes. Instead, the MAC's operations are funded by rents and fees generated by users of its airports. For more information, visit

www.metroairports.org

Cirium Presents 2023 On-Time Performance Awards To MSP Airport

MSP is the first U.S. airport to win Cirium's global airport award since 2011



(L/R) Metropolitan Airports Commission Chair Rick King and CEO Brian Ryks accept the Cirium 2023 Best On-Time Performance awards for global and large airport categories from Cirium Chief Marketing Officer Mike Malik on February 20, 2024.

MINNEAPOLIS-ST. PAUL, MINN. – Minneapolis-St. Paul International Airport (MSP) wrapped up 2023 with a rare double win in Cirium's 2023 On-Time Performance Review, garnering the top global airport and large airport awards.

Cirium presented the awards to Metropolitan Airports Commission CEO Brian Ryks and Chair Rick King during a ceremony at MSP that included hundreds of airport employees.

"These awards highlight the incredible teams and employees at the MAC who support our airline partners in delivering the best on-time performance rates, while minimizing passenger disruptions throughout the year," Ryks said. "Last winter challenged our region with heavy and frequent snowstorms, yet our teams showed their dedication keeping equipment, facilities and the MSP airfield in prime condition to achieve the best possible operational capabilities that contributed to achieving this rare industry honor." Now in its 15th year, the Cirium On-Time Performance program monitors global airline and airport operational performance through extensive and unbiased data, derived from over 600 real-time information sources.

MSP is only the second U.S. airport to win a Cirium global award following Seattle-Tacoma International Airport (SEA) in 2011. MSP's 2023 global on-time departure rate of 84.44% was calculated across 289,817 flights, ahead of the other top five finishers: Rajiv Gandhi International Airport (India), Kempegowda International Airport (India), El Dorado International Airport (Colombia), and Salt Lake City International Airport (U.S.).

MSP Airport Unveils Design For Hanging Sculpture



MINNEAPOLIS-ST. PAUL, MINN. – Internationally renowned artist Kipp Kobayashi revealed his conceptual design for a 45-foot-wide suspended public art sculpture at Minneapolis-St. Paul International Airport (MSP). His design fuses themes of travel with symbols of travelers' most cherished items.

Kobayashi's design for his hanging sculpture, titled "The Dreams We Carry," will be constructed to float over travelers crisscrossing below in the Concourse G Rotunda, near gates G18-22 in Terminal 1. It will be created with see-through wire mesh luggage forms that hold unique objects inside items curated from stories and surveys of Minnesotans and travelers who identified their most beloved possessions.

"Our cherished possessions reveal profound aspects of our identity, symbols of experiences, relationships, and significant moments in our lives," Kobayashi said. "They serve as reminders of the places we've explored, the people we've encountered, and the indelible memories we hold dear."

Kobayashi was commissioned to design and install a rotunda artwork in the fall of 2022 through the Arts@MSP program, a partnership between the Airport Foundation MSP and the Metropolitan Airports Commission (MAC), which owns and operates MSP. The permanent art installation is the final element of a recent concourse expansion project that added 50,000 square feet of public space for the two-story rotunda, larger gate areas, more food and retail venues, and a new Delta Sky Club[®], which opened in April 2023.

"Providing travelers with exceptional airport experiences is a top priority for us," said Brian Ryks, CEO of the MAC. "With that in mind, we designed the G Concourse rotunda to anchor a work of art that could welcome and inspire those who are traveling through the space. We look forward to adding this sculpture as another way to enhance travelers' experience at MSP."

The Kobayashi sculpture will join a collection of 80 42 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE permanent works at MSP curated by the Arts@MSP program.

"Kobayashi's work will become another signature artwork for the airport and our region," said Rick King, chair of the MAC. "It will offer visitors a new lasting impression and cultural link to our state and those who live here."

Kobayashi is a Los Angeles-based artist, teacher and art advocate with many public and private art commissions that demonstrate his unique talents working with multimedia in collaboration with architects and engineers. Over the past year, Kobayashi has interacted with dozens of groups and hundreds of Twin Cities residents and MSP travelers who informed his design and revealed some of the treasures that bring us together and define a community.

"Surrounded by the hustle of air travel, 'The Dreams We Carry' will inspire moments of tranquility—poignant reminders that every piece of luggage holds a story, a dream, a fragment of someone's identity, intricately weaving together and reflecting the vibrant fabric of our community," said Ben Owen, director of the Arts@MSP program.

The sculpture project is funded by the MSP Percent for Arts and Culture Program—a dedicated source of funds for art from public-area capital projects. The artist commission for the Concourse G Rotunda art project is budgeted not to exceed \$600,000.

Kobayashi will spend the remainder of 2024 fabricating the sculpture. Installation will occur in early 2025.

The Metropolitan Airports Commission (MAC) owns and operates one of the nation's largest airport systems, including Minneapolis-St Paul International (MSP) and six general aviation airports. Though a public corporation of the State of Minnesota, the organization is not funded by income or property taxes. Instead, the MAC's operations are funded by rents and fees generated by users of its airports. For more information, visit <u>www.metroairports.org</u>.



MidAmerica St. Louis Airport Saw Continued Growth In 2023... Additional Enhancements Coming In 2024

MASCOUTAH, ILL – 2023 was a year of growth and change for MidAmerica St. Louis Airport in Mascoutah, Illinois, with the appointment of new leadership, the opening of a terminal expansion, the completion of a new taxiway project, and construction underway on additional terminal modifications that will benefit tenants and leisure air travel. MidAmerica St. Louis Airport expects to see continued expansion and growth throughout 2024.

This past year saw a transition in leadership as Darren James was officially named Airport Director in November, after serving as interim in the position since August 2023. James has more than three decades of leadership experience in global aviation operations and National Security, including serving a distinguished career in the United States Air Force. He played a key role in the growth experienced in 2023 by overseeing management, development, planning and community relations for the airport, as well as directing projects related to service expansion, tenant relations, business and land use development. Jennifer Hogancamp was also named Assistant Airport Director, bringing more than two decades of airport management leadership experience. She works to plan, organize, and direct the day-to-day activities of all maintenance, operations, and public safety functions of MidAmerica St. Louis Airport.

The airport houses several major tenants and offers nonstop flights year-round or on a seasonal basis to a variety of popular destinations served by Allegiant Airlines, including Destin/Ft. Walton Beach, Ft. Lauderdale, Ft. Myers/Punta Gorda, Jacksonville, Las Vegas, Myrtle Beach, Orlando/ Sanford, Sarasota/Bradenton, Savannah, and Tampa Bay/ St. Pete. Out of these destinations, the most popular for leisure travelers remain Destin/Ft. Walton Beach, Ft. Myers/ Punta Gorda, Tampa Bay/St. Pete and Orlando/Sanford. Numbers released in the summer of 2023 by the Federal Aviation Administration show that passenger enplanement growth continued, totaling 162,819 in 2022, which is a slight increase over the prior year. It also represents a 5.8% increase over 2019, the last full calendar year prior to the pandemic.

In June of 2023, MidAmerica St. Louis Airport completed work on a \$34 million terminal expansion project and opened it for use. The 42,000-square-foot expansion nearly doubled the size of the existing terminal to accommodate future passenger growth and includes a variety of amenities that will enhance the experience for those traveling through the airport. Project highlights include two new boarding bridges, a standard TSA screening area, an animal relief area, family restrooms, a nursing room, water bottle filling stations, a storm shelter and an expanded departure lounge with added room for concessions. ADA-compliant renovations were incorporated to accommodate people with disabilities and include recessed fixtures, a larger elevator, visual paging and accessible seating.

Construction continued on phase three of the terminal project, including additional renovations to the existing

terminal and enhancements to the curbside drop off area outside the terminal. Phase four of the terminal expansion program will add a new General Aviation facility for U.S. Customs and Border Protection and, eventually, a new Federal Inspection Station. The new addition will allow the airport to process international commercial flights, in addition to general aviation activity, and attract additional aircraft and airlines. Construction is expected to be underway in the spring of 2024.

"These expansion projects are significant as we look to enhance the traveler experience and grow the number of passengers flying out of MidAmerica St. Louis Airport, while simultaneously working to increase the number of destinations and flights available for our leisure travelers in the future," said James.

The terminal expansion project is not the only improvement project happening at MidAmerica St. Louis Airport. A \$37.7 million investment to add nearly 3,100 linear feet of new Taxiway Lima pavement and a new taxiway bridge over Crooked Creek was completed in the summer of 2023. The project will provide airfield access to a future aviation business park on the south side of MidAmerica St. Louis Airport, which will be anchored by Boeing's new \$200 million, 300,000-square-foot production facility that is nearing completion. Boeing, which is a longtime tenant, will use the new production facility to build the MQ-25 Stingray, the Navy's first operational, carrier-based unmanned aircraft. Scheduled for completion in 2024, the Boeing facility will initially employ approximately 150 mechanics, engineers and support staff.

In another exciting move, ground was broken in the fall of 2023 on a new \$97 million, 5.2-mile MetroLink extension from the Shiloh-Scott Transit Center in Shiloh, Ill., to MidAmerica St. Louis Airport. Once completed, the extension will make the airport even more accessible to potential customers along the light rail alignment and provide a direct connection to St. Louis Lambert International Airport. The project includes a new MetroLink station to be constructed across from the MidAmerica St. Louis Airport terminal and a 2.4-mile frontage road built near the airport. Construction is currently underway, with a targeted completion date of early 2026.

"We are excited for all the growth and development happening at and around MidAmerica St. Louis Airport," said St. Clair County Board Chairman Mark Kern. "The facility accounts for 23,442 jobs between operations at the airport, Scott Air Force Base and the various tenants onsite and is a \$3.1 billion economic engine for the bi-state St. Louis region. Completed developments and expansions currently underway at the airport will provide additional economic benefits to the region as the airport continues to fill an important niche in the St. Louis region's robust aviation scene."

To learn more about MidAmerica St. Louis Airport, visit **flymidamerica.com**.

About MidAmerica St. Louis Airport

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



MidAmerica St. Louis Airport Names Darren James Airport Director & Hires New Assistant Airport Director

MASCOUTAH, ILL – The St. Clair County Public Building Commission (PBC), which oversees the operations at MidAmerica St. Louis Airport (BLV) in Mascoutah, Illinois, has announced that Darren James has officially been named Airport Director after serving as Interim Director since August 23. In the wake of his promotion, the PBC also announced that Jennifer Hogancamp has been hired to



Darren James

serve as Assistant Airport Director, a position previously held by James. The two airport executives will work together to continue to grow the airport's passenger and cargo operations.

James has been with MidAmerica St. Louis Airport since 2022, serving as Assistant Airport Director before being promoted to Interim Airport Director when former Airport Director Bryan Johnson resigned to take a position as Executive Director of the Johnson County Airport Commission in Johnson County, Kansas. James brings to the position of director more than three decades of leadership experience in global aviation operations and National Security. In 2020, he completed a distinguished 30-year career in the United States Air Force, where he served in numerous high-level positions and retired as a one-star General. In his role as director of MidAmerica St. Louis Airport, James is responsible for management, development, planning and community relations for the airport and will direct projects related to air service expansion, tenant relations, business and land-use development. Over the past three months, he has overseen continued improvements to the existing terminal in the wake of the June completion of the \$34 million terminal expansion project, while also working with the team responsible for final work on the new Taxiway Lima project that will serve Boeing's new MQ25 production facility currently under construction.



Jennifer Hogancamp

As part of the transition in leadership, Jennifer Hogancamp has been hired as Assistant Airport Director, bringing more than two decades of airport management experience to her new position. Before joining MidAmerica St. Louis Airport, she most recently served as Director of Airports for Mobile Airport Authority, where she was responsible for directing and overseeing

the day-to-day operations and development of three airports and an industrial complex in Alabama. Her experience also includes managing the day-to-day terminal operations and serving over 36 million passengers annually during her time as Airport Operations Manager at Fort Lauderdale-Hollywood International Airport (FLL), as well as serving in leadership roles at three different airports across Texas over a span of 14 years. In her new role as Assistant Airport Director Hogancamp will work closely with James to plan, organize, and direct the day-to-day activities of all maintenance, operations, and public safety functions of MidAmerica St. Louis Airport.

James received his commission from the U.S. Air Force Academy, graduating with a Bachelor of Science in Human Factors Engineering. He also holds three master's degrees: Master of Military Operational Art and Science from Air University, Master of Science in Aeronautical Science from Embry-Riddle University, and Master of Science in National Resource Strategy and Policy from the Eisenhower School for National Security and Resource Strategy. Hogancamp graduated with a Bachelor of Science in Aviation Management from Southern Illinois University. She is also a certified member of the American Association of Airport Executives.



Purdue University Photo

New Purdue Airport Terminal To Be Named After Amelia Earhart

WEST LAFAYETTE, IND – A new terminal at the Purdue University Airport will be named after the first female aviator to fly solo across the Atlantic Ocean who was also a Purdue instructor and previously flew out of the airport. Construction on the terminal will begin in June 2024, with planned completion in 2025.

The 10,000-square-foot terminal will include a waiting area, baggage claim, restrooms, and ticketing and passenger screening areas. Airport hangar T-1 will be demolished to be replaced with a short-term parking lot.

The Purdue trustees approved construction of the new terminal last August.

Earhart has a strong connection to the university and airport having flown out of it in the 1930s. She was also an instructor and advisor in careers for women from 1935 to 1937. Purdue has a large collection of Earhart-related papers, memorabilia, and artifacts.

The announcement comes just under two months after the university said Southern Airways Express, a subsidiary of California-based Surf Air Mobility, agreed to begin commuter air service between the airport and Chicago's O'Hare International Airport.

California Senators Propose Ban On Leaded Avgas

WASHINGTON, DC – The National Air Transportation Association (NATA) is opposed to new legislation introduced in the California Senate on February 14, 2024 (SB 1193) that would prohibit the distribution and sale of leaded aviation gasoline within the state in three phases:

• By January 1, 2026, at airports and aviation retail establishments located in or adjacent to either a disadvantaged community or a city of at least 700,000.

• By January 1, 2028, at airports and aviation retail establishments located in or immediately adjacent to an urban

growth boundary.

• And by January 1, 2030, throughout the state.

The prohibition would carry a civil penalty of up to \$1,000 per day. In addition to the interstate commerce concerns it raises, the state proposal is preempted by federal law, which gives the FAA jurisdiction over aviation fuels. NATA continues to advocate for access to 100LL during a safe, smart, and nationally coordinated transition to unleaded fuels.



Intense weather, including a 'suspected' tornado, caused damage at Wright-Patterson Air Force Base in Ohio on Wednesday, Feb. 28, 2024. (U.S. Air Force photo by Senior Airman Jack Gardner via flickr.com)

Suspected Tornado Hits Wright-Patterson Air Force Base

WRIGHT-PATTERSON AIR FORCE BASE, OHIO - The National Museum of the U.S. Air Force's Restoration Hangar 4, Gate 22B (I-675 Gate) and several other buildings on Area B of Wright-Patterson Air Force Base sustained damage after a suspected early-morning tornado touched down February 28, 2024.

The 88th Civil Engineer Group, first responders and base safety personnel are assessing damage throughout the base. Gate 22B was temporarily closed due to the damage. It's now back to normal operations along with Gate 19B (National Road).

"Our initial assessment from this morning's storm is the damage is isolated to the southern side of Area B. Our initial focus right now is on safety and damage assessment," said Col. Travis Pond, 88th Air Base Wing and installation commander. "I can't speak highly enough about our security forces, Fire Department and civil engineer airmen for their quick response and hard work to assess damage and determine a path forward for restoring operations as quickly as possible."

Schweiss Doors Introduces Capability To Operate Hydraulic Doors Without Electricity

FAIRFAX, MINN. – The new compact, cordless drilloperated hydraulic pump from Schweiss Doors, will open and close the hydraulic door (up to 24 by 12 feet) on a mobile container, food truck, show booth or storage unit quickly and easily with any cordless drill or by hand. The drill-driven compact hydraulic pump system provides all the benefits of a Schweiss hydraulic door – strength, security and full access to inside space – without the need for power.

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 cableto-liftstrap conversion package. For more information, visit www.bifold.com.

Schweiss Doors Founder, Mike Schweiss, To Be Inducted Into The Minnesota Aviation Hall of Fame

FAIRFAX, MINN. – **Michael L.** (**Mike**) **Schweiss**, founder and owner of Schweiss Doors, will be inducted into the Minnesota Aviation Hall of Fame (MAHF) at ceremonies April 20, 2024, at The Mystic Lake Center in Prior Lake, Minnesota.

Schweiss, a private pilot, entrepreneur and inventor, designs the globally used liftstrap bi-fold and single-piece hydraulic aircraft hangar doors. The bi-fold doors employ nylon



Michael Schweiss

straps to replace outdated cable door systems that used cables, pulleys and deadweights. The company's hydraulic doors require less headroom, are easy to install, and boast the industry's strongest hinges.

"This is truly an unexpected and humbling honor," Schweiss says. "The great state of Minnesota is home to so many aviation pioneers and industry leaders. To be included among these folks means more to me than I can say. This is the kind of honor that makes all of us at Schweiss get to the office and work a little bit harder to make sure we're building the most reliable bifold and hydraulic doors on the market."

In addition to hangar doors, Schweiss has built doors for such businesses as the Guthrie Theatre in Minneapolis; the Red Bull HQ; Yankee Stadium; the new Columbus, Ohio, soccer stadium; Cycle City in Hawaii; and the Ritz-Carlton Hotel in Shanghai. The largest door built thus far is



a 90-foot-wide and 60-foot-tall door for a NASA assembly building at Cape Canaveral, Fla.

Other 2024 MAHF inductees include **Paul F. Dye**, who worked for NASA's Manned Spaceflight Program and was the flight director for 39 Space Shuttle Missions.

Curtis L. Brown, a United States Air Force pilot and NASA astronaut, who flew six Space Shuttle missions. He is also a world-renowned airshow performer, airline pilot and motivational speaker.

Steven R. Petrich, a commercial airline and floatplane pilot, and designer of the Gear Audio Advisory System for floatplanes.

Cherise M. "Cheri" Rohlfing, a Delta Airlines Captain, and adjunct professor at Minnesota State University-Mankato, Department of Aviation, who is heavily involved with several aviation education programs for youth in the state.

William H. "Pat" Magie III, a seaplane pilot, entrepreneur, and author, who has accumulated over 40,000 flight hours having flown 700 different types of aircraft, while operating flying businesses, instructing and performing rescues.

Jonathan "Max" Haynes, an accomplished aviation photographer and artist, who worked with many aviation organizations including Veterans Airlift Command, Red Tail Squadron of the CAF, and the Women Air Service Pilots (WASP). Haynes also helped to create books to inspire young authors and illustrators.

In addition to the inductees, the Minnesota Aviation Hall of Fame will present the 2024 Minnesota Aviation Writer of the Year Award to **Paul Dye** for his book "Shuttle, Houston," and the Minnesota Aviation Art Award to **Noel Dunn**.

The social hour is from 5:00 to 6:00 pm, followed by dinner in the Minnetonka Ballroom and the induction ceremony.

Dress for men is coat and tie, and cocktail attire for ladies. Cost: \$75 per person and this includes free parking.

Reservations may be made with a check payable to MAHOF, 6281 Mallory Lane, Eden Prairie MN 55346. Specify your menu selection of chicken, pork (also glutenfree), or chef's choice vegetarian salad.

Tickets can also be purchased using a credit card at **www.Eventbrite.com**. The deadline for reservations is April 12, 2024.

Email <u>BanquetReservations@mahof.org</u> or call Carol at <u>952-906-2833</u> should you have questions.

For hotel reservations call <u>952-445-9000</u> and mention the Minnesota Aviation Hall of Fame.

48 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE



"The Peacemakers" painting by John Shaw.

Ohio Air & Space Hall of Fame Receives Gift of Art Honoring Paul Tibbets, Jr., & The Mission That Ended WWII

Artist John Shaw's "The Peacemakers" features signatures of ENOLA GAY pilot and 11 crew members in framed painting.

COLUMBUS, OHIO – The non-profit Ohio Air & Space Hall of Fame and Learning Center (OAS) recently accepted a gift of original artwork honoring the late U.S. Air Force Brigadier General Paul W. Tibbets, Jr., who piloted the August 6, 1945 mission that led to the end of World War II.

On January 20, 2024, at the Museum of Arts and Sciences in Daytona Beach, Florida, artist John Shaw unveiled the oil painting titled "The Peacemakers," which patron Mark Davis of Phoenix, Arizona then presented to OAS Executive Director Ron Kaplan. The 35 by 65-inch canvas painting depicts then Col. Tibbets, pilot, and two of his closest crewmen, Thomas Ferebee and Dutch Van Kirk, with their B-29 Superfortress, "ENOLA GAY," as it was being prepared on the island of Tinian, the day before they dropped the first of two atomic bombs that resulted in Japan's surrender. The painting uniquely displays Tibbets' autograph, along with each of the 11 crewmembers who served



(L/R) Mark Davis, John Shaw, and Ron Kaplan.

aboard that historic mission.

Tibbets, an Illinois native, lived the majority of his post-service years in Central Ohio, where in 1964, he was a founding board member and president of Executive Jet Aviation (now NetJets), from which he retired in 1987. He passed away in Columbus on November 1, 2007, at age 92. Davis, an avid collector of historic aviation art and vice-president of PerformAir International, based in Gilbert, Arizona, felt that the OAS Learning Center would be the most appropriate organization to display the art and signatures.

NetJets is headquartered at John Glenn International Airport (formerly Port Columbus), not far from the original 1929 air terminal that will serve as the home of the OAS. Among OAS's growing list of partners and supporters are the Ohio State University Center for Aviation Studies, State of Ohio, Wright Brothers Foundation, FlightSafety International, and NetJets.

Donor Davis and artist Shaw collaborated on both, meticulously researching the project and tracking down the 12 crew signatures. They believe that only one other collector has assembled all 12 autographs in one place, enhancing "The Peacemakers" historic value. Shaw, of Central Florida, is renowned for the historical accuracy of his work which often depicts notable people and moments in military history. His paintings have enjoyed worldwide acclaim and many lithograph editions of his works, available through Liberty Studios, have quickly sold out.

In accepting the work on behalf of the OAS, Kaplan offered his gratitude, saying "The Peacemakers' is among John Shaw's finest works. We thank Mark Davis for generously and so tangibly acknowledging the merits of the Arts – the "A" in our aviation STEAM education mission. This remarkable gift is the first original in what will be a gallery of images that enable us to vividly depict the legacies of Ohio's pioneers of flight."

For more information or to contribute, visit **www.OhioAirandSpace.org**.

About The Ohio Air & Space Hall of Fame and Learning Center

The Ohio Air & Space Hall of Fame and Learning Center (OAS) is a 501(c)(3) non-profit organization dedicated to permanently preserving the inspiring legacies of Ohio's outstanding pioneers of flight, prominently heralding their achievements, both as a point of pride and to foster continued innovation and a skilled workforce. OAS will additionally educate the public about the rich history of Ohio's aviation and aerospace industries, and its airports, including that of the OAS's future home in the soon-to-be-renovated original Port Columbus Air Terminal, located at John Glenn International Airport (KCMH) in Columbus, Ohio.

Orderly Succession Plan In Place For AOPA's Next Leader

by Eric Blinderman Senior Director of Communications, AOPA

fter 10 years of growing AOPA, keeping it the world's largest civil aviation organization, and protecting general aviation pilots' freedom to fly, AOPA President Mark Baker announced that he is working with the AOPA board of trustees to search for his successor.

Baker stressed that the move is part of a natural leadership transition process and follows his decadeslong, successful career in retail and business before he joined AOPA in 2013 as only its fifth president.



Mark Baker

"It's hard to believe that more than a decade has passed since I joined AOPA," Baker said to staff. "Now the time has come for me to plan the next chapter—for AOPA and for myself."

Baker told staff that he is committed to staying at the helm of AOPA for up to two years while the board works to find the absolute best person to lead AOPA into the future.

"During this process, it's business as usual," Baker added.

NATA Recognizes AOPA President & CEO Mark Baker

WASHINGTON, DC – The National Air Transportation Association (NATA) issued the following statement in recognition of AOPA President & CEO Mark Baker following the announcement of the Aircraft Owners & Pilot's Association's (AOPA) leadership succession plan. Baker has announced his intention to step down as president once a successor has been identified.

"There is no doubt that Mark Baker has helped the aviation community better understand the pilot perspective and advocated fervently for the AOPA membership. NATA admires Mark's ability to inspire new entrants into the pilot community, his support of

High School Aviation STEM Curriculum programs to address looming shortages in aviation, his work to preserve critical airspace for all aviators, and his partnership on industry-wide efforts to safely eliminate lead in aviation gasoline. We look forward to working with Mark and future general aviation leaders in fostering lasting, mutually beneficial relationships and initiatives that ensure a healthy, vibrant aviation system for all users, service providers, and communities for years to come," stated NATA President and CEO Curt Castagna.

The FAA's PA Officer Retires

DES PLAINES, ILL. – Tony Molinaro, the Public Affairs Officer for the FAA's Public Affairs Office in Chicago, has announced that he would be retiring effective March 22, 2024.

"After 40 rewarding years in the aviation industry (25 years at the FAA and 15 years at United Airlines), it is time for me to close this book and begin a new life chapter," said Molinaro. He said that he hopes he has been



Tony Molinaro

helpful in providing the media and the public with insight and information about aviation operations and safety, and that he is grateful for the opportunity given to him.

Molinaro has served as news media spokesman and

communications consultant in the Federal Aviation Administration's Public Affairs Office in Chicago since January 1999. His major projects included participation in the Chicago O'Hare Airport modernization effort since 2001, as well as involvement in noise issues associated with Chicago O'Hare and Chicago Midway Airports. He also led the communications effort for the International Helicopter Safety Team and the U.S. Helicopter Safety Team.

Prior to joining the FAA, Molinaro spent 15 years in corporate communications with United Airlines at its world headquarters. As a media relations specialist, he oversaw the company's public relations for its West Coast Shuttle by United, technology launches such as E-Ticketing, and the inauguration of the Star Alliance Partnership. In addition, Molinaro managed three public relations firm consultant teams in Denver, Los Angeles and New York for United, and served as United's manager for its 20-person Creative Services Department.

Michigan Aeronautics Commission & Michigan Department of Transportation Announce Award Winners For Outstanding Achievements In Improving Michigan Aviation

LANSING, MICH. – At the 2024 Michigan Airport Conference held in East Lansing on February 22, 2024, the Michigan Aeronautics Commission (MAC) and Michigan Department of Transportation (MDOT) announced the award winners for achievements in promoting and improving aviation in the state. These awards are presented to airports, professionals, consultants, and others. The 2024 award winners are as follows:

• General Aviation Airport of the Year Award. West Branch Community Airport in West Branch was selected for outstanding contribution and sustained excellence toward aviation progress and safety in Michigan. The airport demonstrated exemplary leadership and dedication in providing exceptional aviation services to the public.



Air Carrier Airport of the Year Award L/R: Sarah Finello, Nick Patterson and David Joye, RS&H; John Kozlowski, Chairman of the Alpena County Board of Commissioners; Steve Smigelsk (holding plaque), Alpena County Airport Manager; and Jim Hartman, MDOT Office of Aeronautics. © 2024 MDOT Photography Unit

• Air Carrier Airport of the Year Award. Alpena County Regional Airport in Alpena was recognized for sustained excellence and partnership toward aviation progress in Michigan. The airport is commended for their rebuilding of a runway critical to the airport's operational efficiency and business continuity, which will meet the needs well into the future.

• Aviation Professional of the Year Award. Gary Todd of Clare Municipal Airport in Clare was recognized for his outstanding contribution and sustained excellence serving as the airport's manager for the past decade. He showed exemplary leadership in maintaining the airport in top condition. Todd also collaborates with others in the aviation community to share his knowledge and provided flight training. His dedication and hard work contributed to aspirational standards for many aviation professionals.



Aviation Community Involvement Award L/R: Casey Brown and Ashley Lucas, MDOT Office of Aeronautics. © 2024 MDOT Photography Unit

• Aviation Community Involvement Award. Casey Brown was selected for his outstanding contributions supporting the Lowell City Airport in Lowell. Brown volunteered at the airport, ensuring a safe, well-maintained facility, in addition to hosting special aviation events, which are recognized and appreciated by the public.



Robert G. Pekham Consultant of the Year Award L/R: Nick Patterson, RS&H; Ginger Moore, Hillsdale Municipal Airport; and Andrew Laszczyk and Shirley Ghannam, Arconcepts. © 2024 MDOT Photography Unit

• Robert G. Pekham Consultant of the Year Award.

Arconcepts, an architectural, design and planning firm based in Livonia, was recognized for exceptional work on the Hillsdale Municipal Airport Terminal Project in Hillsdale. The firm's team brought this project from sketch to reality in a very short timeline, ensuring all deadlines were met along the way. The newly designed terminal brings many modern amenities to the airport, creating a welcoming space for the public to enjoy. The building's forward-thinking concept will meet the needs of next generation aviation enthusiasts for years to come.

• Aviation Student of the Year Award. Willow MacLaughlin of Owosso was recognized for outstanding contributions as a Michigan aviation student. Passionate



Aviation Student of the Year Award L/R: Willow MacLaughlin and Michael Soper, MDOT Office of Aeronautics. © 2024 MDOT Photography Unit

about aviation, she demonstrated it through volunteering with the Civil Air Patrol and restoring the Owosso Community Airport's historic Beacon Memorial. In obtaining her private pilot certificate, and studying to become a commercial airline pilot, MacLaughlin is a shining example of the high-caliber aviation professional the future aeronautics workforce can look forward to.

"Congratulations to this year's award winners, and thank you for your contributions to improving Michigan aviation," said Mike Trout, MAC Director and MDOT Office of Aeronautics Administrator. "Their outstanding work has not gone unnoticed to the MAC, MDOT and the aviation community."

The MAC and MDOT have recognized airports, individuals and organizations whose innovative contributions have led to significant improvements to facilities, operations or public relations that support aviation in Michigan. The MAC is responsible for the general supervision of aeronautics within Michigan.

Women In Aviation International Promotes Stephanie Kenyon To COO

www.eeon.org. WAI) CEO Lynda Coffman has announced the promotion of Stephanie Kenyon to the new position of chief operating officer (COO), effective immediately. "Since joining our team as chief growth officer in 2021, Stephanie has fostered innovation and implemented strategic initiatives that align with our mission and values," said Coffman. "Stephanie's role as interim CEO for the past six months demonstrated her exceptional operational and analytical skills, deploying new processes and systems to streamline the

organization and increase efficiencies."

In her new role as COO, Kenyon will play a crucial part in shaping the operational landscape of WAI. She will continue her strategic leadership for growing the organization, designing new and innovative programs, creating strategic partnerships, and enhancing revenue streams. She will also work closely with staff ensuring all programs, processes, and initiatives run efficiently and operate effectively (http://www.wai.org).

Wichita Aero Club Honors U.S. Senator Jerry Moran At Annual Trophy Gala

Event raises \$50,000 for educational initiatives.

WICHITA, KAN. – The Wichita Aero Club (WAC) honored United States Senator Jerry Moran with the 2023 "Wichita Aero Club Trophy" at the organization's gala February 6, 2024.

Sen. Moran has been serving Kansans in the United States Senate since 2011. Sen. Moran serves on the powerful Senate Committee on Appropriations and the influential Senate Committee on Commerce, Science and Transportation.



Senator Jerry Moran

Serving on these two committees has positioned Sen. Moran to be the leader in aviation and an advocate for this critical industry through a multifaceted lens. He has hosted leaders in Kansas to see firsthand the critical work being done to advance our nation's aviation, space, science and defense capabilities. Sen. Moran has helped craft legislation to support NASA's Artemis programs, train the next generation of aerospace engineers and scientists, and invest in research and development to make certain Kansas remains the Air Capital of the World!

Introducing Senator Moran at the event was Dr. John Tomblin, Wichita State Senior Vice President for Industry and Defense Programs, Executive Director of the National Institute for Aviation Research (NIAR) in Wichita, and 2022 WAC Trophy recipient.

"Not only has he provided tireless support for Wichita State University and NIAR, but on a grander scale, his commitment to the strength of our nation's aerospace industry has led to monumental growth and development for Wichita, Kansas, and the nation," said Tomblin.

"If you look back in history, behind every monumental aviation and space accomplishment and milestone is a passionate advocate in Washington, D.C., and I know I'm not alone in my belief that Senator Moran's efforts will mark his place in history. Every one of you sitting here tonight can say you were there to witness it firsthand.

"Senator Moran is a visionary. He has the incredible ability to maximize current opportunities while continuing to create new ones for the future. Most recently, he helped Wichita secure a direct flight to Washington D.C. He continues to identify and successfully pursue opportunities to diversify the aerospace industry and strengthen its already robust supply chain. He recognizes how investments in workforce development fuel future growth. He understands our community's capacity to globally compete in the next frontier of space. Senator Moran is a champion for aerospace, for Wichita, and for all of Kansas." More than 300 people attended the event at the B-29 "Doc" Hangar, Education and Visitors Center, which was emceed by Nicole Alexander, WAC President, and Ashley Bowen Cook, WAC Board Chair and Greteman Group President. The presentation of colors was provided by the McConnell Air Force Base Honor Guard. Molly McMillin, Editor-In-Chief of The Weekly of Business Aviation and WAC board member, provided special remarks to honor two long-time Wichita-based aviation journalists – Jerry Siebenmark and Daniel McCoy, who both passed away in 2023. Lynn Nichols, Chairman and CEO of Yingling Aviation and 2017 WAC Trophy recipient, joined Sen. Moran and Dr. Tomblin for a fireside chat about aviation, aerospace and defense topics and the role the Air Capital of the World plays for our country and world.

WAC Trophy Gala Raises Funds For Educational Initiatives.

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

This year's gala raised approximately \$50,000 through attendance and the generous support of these sponsors: Airbus Americas, Bombardier, General Aviation Manufacturers Association, National Business Aviation Association, Cessna and Beechcraft by Textron Aviation, Spirit AeroSystems, National Institute for Aviation Research, Hornet Cutting Systems and Lee Aerospace.

Also, during the event, WAC hosted the National Aviation Hall of Fame (NAHF) for the opportunity to present Sen. Moran with its inaugural Congressional Leadership Award. According to NAHF, the award pays homage to exceptional American leaders whose dedicated public service has bolstered the nation's strength and significantly propelled advancements in aviation and aerospace. The award was presented by NAHF President and CEO Aimee Maruyama and NAHF Board Chair Jim Cooling.

About The Wichita Aero Club

The Wichita Aero Club was established in 2008 to foster and promote interest in aviation, to provide a forum that focuses on the industry's issues and achievements, and to bring together those with a passion for flight in an environment that expands and enhances professional relationships and furthers cooperation and understanding. Learn more at wichitaaero.club.

Women in Aviation International Signs OBAP's **Open Letter To Unfounded Claims Against Black Pilots**

Efforts continue to foster greater inclusivity with FAA stringent requirements for all pilots.

Women in Aviation International (WAI) fully supports the efforts of the Organization of Black Aerospace Professionals (OBAP) to formally respond to unfounded claims questioning the qualifications of Black commercial pilots. In OBAP's public and open letter released February 12, 2024, the organization states, "It is imperative to emphasize that diversity in the flight deck enhances safety, innovation, and the overall effectiveness of the industry. Diverse perspectives contribute to well-rounded decision-making processes, ultimately benefiting all passengers and stakeholders involved."

Most importantly, the letter also encourages when discussing pilots' qualifications to rely on facts.

"The Federal Aviation Administration (FAA) sets stringent requirements for all pilots, irrespective of their racial or ethnic background to ensure the safety of air travel. These requirements are rigorous, comprehensive, and nonnegotiable.

"As a longtime partner in fostering greater inclusivity in our industry, WAI has proudly signed OBAP's letter and

offers our continued support and resources as one of the many aviation affinity groups with the same goal," WAI CEO Lynda Coffman said.

"At WAI, we stand for providing access, education, and resources to those that dream of a career in aviation and aerospace, which will only make our industry safer and stronger. When there are more professionals available, there are a wider range of candidates from which to choose with the highest qualifications, experience, and commitment to excellence."

Coffman added, "We know with certainty that our shared passion for aviation transcends any differences among us. We also know our words are not enough. We recognize the urgent need for action and change in the world, and in the aviation communities specifically. The WAI staff, board of directors, and our more than 18,000 members stand together to carry forth our unwavering mission and to lift one another up with steadfast and absolute support and respect. We are committed to being a meaningful part of the change needed in the world and are dedicated to doing more." WAL.org

Pan Am International Flight Academy in Henderson, Nev.

In 2020, Kelly bought out the assets of Pan Am's Las Vegas

In addition to receiving the coveted Wright Brothers Master Pilot Award at the LVFA grand reopening on February

24, Kelly will also make public for the first time the launch of his 501c3 non-profit organization called "Minority Pilot

Advancement Foundation," designed to educate minority

teens about careers in aviation and drive generational change

for them and their families. The goal of the organization is

Aviation Academy in Temecula, California, which is owned

About Wright Brothers Master Pilot Awards

by Kelly, and Chris and Danni Haug.

to recruit 600 minority and women pilots a year into the aviation industry. Youth will be trained at Flight Ventures

operation which then became Las Vegas Flight Academy.

Las Vegas Flight Academy (LVFA) CEO Awarded FAA's Wright Brothers Master Pilot Award

HENDERSON, NEV. - Ronald E. Kelly, the new CEO at Las Vegas Flight Academy (LVFA), has been awarded the Wright Brothers Master Pilot Award presented by the Federal Aviation Administration (FAA) in recognition of 50 years of safe flying. Kelly was one of a small group of African Americans to receive the award during the LVFA's grand opening ceremony, appropriately held during the nation's celebration of Black History Month.

"Although the FAA does not track the race of Wright Brothers Master Pilot Award recipients, given that less than 3 percent of all U.S. airline pilots are African American, we can assume that the number of Wright Brothers Award recipients who are African American is very, very small," said Dr. Alan Meyer, Associate Professor specializing in technology and aviation history at Auburn University, and author of "Flying While Black," which investigates the slow pace of racial integration among airline pilots from the Civil Rights Era to today.

Kelly began flying sailplanes in Southern California at age 14 and later earned his private pilot certificate. Although he spent most of his professional career in real estate sales and development, aviation remained his first love. In 2004, he became part of the business venture that built an eight-bay, 38,000 square foot, full motion flight simulation complex for

The Wright Brothers Master Pilot Award is the most prestigious award given by the United States Federal Aviation Administration (FAA). It began in 2003 to recognize pilots who have practiced safe flight operations continuously for 50 or more years during the course of their aviation careers. To date approximately 8,000 awards have been bestowed on pilots with exceptionally safe flying records.

NATA Names Jenny Ann Urban Managing Director of Air Charter & Maintenance

WASHINGTON, DC – The National Air Transportation Association (NATA) has named Jenny Ann Urban Managing Director of Air Charter and Maintenance. In this role, Urban monitors executive branch agency activities and serves as the team liaison to NATA's Air Charter and Maintenance Committees. She also represents the association at industry and government



Jenny Ann Urban

meetings, hearings, and events, as well as plays a crucial role in advancing NATA's mission and advocacy efforts through industry engagement, project management, and stakeholder collaboration.

Urban is an international aviation attorney with expertise in regulatory matters, government affairs, crisis management, security, and emerging technologies. She recently repatriated to the U.S. after serving as a Manager in Transport and Logistics for PwC Middle East. In this role, Urban acted as a Subject Matter Expert advising high-level government officials on topics covering legislative drafting, regulations and compliance, data privacy, and new mobility throughout the Kingdom of Saudi Arabia.

Prior, Urban served as the Director of Aviation Relations and Compliance for a biometric identity platform where she led emergency management and incident response for the company's 36 airport locations. In this role, Urban spearheaded opportunities for team members to become trained on anti-human trafficking campaigns, including leading the company's partnership with Hartsfield-Jackson Atlanta International Airport and the Transportation Security Administration on the anti-human trafficking initiative prior to Super Bowl LII. Additionally, Urban was an associate at the international law firms of Cozen O'Connor and K&L Gates LLP, counseling airlines, air charter companies, trade associations, airports, and other aviation industry stakeholders on compliance with U.S. Department of Transportation, Federal Aviation Administration, and Transportation Security Administration policies and regulations.

Urban is an internationally acclaimed public speaker, an award-winning aviation author, and a 2019 Airport Business Top 40 Under 40 honoree. A strong advocate for introducing the next generation to aviation, she serves as an adjunct professor at Eastern New Mexico University. Urban earned her LL.M. in Air and Space Law, J.D., M.B.A., and B.A. in Public Policy Leadership and Political Science from the University of Mississippi. Urban will take over as Maintenance Committee team liaison from Ken Thompson, NATA's Managing Director of Regulatory Affairs, who stepped down from his full-time position on February 1, 2024.

The National Air Transportation Association has served as the voice of aviation businesses since 1940. Representing nearly 3,700 aviation businesses, NATA-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 federal agencies (www.nata.aero).

King Schools Employee Receives NBAA 40 Under 40 Award

amuel Golden, King Schools' Content & Marketing Manager, was selected from more than 600 applicants for the prestigious National Business Aviation Association (NBAA) 2023 "40 Under 40 Award." Since 2018, NBAA has been recognizing talented young people each year who are driving meaningful change and big results across all segments of business aviation. All the honorees for the award were hosted in Las Vegas, Nev. during the 2023 NBAA Conference, October 17-19, by NBAA's Young Professionals in Business Aviation (YoPro). Golden holds a Commercial Airplane Single-Engine Land Certificate and Instrument Rating, as well as Advanced and Instrument Ground Instructor and Remote Pilot Certificates.



Frecce Tricolori Aerobatic Team from Italian Air Force To participate at EAA AirVenture Oshkosh 2024

First Oshkosh visit since 1986 part of team's U.S. tour supporting RCAF centennial

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (January 31, 2024) — The Frecce Tricolori, the military aerobatic team representing the Italian Air Force (ITAF), will be making its first Oshkosh appearance since 1986 when it arrives to participate at EAA AirVenture Oshkosh 2024. The 71st edition of the Experimental Aircraft Association fly-in convention is July 22-28 at Wittman Regional Airport in Oshkosh.

The Italian team, formally known as the 313th Aerobatic Training Squadron, is scheduled to be at Oshkosh on Tuesday, July 23, as part of the third North American tour in its history. With the already-announced demonstrations from the Canadian Forces Snowbirds at AirVenture 2024, it marks the first time that the EAA fly-in will have two military demonstration teams in a single year at the weeklong event.

"It's been nearly 40 years since we've welcomed these skilled Italian Air Force pilots to Oshkosh, and to have them here in 2024 adds an unprecedented dimension to this year's fly-in," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "EAA AirVenture Oshkosh has always been an international event and the presence of Frecce Tricolori further confirms Oshkosh as the place for the aviation world's annual family reunion."

Frecce Tricolori – which translates to "Tricolor Arrows" in English – will arrive at Oshkosh on Tuesday, July 23, and is scheduled to participate as part of the afternoon air show. Its aerial demonstrations at AirVenture will be a modified display featuring tight fly-by formations and colorful smoke trails in the team's Aermacchi MB-339PAN trainer jets.

The team was officially founded in 1961, combining aerobatic units from throughout the Italian Air Force. It consists of 10 pilots (nine formation pilots, plus a solo) from combat-ready operational squadrons throughout the ITAF and is currently commanded by Lt. Col. Massimiliano Salvatore. Frecce Tricolori had previously made North American tours in 1986 and 1992. This year's tour is in support of the Royal Canadian Air Force centennial that is also bringing the Snowbirds to Oshkosh.

"With the Snowbirds highlighting our celebration of the Royal Canadian Air Force centennial, the numerous military jet demonstrations already committed, and now the Italian military aerobatic team joining us, 2024 will be an unforgettable year at Oshkosh," Larsen said. "As we prepare for this year's edition of The World's Greatest Aviation Celebration, there's much more to come as well."



Frecce Tricolori "Tricolor Arrows" Diamond Formation.

Additional information regarding the Frecce Tricolori appearance and other EAA AirVenture 2024 air show highlights will continue to be announced as they are finalized.

About EAA AirVenture Oshkosh

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> (800-564-6322) or visit <u>www.EAA.org</u>.

EAA AirVenture Oshkosh 2024 To Light Up The Night Sky

EAA AVIATION CENTER, OSHKOSH, WIS. (February 9, 2024) – The growing aerial art form of lighted drones is coming to EAA AirVenture Oshkosh in 2024, as Starlight Aerial Productions brings its spectacular displays to night airshows July 24 and 27. The 71st edition of the Experimental Aircraft Association's fly-in convention is coming to Wittman Regional Airport in Oshkosh, July 22-28.

Up to 500 state-of-the-art drones will take to the sky for the performances during AirVenture's popular night airshows, offering dazzling light displays and captivating illustrations in front of the crowds.

"Drone shows have emerged as a marvelous way to add technology, color, and entertainment to nighttime events, and for us, it's a perfect complement to the skill and excitement brought to the legendary Oshkosh night airshows by our aerobatic pilots and aircraft," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "This addition will make the night show even more memorable in 2024."

Starlight Aerial Productions, based in Michigan, most

recently filled the night sky over Detroit with a 400-drone show that celebrated the NFL Detroit Lions' appearance in the NFC Championship Game. The Oshkosh performance will include American-made Lumenier ARORA drones equipped with LED lights that can create more than 4 billion color combinations, along with animated sequences that are tightly synchronized to a musical score.

Starlight's parent, Great Lakes Drone Company, made its initial appearance at Oshkosh in 2018 with a sample of the then still-emerging technology. Today's drone shows feature innovations that make flying hundreds of drones more efficient and capable of executing much more complex formations.

"Today's drone shows are pushing the boundaries of aerial entertainment and creating moments that leave an indelible mark on the heart and mind," said Matt Quinn, CEO of Great Lakes Drone Company. "The Oshkosh shows will celebrate human ingenuity as a testament to the unyielding spirit of exploration that aviation embodies."

(www.EAA.org/airventure)

Mass arrival schedule set for EAA AirVenture Oshkosh 2024 Aircraft groups arriving at Oshkosh, July 19-21

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (February 23, 2024) — The schedule is set for groups of specific aircraft types to land as mass arrivals prior to the start of EAA AirVenture Oshkosh, which is July 22-28 at Wittman Regional Airport. These groups will arrive at specific times, July 19-21, prior to opening day.

"These arrivals add to the camaraderie at Oshkosh that makes it aviation's annual family reunion," said Sean Elliott, EAA's vice president of advocacy and safety. "We schedule these mass arrivals in advance to give time for those who might be interested to find more information and complete any additional training that might be required by the individual aircraft group, as well as to let other pilots know when these groups will land at Oshkosh and plan their own arrivals accordingly."

The established schedule includes the following dates, along with links to the specific aircraft types: Friday, July 19

- · 11 a.m. Cherokees to Oshkosh
- · 5 p.m. Cessnas to Oshkosh

Saturday, July 20

· 10 a.m. – Mooney Caravan

(registration opens February 28)

· 1 p.m. – Bonanzas to Oshkosh

Sunday, July 21

10 a.m. – Cirrus COPA to Oshkosh (C2A)
 Information can also be found in the "Flying In" section

at **EAA.org/AirVenture** and will be included in the FAA's AirVenture Notice (commonly known as NOTAM). These mass arrivals to Oshkosh are organized by independent organizations, which may require membership or additional training and briefing prior to the flight. Arrival times could be altered by weather and other factors.

About EAA AirVenture Oshkosh

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
800-JOIN-EAA (800-564-6322) or visit <u>www.EAA.org</u>.



Burt Rutan To Return To EAA AirVenture

Forums and presentations, plus aircraft displays, to be part of schedule.

OSHKOSH, WIS. – Burt Rutan, whose innovative designs have captured the world of flight ranging from homebuilt aircraft to space vehicles, will return to EAA AirVenture Oshkosh in 2024 with appearances and forums coinciding with the 50th anniversary of his "VariEze" canard aircraft design. EAA AirVenture Oshkosh 2024 is July 22-28 at Wittman Regional Airport in Oshkosh.

"Burt is best known to the public for his historic designs of SpaceShipOne, Voyager, and Global Flyer, but for EAA members and aviation aficionados, his unique concepts began more than a half-century ago with fiberglass canard



book and movie at www.BobWorthingtonWriter.com



Burt Rutan

aircraft that revolutionized the amateur-built airplane community," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. "Every time Burt joins us at Oshkosh, his presentations draw big audiences that are eager to hear his unique perspectives on flight."

Rutan, an EAA Lifetime member for more than

50 years, made his first big splash at Oshkosh in 1972 with the VariViggen, which brought canard design to the homebuilt community. That led to a series of other Rutan recreational aircraft designs with innovative moldless fiberglass construction, which included the VariEze and Long-EZ that are still being built today.

The public recognition of Rutan came in the 1980s with his design of Voyager, which in December 1986 became the first aircraft to fly around the world nonstop on a single tank of fuel. The record was surpassed with a similar solo flight by Rutan's Global Flyer in 2005, with Rutan's unsurpassed legacy crowned with the successful flight SpaceShipOne in 2004, completing the first successful civilian space flight that earned the \$10 million X Prize.

Along the way, Rutan's imaginative designs also included the one-of-a-kind Proteus, an affordable U-2 aircraft, and the asymmetrical twin-engine Boomerang, among others, coming from Rutan's SCALED Composites company in Mojave, California, often regarded as the most aggressive aerospace research company in the world. Through the years, that company developed and tested a variety of groundbreaking projects, from military aircraft to executive jets, showcasing some of the most innovative and energy-efficient designs ever flown.

Rutan has received the Presidential Citizen's Medal, Charles A. Lindbergh Award, two Collier Trophies, EAA Freedom of Flight Award, and is among TIME Magazine's "100 most influential people in the world!"

Rutan's exact schedule at AirVenture will be announced as it is finalized. EAA is also working with the Rutan Aircraft Flying Experience group, which has preserved many examples of Rutan's aircraft designs, regarding aircraft to be displayed at Oshkosh (www.EAA.org).

A Note From The Reno Air Racing Association

fter decades in Reno, Nevada, the Reno Air Racing Association announced that it will be moving the National Air Races to a new location beginning in 2025.

"As we close out the week (first week of March 2024), we wanted to take another moment to once again say thank you to our incredible September Family for your support throughout our relocation process. It means the world to us!

"For those of you who may have missed our announcement this week, we have the final three locations! They are Pueblo, Colorado; Roswell, New Mexico; and Casper, Wyoming!

"And now, our amazing team is continuing the tireless effort of narrowing down even further.

"Please know, we will most certainly be keeping you – the greatest fans in the world – updated on the proceedings as we race for the future, onto our new home. We are grateful for your feedback (both the positive and the constructive) and can assure you that this effort is done with each and every one of you in our hearts and minds.

"PLUS, all of that excitement is riding alongside another one of the most anticipated events we've ever taken on -- the Reno Air Show! We can't wait to have everyone back at Reno Stead in October for our 60th Celebration, and then carry that excitement into the return of air racing in 2025!"

To stay uptodate on the latest news and information about air racing, go to the Reno Air Racing Association website and sign up to be a fan! <u>https://airrace.org/</u>

EDUCATION

EAA Education Center Becomes Focal Point For Aviation Learning

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (January 18, 2024) — The EAA Education Center in Oshkosh, which opened in July 2022 as a center for aviation learning for young people as well as experienced pilots, looks for additional growth in 2024 after already serving thousands of aviation enthusiasts of all ages. The \$6.2 million Education Center is now completely funded after a final \$600,000 matching grant from the Ray Foundation was met in late December. The 30,000-square-foot facility at the Experimental Aircraft Association's Aviation Center in Oshkosh was completely financed with private donations through the EAA Aviation Foundation.

"Approximately five years ago, this was merely a dream - to create a place where young people could be inspired by the world of flight while current pilots could build their existing skills," said Jack J. Pelton, EAA's CEO and Chairman of the Board. "Having now seen what has occurred here in just 18 months, we know what the support of those who believed in the dream has created, expanding the possibilities for people of all ages within EAA's aviation community based here at Oshkosh."

The Education Center is evenly divided between the Pilot Proficiency Center and the Youth Education Center. Regular classes and activities take place in each area, year-round.

In the Pilot Proficiency Center over the past year, those events included:

• A full week of pilot proficiency courses during EAA AirVenture Oshkosh;

• Hundreds attending the national Redbird Migration conference;

• The National Intercollegiate Flying Association SAFECON competition in Oshkosh for the first time;

• Regular open simulator sessions that allow current pilots to build flying skills on Redbird simulators.

Meanwhile, the Youth Education Center has brought in thousands of young people for such events as:

• Area STEM-focused classes and charter schools seeking technology-based curriculum;

• Hundreds of school field trips and aviation exploration days, as well as half-days for homeschool students;

• Two at-capacity "Girls on the Fly" sessions for young women interested in the science of flight;

• EAA's own Air Academy and GirlVenture programs for young people each summer.

"As we close out the initial fundraising portion for the EAA Education Center's existence, its success shows what is still possible to support EAA's mission of growing participation in aviation," said Margaret Brill, EAA Aviation Foundation vice president. "There are many more opportunities that we will be exploring in 2024 to connect with even more people interested in the world of flight."



Daher's Kodiak aircraft production facility in Sandpoint, Idaho (at left) is one of two locations where students will gain experience in the 2024 Daher/ GAMA international internship program. The other location is the company's Tarbes, France headquarters and TBM production site (right), where Daher's Nicolas Chabbert (left) and GAMA's Pete Bunce (right) are shown with the interns from 2023.

Preparing aviation's future: Daher and the General Aviation Manufacturers Association renew their international internship program

TARBES, FRANCE; WASHINGTON, D.C. - For the second consecutive year, Daher's Aircraft Division and the General Aviation Manufacturers Association (GAMA) have partnered on an international internship program that identifies and encourages promising industry leaders of the future.

The trans-Atlantic program will extend the selected interns' hands-on experience in 2024, involving four students - two from North America and two from Europe. It provides unique industry exposure that benefits from extensive interaction with managers, workers, pilots and aircraft owners/operators in the general aviation sector. Details of the 2024 international internship were announced February 22, 2024, during GAMA's Winter Board of Directors meeting in Washington, D.C.

The selected students will have eight-week assignments in their areas of identified interest at the facilities of Daher's Aircraft Division. The North American interns will be assigned to the division's Tarbes, France headquarters and production facility for TBM aircraft; while the European interns are to be based at the division's Sandpoint, Idaho operation in the U.S., where Kodiak aircraft are produced.

All four students will then support Daher's team during the company's participation at EAA AirVenture 2024 in Oshkosh, Wisconsin - gaining exposure to all aspects of aviation while attending the world's largest fly-in and airshow.

Travel, living expenses and lodging costs are covered by the internship.

"More than ever, the general aviation sector must motivate those who will lead the industry of tomorrow facing challenges that range from reducing its environmental impact and finding new global supply chain solutions, to strengthening the talent pipeline for all types of jobs," said 60 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE

Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division.

Pete Bunce, GAMA President and CEO, added: "These internships provide students with an invaluable educational experience that will further their knowledge of the incredible opportunities in our robust and global industry. After spending time with last year's interns in Tarbes and Sandpoint, it was inspiring to see these extraordinary experiences spark their enthusiasm towards future opportunities in the industry."

Internship applicants should be 21 to 24 years of age, with U.S., Canadian or European citizenship, and enrolled as a full-time student pursuing an associate, undergraduate or graduate degree. They need to demonstrate an interest in an aeronautical career for engineering, flying, maintenance, manufacturing, or marketing - among other areas. Selections are based on the following submittals from the internship candidates:

A resume and a mandatory cover letter explaining why the applicant is the optimum candidate for the experience, supported by examples of interests and achievements; and A 40-second video introducing the candidate and describing his/her expectations for the internship.

Interested students may apply via the following links: The GAMA-Daher French internship experience for North American students, or The GAMA-Daher U.S. internship experience for European students; or via e-mail to: https://w. ferreira@daher.com.

Deadline for submissions was March 30, 2024. The selections for this year's internship will be announced by Daher and GAMA at the SUN 'n FUN Aerospace Expo on April 9 in Lakeland, Florida.

Whirly-Girls International Scholarship Fund Exceeds \$600,000 In 2024 Scholarship Awards & Mid-Year Scholarship Offering

hirly-Girls International, a non-profit, educational, and charitable organization dedicated to advancing women in the helicopter aviation industry, has announced the recipients of the 2024 Whirly-Girls Scholarship Awards. The scholarships were awarded at the Whirly-Girls Annual Reception during HAI HELI-EXPO in Anaheim, California. Thanks to the support of aviation leaders, 39 scholarships were bestowed upon deserving female aviators, the largest scholarship program in the helicopter industry.

Recipients of the 2024 Whirly-Girls scholarships are as follows:

• **Bridget Colby** - Airbus Inadvertent IIMC Training Scholarship

• Shalena Abbas - Anastasia Mosquito Control District Ag Spray Scholarship

• Anna Harpila - Bell Training Academy Maintenance Scholarship

• Lucy Passaniti - Stewart "Stu" Dietrick Memorial Scholarship

• **Teagan Trant** - Bristow Group Initial Helicopter Flight Training Scholarship

• Maggie Beseda - CAE SK-76 Initial Training for Helicopter ATP Scholarship

• Katrin Doederer - Erickson & Volo Mission Vertical Reference/External Load Scholarship

• Amory Harris - Flight Safety International Bell 206/ Bell 407 Scholarship

• Kellye Evans, Maria Paradise, & Kelsey Hoogendoorn - Garmin GTN & Flight Display Pilot Training Course Scholarship

• Olivia Bassett & Yesenia Bello - Garmin Aviation Online Training Course Scholarship

• Sarah Jackson - Leading Edge Flight Academy & Central Oregon Community College Helicopter Instrument Rating Scholarship

• Charlotte Brown & Larissa O'Donoghue - Leonardo Helicopters AW139 Flight Training Course Scholarship

• Alicia Martinez & Kaela Robertson - Leonardo Helicopters AW139 Full Airframe Maintenance Course Scholarship

• **Brandi Truesdel** - Lora Trout Remembrance Initial or Commercial Training Scholarship

• Ryan Hester - MD Helicopters MD500 Flight Training Scholarship

• Yesenia Bello, Mariah Dugan, Larissa Hamilton, Andrea McGilvray and Rebecca Torres - Oregon Aero CRM/AMRM Instructor Training Scholarship

• Hannah Santamaria - Palm Beach Helicopters CFI/ CFII Rating Scholarship • Amy Hartt & Kerry Hahne - PHI Aviation Bell 407 Scholarship

• Cecily Olsen & Kim Loraine-Grews - Robinson Helicopters R22/R44 Safety Course Scholarship

• Linnea Nelson & Leah French - Southern Utah University (SUU) Career Flight Training Scholarship

• **Ruby Esquivel** - Southern Utah University (SUU) Maintenance Scholarship

• Dallas Smith & Alexa Dunn - Survival Systems USA Aviation Survival & Egress Scholarship

• Olivia Anderson - Edward M Thurn Memorial Scholarship

• Lexi Hargis - Whirly-Girls Memorial Flight Training Scholarship

• Oceana Gamel Howes - Whirly-Girls Jean Tinsley Memorial Heli-Expo Scholarship

• Harley Lenart - Whirly-Girls Initial/Add-On Flight Training Scholarship

"The 2024 Scholarship offering has been a recordbreaking year and incredibly inspiring. We are overwhelmed with the generosity and support from our sponsors and the quality of deserving applicants and recipients. In addition to providing new opportunities to our pilots throughout their initial flight ratings, the incorporation of new sponsors has provided more advanced training courses for working, commercial pilots and scholarships to aid maintainers as well. We feel honored to offer these opportunities to our membership, support women in the helicopter industry, and collaborate with so many wonderful sponsors and individuals" said Fallon Blattner, Whirly-Girls International VP of Scholarships.

The 2024 Scholarship program has officially exceeded \$600,000 in annual scholarship awards with the addition of two AW139 type rating/ATP scholarships provided by Coptersafety as a mid-year offering. Coptersafety, located in Finland, offers a full range of flight and mission training courses and is an EASA, FAA and UK Part-ORA certified training facility. These scholarships will be offered to Whirly-Girls members and subsequently awarded in the summer of 2024.

The Whirly-Girls Scholarship Fund, Inc. ("WGSF") was incorporated to oversee and administer the scholarship funds raised by the Whirly-Girls and their associates. Initiated in 1968, the scholarship program has grown from a single \$500 scholarship to a wide range of training and development scholarships valued today in excess of \$600,000. For more information on Whirly-Girls International, visit www.whirlygirls.org

FEAM Aero Sparks Student Interest In Aircraft Maintenance Technician Careers

MIAMI, FLA. – FEAM Aero, the largest leading provider of aircraft line maintenance services in the United States, provided staff and students from the George T. Baker Aviation Technical College a rare glimpse at the day in the life of an Aircraft Maintenance Technician (AMT). As the industry continues to battle against man-power shortages, FEAM Aero has been committed to narrowing the gap via various initiatives to spark interest in this career path nationwide.

Students and staff from the college were given a personalized tour of the facility, and tours of both Boeing 747-400 cargo and passenger aircraft. All attendees learned firsthand about line maintenance, hangar maintenance, avionics, and more.

"The students of George T. Baker Aviation Technical College are our future AMTs," said Cam Murphy, President of FEAM Aero. "We want to be at the forefront and offer invaluable information to them. By being able to speak with our aviation maintenance experts at FEAM, these students had the chance to gain industry knowledge outside of the classroom about a great future career."

"This tour allowed our students to learn the realities of what it is like to get a job right out of A&P school. Having that information prior to graduation is not commonplace with most careers," an instructor commented. "FEAM Aero's tour was by far the best one our school has ever been on."

FEAM Aero has maintenance bases at 52 locations globally, including two hangar facilities, and employs a growing workforce of over 1,500 aircraft maintenance technicians and engineers.

FLIGHT TRAINING

Redbird Opens Fourth Annual State of Flight Training Survey

AUSTIN, TEXAS – Redbird Flight (Redbird) launched its annual State of Flight Training Survey via the company's website in January. Now in its fourth year, the survey aims to gather valuable insights into the health of the flight training industry from a range of stakeholders, including flight training organizations, designated pilot examiners, independent flight instructors, active and lapsed student pilots, prospective student pilots, and active and lapsed pilots.

The survey and report the company produces each year serve as vital tools for industry stakeholders, giving them actionable data to make informed decisions that positively impact flight training businesses and their customers. Over the years, the collected data has proven instrumental in distinguishing lasting trends from statistical anomalies, supporting decision-makers in their long-term strategic planning. Redbird launched the inaugural survey in 2021 to provide insights to flight training providers and their customers about the impacts of the COVID-19 pandemic on the industry. Since then, the company's annual reports have covered the industry's recovery and shifting focus from broad macroeconomic challenges to operational efficiencies. Whereas early survey responses reflected concerns over national and local restrictions on flight training, student enrollment rates, and general economic uncertainty, last year's report indicated a renewed concentration on issues such as aircraft maintenance and access to training aircraft and designated pilot examiners.

Redbird was to release the results of this year's survey at the 2024 Redbird Migration Flight Training Conference, March 5-6 at the Lone Star Flight Museum in Houston, Texas. For more information, visit <u>www.redbirdflight.com</u>.

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

NBAA Welcomes House Committee's Call To Action On Mental Health In Aviation

WASHINGTON, DC – The National Business Aviation Association (NBAA) welcomes the House Transportation and Infrastructure Committee's call for "decisive" federal action to remove barriers that discourage pilots from reporting and seeking care for mental health issues.

House Transportation and Infrastructure Committee leaders recently sent a bipartisan letter to the Federal Aviation Administration (FAA) from more than 40 members of Congress encouraging the agency to update its mental health protocols to ensure pilots get mental health care in a timely manner.

"NBAA appreciates the leadership from the House Transportation and Infrastructure Committee emphasizing the need to address mental health in aviation," NBAA President and CEO Ed Bolen said. "This issue is a priority for business aviation, and we know it's a priority for the FAA and National Transportation Safety Board (NTSB) because it's vital to aviation safety. We will continue to work with the agencies, Congress and others to ensure those in our industry can get mental health care without concerns over whether doing so will impact their employment." The letter from House leaders comes on the heels of the recent formation of a government-industry group established to focus on mental wellness. In December, the FAA formed the Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee (ARC). NBAA has representation on the panel, which will provide recommendations to the agency on ways to identify and break down barriers that discourage pilots from reporting and seeking care for mental health issues.

Representatives from NBAA also participated in a December NTSB summit that discussed mental health stigmas in the aviation industry, how to put an end to them and provide help to those in need.

NBAA supports efforts by Congress to address the issue in the FAA reauthorization bill that passed the House and is ready for Senate floor action. Both the House-passed bill (H.R.3935) and the legislation approved Feb. 8 by the Senate Commerce, Science and Transportation Committee (S.1939), include provisions directing FAA to improve aeromedical decision-making on mental health.

NATA Statement On Senate Commerce Committee's Passage of S. 1939, The FAA Reauthorization Act of 2023

WASHINGTON, DC – NATA applauds the Senate Commerce Committee's passage of S. 1939 on February 8, 2024, the FAA Reauthorization Act of 2023, and thanks Chair Maria Cantwell (D, WA), Ranking Member Ted Cruz (R, TX), Aviation Subcommittee Chair Tammy Duckworth (D, IL) and Ranking Member Jerry Moran (R, KS) for their bipartisan leadership to secure a stronger, more efficient Federal Aviation Administration, and protect the safety and success of aviation businesses. The bill's consensus policies include investments in a robust and diverse aviation workforce, directives for increased FAA/industry collaboration, general aviation protections during a safe transition to unleaded fuels, and provisions to foster emerging technologies, such as Advanced Air Mobility (AAM). "The Senate bill's expansion of existing grants and much needed funding for pilot training will alleviate many of the workforce issues facing NATA's aviation business members, and we appreciate the Committee's inclusion of measures to address on-demand operators' challenges, securing timely pilot checks, aircraft conformity checks, and certification services from the FAA. NATA thanks Senate leaders for listening to the many aviation business voices calling for action on comprehensive FAA reauthorization legislation. We look forward to final passage of a bill that advances commonsense initiatives contributing to a healthy, vibrant aviation system for all users, service providers, and communities," stated NATA President and CEO Curt Castagna.

U.S. Senate Committee Advances FAA Reauthorization

WASHINGTON, D. C. – The U.S. Senate Committee on Commerce, Science and Transportation passed its Federal Aviation Administration (FAA) Reauthorization bill (S. 1939) on February 8, 2024. General Aviation Manufacturers Association (GAMA) President and CEO, Pete Bunce, released the following statement regarding the committee's passage of the bill:

"It is encouraging to see the Senate take this critical step towards passing a long-term FAA Reauthorization bill. Congress must ensure that the FAA and Administrator Whitaker have the tools needed to support operational and programmatic direction that can facilitate the aviation sector's future path towards increasing levels of safety and innovation. We are particularly pleased to see that the bill includes provisions to improve the FAA's rulemaking process, strengthen the agencies international effectiveness, support workforce development, maintain sustainability efforts and foster agency and industry innovation. We commend the committee for advancing this important legislation and are grateful for the work of Senators Cantwell, Cruz, Duckworth and Moran for championing the bill. We are hopeful that the House and Senate will work in a coordinated and expedient manner to advance a final bill through Congress in the near term."

FAA Moves To Address Air Traffic Controller Fatigue

ontinuing its work to improve aviation safety, the FAA tasked a panel of fatigue experts to identify new ways to address air traffic controller fatigue. The three-member panel examined how the latest science on sleep needs and fatigue considerations could be applied to controller work requirements and scheduling. The panel identified potential ways the FAA could better address controller fatigue and reviewed previous controller-fatigue research. The panel began its work in early January, and was expected to provide a final report to the FAA by March 1.

Mark Rosekind, a safety and sleep/fatigue professional and former National Transportation Safety Board (NTSB) member, chaired the panel. Other members were Charles Czeisler, chief and senior physician, Division of Sleep and Circadian Disorders, Departments of Medicine and Neurology, Brigham and Women's Hospital; and Dr. Erin Flynn-Evans, head of the NASA Ames Research Center Fatigue Countermeasures Laboratory (faa.gov/aviation-safety-call-to-action).

NBAA Questions Sweeping IRS Plan To Audit Business Aircraft Use

WASHINGTON, DC – The National Business Aviation Association (NBAA) is questioning the Internal Revenue Service's plan, announced in February 2024, to "begin dozens of audits" of business aircraft use by American companies and entrepreneurs.

"Today's (Feb. 22, 2024) announcement by the IRS amounts to nothing more than an audit in search of a problem, and an attempt to broadly paint with a negative brush the thousands of U.S. companies of all sizes that rely on business aircraft to effectively compete in a global marketplace," said NBAA President and CEO Ed Bolen.

"It is difficult to understand why the agency is suggesting that these companies — some of the most respected, wellmanaged businesses in the world — are not in compliance with applicable tax laws," Bolen added. "For decades, studies have shown that companies utilizing business aircraft to successfully address some portion of their transportation challenges, consistently outperform comparable companies without the asset."

Business aviation is critical to the economy and communities across the U.S., supporting 1.2 million jobs and contributing \$250 billion to GDP. The aircraft help 64 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE companies optimize efficiency, productivity, flexibility, and competitiveness.

Companies that use business aviation are expected to operate in full compliance with tax laws and applicable Securities and Exchange Commission rules. Directors at publicly traded companies routinely approve use of the aircraft, including for non-business reasons, by key personnel, and some businesses mandate that certain employees travel aboard company airplanes in all circumstances, out of safety and security concerns.

Founded in 1947 and based in Washington, DC, the National Business Aviation Association (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive, and successful. The association represents more than 10,000 company and professional members and provides more than 100 products and services to the business aviation community, including the NBAA Business Aviation Convention & Exhibition (NBAA-BACE), the world's largest civil aviation trade show. Learn more about NBAA at **nbaa.org**.

AIAA Statement On The IM-1 Mission

RESTON, VA. (February 22, 2024) – The American Institute of Aeronautics and Astronautics (AIAA) CEO Dan Dumbacher made the following statement:

"Congratulations to the IM-1 mission team on the successful soft landing at the south pole of the moon! We were thrilled watching the Odysseus lander's journey to the lunar surface unfold in real time. Today marks a truly historic space exploration milestone due to the unique government-industry collaboration between NASA and Intuitive Machines. We are eagerly following the mission's progress in the coming days.

"As the world's largest technical society for aerospace professionals, our members appreciate and understand the difficulty of this mission's engineering challenges targeting a landing in the moon's south pole region. It's vital to gain engineering and science data from this uncrewed mission as a precursor to Artemis returning Americans to the lunar surface in the coming years.

"We were honored to hear from the Intuitive Machines team just last week at our ASCENDxTexas event in Houston, 14–15 February. The innovators at Intuitive Machines and their partners have chronicled the development of their mission, including the spacecraft, flight software, and camera, by authoring articles for AIAA peer-reviewed journals, as well as presenting meeting papers at AIAA forums and ASCEND events. Their technological progress has been published in AIAA's Aerospace Research Central (ARC) at arc.aiaa.org, the leading source of aerospace industry archives. These noteworthy publications provide valuable insight into their preparation for this day:

• Image-Based Lunar Terrain Relative Navigation Without a Map: Measurements, Journal of Spacecraft and Rockets, 2020

• Stereo Camera Simulation for Lunar Surface Photogrammetry, AIAA SciTech Forum, AIAA 2021-0358, 2021

• Design of a Lunar Plume-Surface Interaction Measurement System, AIAA SciTech Forum, AIAA 2022-1693, 2022

"We're witnessing somewhat of a lunar renaissance. Multiple missions from companies and governments are advancing the development of a sustainable cislunar ecosystem and economy. We appreciate the transparency and ongoing public communication throughout the missions. It is heartening that these missions are also capturing the imagination of the general public around the world, as everyone on Earth benefits from exploring our moon.

"On behalf of the 30,000 professional and student members of AIAA, we recognize the numerous aerospace industry professionals involved in making this mission a success. We salute and applaud the entire IM-1 team for shaping the future of aerospace."

The American Institute of Aeronautics and Astronautics (AIAA) is the world's largest aerospace technical society. With nearly 30,000 individual members from 91 countries, and 100 corporate members, AIAA brings together industry, academia, and government to advance engineering and science in aviation, space, and defense. For more information, visit www.aiaa. org, and follow AIAA on Twitter, Facebook, LinkedIn, and Instagram.

Reliable Robotics Continues Momentum Towards Certification of Its Autonomous Flight System

MOUNTAIN VIEW, CALIF. – Reliable Robotics, a leader in safety-enhancing aircraft automation systems, has announced further certification progress with FAA acceptance of requirements for Reliable's advanced aircraft navigation and autopilot systems. These systems provide continuous autopilot engagement throughout all phases of flight including automatic taxi, takeoff, and landing. In an industry-leading first, Reliable Robotics and the FAA established agreement on the testing and analysis that will be performed to show that these highly automated systems satisfy FAA safety and performance requirements for operations throughout the conterminous United States and Alaska.

Accurate, high-integrity navigation and continuous autopilot engagement systems are key elements of Reliable's roadmap to reduce or eliminate controlled flight into terrain (CFIT) and loss of control in flight (LOC-I), the two most common causes of fatal aviation accidents. The agreed-upon means of compliance were coordinated and accepted via the FAA's issue paper process, and provide clear requirements for approval as part of Reliable's ongoing Supplemental Type Certificate project. "We are immensely pleased with the FAA and the positive working relationship we've established together. It is clear that we share the common goal of improving aircraft safety through automation," said Chris Schulenberg, Reliable Robotics Certification Program Manager.

Reliable's certification plan was accepted by the FAA in June 2023, providing a roadmap for certification using existing FAA regulations and processes. This followed progress made the year prior, when the FAA agreed to the certification basis for continuous autopilot engagement through the G-1 issue paper process.

Reliable Robotics launched in 2017 to bring safe, certified automation systems to commercial aviation. The company's system enables remote operation of any aircraft type. Reliable's vision is to transform the way we move goods and people around the planet with safer, more convenient and more affordable air transportation. The company is headquartered in Mountain View, Calif., and has a distributed global workforce. Learn more and see job openings at <u>https://reliable.co</u>.

CALENDAR

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

APRIL 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 952-906-2833.

MAY 2024

- 9* BREEZY POINT (8MN3), MINN. Breezy Point Aviation Day at Muller Field 10am-2pm. Aircraft Static Display (no airshow), EMS Vehicles, Firetrucks, Helicopter, Classic Car Show. CTAF 122.9 218-838-3434, www.breezypointairport.com
- 18* HARTFORD (KHXF), Wis. "Girls Can Fly" youth outreach event 10am-12pm. Pilots & professional women in aviation to answer questions, activities and vaious aircraft to explore. A family event.



JUNE 2024

- 8* MILWAUKEE (KMWC), Wis. Flour Drop Contest at Timmerman Airport starting at 10am. <u>414-461-3222</u> timmermanairport.com
- 8* KEOSAUQUA (6K9), Iowa All-You-Can-Eat Pancakes Sausage 7-10am. info@villagesofvanburen.com
- 9 RUSH CITY, MINN. Fly-In Breakfast, & Car Show, 8am-Noon. Contact Mark Nelson, Airport Manager: <u>320-358-3665</u>.
- 9* BUFFALO (KCFE), MINN. EAA 878 Pancake Breakfast 7:30am-Noon. Car Show 9am-2pm. <u>763-670-6021</u>. wflury@outlook.com
- 9* MONTEVIDEO (KMVE), MINN. Pancake Breakfast 8am-1pm.
- 21-22* WAUSAU, Wis. "Wings Over Wausau 2024" 4-11pm 21st; 11am-11pm - 22nd. Airshow 7pm & 9:30pm - 21st; 2pm, 4pm, 9:30pm - 22nd. Other events going on both days. For more information www.wausauevents.org
- 22* STANTON (KSYN), MINN. Summer Solstice Celebration Fly-In at the Stanton Airfield, live bands, and more. <u>507-645-4030</u>.
- 23* REDWOOD FALLS, (KRWF) MINN. Pancake Breakfast 8am-Noon redwoodfallsrotary@gmail.com

JULY 2024

- 7* MIDDLETON (C29), WIS. EAA Chapter 93 Pancake Breakfast 7:30am-Noon at the Middleton Municipal/Morey Field Airport. 608-335-3322.
- 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: 888-465-3474.
- 11 LINO LAKES (MN24), MINN. Minnesota Seaplane Association Pig Roast at Surfside. mnseaplanes.com/

SEPTEMBER 2024

- 7* Osceola, Wis. Osceola Wheels & Wings Fly-In, Air Show & Car Show: <u>wheelsandwings.org</u> <u>317-965-3578</u>
- 7-11 Pittsburgh, Penn. National Association of State Aviation Officials (NASAO) 93rd Annual Convention at the Sheraton Pittsburgh Hotel at Station Square: nasao.org
- 20-22* BRAINERD, MINN. Minnesota Seaplane Pilots Association Safety Seminar at Madden's on Gull Lake: <u>mnseaplanes.com/</u>
- 24* MILWAUKEE (KMWC), WIs. Spot Landing Contest at Timmerman Airport starting at 10am. <u>414-461-3222</u> timmermanairport.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

One unique airfield, two unique events!

Flour Drop Contest June 8, 2024 Spot Landing Contest Sept 14, 2024



Free admission! Free lunch!

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

N6501Z

CLASSIFIEDS

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

The City Council of the City of Hutchinson, Minnesota, will be extending the submission date to receive proposals by email, Attn: Mike Stifter, Director of Public Works, mstifter@hutchinsonmn.gov, until 4:00 pm on Friday, April 5, 2024, for the Fixed Base Operator Butler Field Hutchinson Municipal Airport.

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

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

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

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

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.

COVERS FOR SALE: Kennon Spoiler Nylon Wing and Tail Covers for a C182. Red. Never Used. Also, Kennon Insulated Nylon Engine Cover custom made for C182. Black. Never Used. Both Wing and Tail Covers and Engine Cover: \$270.00 + Shipping from Texas. Email: hkfieldone1@gmail.com

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

AVIATION INSURANCE RESOURCES - Best Rates, Broadest Coverage, All Markets. Access the entire market with just one phone call: 301-682-6200. Or online at www.AIR-PROS.com

6405 Century Avenue, Suite 101 Middleton, Wisconsin 53562-2200 OFFICE 608-327-4200

608-604-6515

INSURANCE – 67 years risk management serving aircraft operators and owners. Superior, empathetic service. Mid-Continent Aircraft Corp., Hayti, MO. acinsurance@midcont.com. 1-800-325-0885.



Class Twin-Engine Aircraft Comfortable, Economical & Faster Than The Airlines More Direct Routes... Get Closer To Your Final Destination! Trip Quotes Available Upon Request

608-836-1711

Morey Airplane Company Aiddleton Nunicipal Airport-Morey Field (C29) **Middleton**, Wisconsin www.moreyairport.com

68 APRIL/MAY 2024 MIDWEST FLYER MAGAZINE

AIRCRAFT CONSIGNMENTS WANTED - Buying or selling, we'll work for you! WisconsinAviation.com 800-657-0761.



Over 40 years of experience in a

www.FuhrmanDodge.com



The State's Premier Full-Service FBO Madison Watertown Juneau Air Charter • Aircraft Management • Aircraft Sales Flight Instruction • Aircraft Rental Maintenance • Avionics • Interiors

AIRCRAFT RENTAL

Diversified fleet of over 25 aircraft!



Cessna 152 (7)
 Piper Archer (4)
 Cirrus SR20 (2)
 Piper Warrior (3)
 Citabria Taildragger
 Piper Seneca (2)
 608-268-5024
 FlightSchool@WisAv.com

AVIONICS





AIRCRAFT SALES





1977 Cessna 172N Skyhawk N733HN 1990 TTSN, 0 SMOH (Poplar Grove), Fresh 2/24 Annual, NKDH, Aspen 1000 PFD/500 MFD, Garmin GNS 430W, Safe Flight AcA, Narco MK 12D TSO NawCom, Standby Attitude Indicator, Garmin 340 Audio Panel, NGT 9000 L3 ADS-B In/Out Transponder, JPI EDM 730 Engine Monitor, USB Power Outlets & Clock. \$189,000

CONSIGNMENTS WANTED Buying or selling, we'll work for you! 800-657-0761 ACsales@WisAv.com



Goodbye Winter... Hello Spring & Summer!!

Brad Thornberg Photo

Dave Weiman Photo





ADDRESS OF THE REPORT



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



Wilderness North is providing Midwest Flyer Magazine readers with three trip options in the same week.
And despite inflation, Wilderness North is keeping their "Reel Deal Group Rates" for 2024, the same as 2023.
3-nights/2-days. Arrive August 6 and depart August 9, 2024.
4-nights/3-days. Arrive August 6 and depart August 10, 2024.
5-nights/4-days. Arrive August 6 and depart August 11, 2024.

Any guest who arrives by 2:00 pm on the scheduled date of arrival, may fish that afternoon at no additional charge! Rates include taxes and boat insurance! Gratuity is not included.

Call or Email for rates and availability:

1-888-465-3474

krista.cheeseman@wildernessnorth.com

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



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



Thunder Bay

Miminiska Lodge









FLYING CLOUD AIRPORT* 14091 Pioneer Trail Eden Prairie, MN 55347 952.941.1212

CRYSTAL AIRPORT 5800 Crystal Airport Road Crystal, MN 55429 763.533.4162

Family Owned and Operated since 1962

www.thunderbirdaviation.com 🛧 fly@thunderbirdaviation.com