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ON THE COVER: Mark A. Baker of Orangeville, Illinois, flying his “Olson Challenger II” into Sugar Ridge Airport (WS62), Verona, Wisconsin in 2022 for what would be the airport’s last fly-in potluck under the ownership of Tom Kretschman. The private airport features a 1600 X 90 ft. grass runway (09/27). The annual fly-in would attract dozens of aircraft and vintage automobiles, and hundreds of spectators.

Skot Weidemann Photo



HEADLINES

Introducing The Greater Milwaukee General Aviation Association 36
 Minnesota Airports Face Unknowns In Unleaded Avgas Transition..... 39
 Aviation Groups Applaud Passage of FAA Reauthorization Legislation 77
 The Great Minnesota Aviation Gathering 82

COLUMNS

Ask Pete: Things To Consider
 When It’s Time To Overhaul Or Replace Your Engine - *by Pete Schoeninger* 14
Destinations: Summer Is Made For Flying & The Great Outdoors
 - *by Yasmina Platt* 20
Dialogue: U.S. Student Pilot Certificates Up 24% - *by Dave Weiman*..... 5
Flight Experiences: NOTKOSH - *by Dean Zakos*..... 16
From AOPA Headquarters: Redefining “Light Sport”
 & Realizing The Promise of MOSAIC - *by Mark Baker*..... 19
High On Health: Ocular Certification Changes - *by Dr. Bill Blank, MD*..... 7
Instrument Flight: Putting Your Autopilot On Probation
 - *by Michael J. “Mick” Kaufman*..... 8
Minnesota Aeronautics Bulletin:
 MnDOT Aeronautics Update - *by Ryan E. Gaug* 24
 New aircraft registration system provides one-stop service online - *Julie Carr* 25
Pilot Proficiency: Fifty years of flying memories - *by Richard Morey*..... 10



10



26

FEATURES

Tenants Rally To Save Wisconsin Airport - *Rod Kleiss*..... 30
 Symphony In The Skies: A Harmonious Fusion of Music and Aviation
 - *by Timberly Kazmarek Marbes* 32



30

SECTIONS

Aircraft.....	58	Letters	5
At Our Airports	26	Museums	73
Awards & Recognition	40	People In The News.....	47
Calendar	84	Technology	72
Classifieds.....	86	Washington	76
Fly-Ins & Airshows	68		



51

U.S. Student Pilot Certificates Up 24%

by Dave Weiman

When you consider that the number of student pilot certificates received in the U.S. in 2023 increased 24% from 2022, rising from 56,170 to 69,503, according to the Federal Aviation Administration U.S. Civil Airmen Statistics, the aviation community is doing a great job of promoting the industry through its many initiatives.



Combine that with an aviation job market looking really, really good in all trades – from pilots and aircraft technicians, flight instructors and aviation colleges, and air traffic controllers and aviation officials, to airport managers and fixed base operators, there is an aviation career just waiting for qualified individuals.

We need to continue to inspire young people to pursue careers in aviation with our many scholarship programs, community fly-ins and airport open houses, EAA Young Eagle flights, STEM education programs in our schools, and opportunities for youth to explore aviation careers by meeting

with aviation professionals and reading aviation publications available through the Aircraft Owners & Pilots Association, Experimental Aircraft Association, Sporty’s Pilot Shop, King Schools, and *Midwest Flyer Magazine*.

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LETTERS

Dave, I just read some of the articles in the latest edition of *Midwest Flyer Magazine* (April/May 2024). It’s a lot of reading and worthwhile. You, and, I assume “Peg,” have Herculean publishing powers to be able to publish such a content-rich magazine as frequently as you do. Or, you have a staff of at least 20. Nice work!

Tom Janssen
Appleton, Wisconsin

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Index To Advertisers

Academy College..... 5
 Aircraft Avionics Sales & Service..... 87
 Aircraft Charter..... 86, 87 & 90
 Aircraft Fuel Cells..... 53
 Aircraft Fuel Sales..... 87 & 90
 Aircraft Hangar Building Sites..... 86
 Aircraft Hangar Doors..... 45
 Aircraft Hangars For Rent..... 49 & 86
 Aircraft Interiors..... 87
 Aircraft Maintenance..... 15, 86 & 87
 Aircraft Owners & Pilots Association (AOPA). 3
 Aircraft Propellers (Sales & Service) 48
 Aircraft Rental 86 & 87
 Aircraft Sales..... 86 & 87
 Aircraft Sheet Metal Repair..... 90
 Aircraft Towbars..... 90
 Airlake Airport 2
 Airport Engineers & Consultants 7, 9, 31, 35 & 36
 Airport Fuel Systems..... 40
 Airport Restaurants..... 38
 Airports..... 37, 55 & 86
 AIR-PROS.com..... 86
 Anoka County – Blaine Airport..... 2
 Avfuel Corporation 87
 Aviation Attorneys..... 86
 Aviation Charter 27
 Aviation Colleges & Universities..... 5
 Aviation Insurance 18 & 86
 Aviation Insurance Resources 86
 Becher Hoppe 36
 Bolduc Aviation Specialized Services..... 15
 Bolton & Menk, Inc..... 51
 Brackett Aircraft Co., Inc..... 90
 Canada Fishing Fly-Out..... 86 & 89
 Cape Air 5
 Commut Air 5
 Cooper Engineering 31
 Crystal Airport 2
 Donaldson Company 27
 Eagle Fuel Cells..... 53
 Flight Training 5, 85, 86, 87, 90
 Flying Cloud Airport 2

Fly-Ins & Airshows 37
 Fuhrman & Dodge S.C. (Attorneys at Law) ... 86
 Garmin 87
 Go Jet Airlines..... 5
 Hawk Aviation 27 & 85
 Horizon Aircraft Engine Services, Inc. 15
 Itasca County Airport 86
 Jet Room..... 38
 Lake Elmo Airport 2
 Leading Edge Air Foils LLC 90
 Maxwell Aircraft Service..... 27 & 48
 Mead & Hunt..... 9
 Metropolitan Airports Commission 2
 Mid-Continent Aircraft Corp. 86
 Midwest Flyer Magazine 39, 88 & 90
 Milwaukee Timmerman Airport 37
 Minniska Lodge, Ontario, Canada 86 & 89
 Minneapolis-St. Paul International Airport 2
 Minnesota Aviation Trades Ass'n (MATA) 27
 Minnesota DOT Office of Aeronautics 24
 Minnesota Petroleum Service 40
 Mooney Aircraft Spatial Interior Upgrades..... 87
 Morey Airplane Company 86
 Red Wing Aviation (RWA)..... 5
 R.C. Avionics 27
 St. Louis Downtown Airport..... 55
 St. Paul Downtown Airport..... 2
 Schweiss Doors 45
 Short Elliott Hendrickson Inc. (SEH)..... 35
 SkyWest Airlines 5
 Southern Wisconsin Regional Airport..... 86
 Spring City Aviation..... 86
 Sunset Lodge 41
 Thunderbird Aviation..... 5 & 90
 Titan Aviation Fuels 90
 Travel Destinations 41, 86 & 89
 Tricor Insurance 18
 United Express..... 5
 Westwood PS 7
 Wilderness North 86 & 89
 Wiley Properties..... 49
 Wisconsin Aviation, Inc..... 86 & 87
 Worthington, Bob (One Pilot's Story)..... 54

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Ocular Certification Changes

by Dr. Bill Blank, MD

Senior Aviation Medical Examiner

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Dr. Bill Blank

The FAA ocular certification procedures are badly in need of an update. This has never been done before. AMEs are required to take a “basic science” course when they first become AMEs, and active AMEs are

required to take a “refresher” course periodically. Both courses cover FAA rules and procedures.

It’s hard to believe. I have been giving the ocular lectures at some of these courses for almost 20 years. As I gave these lectures, I began to think about some of the content and wondered why we were doing some of these things this way. Some of the procedures may have been justified when they were conceived, but now are obsolete. Sometimes when I gave these talks, important FAA decision-makers were in the back row, including the Deputy Federal Air Surgeon and Regional Flight Surgeons. As I became more comfortable, I started to make comments for the back row about things I thought could be improved.

It has started to bear fruit. The current vision restriction is one example of such an improvement. That took 7 years. Some in the FAA have come to realize change is needed. This has partly been driven by the chronic shortage of FAA medical personnel, and also by the realization that some of these procedures complicate and delay the process for FAA personnel with no gain.

Recently, a visionary FAA Deputy Federal Air Surgeon, Scott Rossow, MD, and Judith Frazier, MD, Manager Medical Policy and Standards, established a small committee to review many of the eye certification conditions and procedures. There are two AME ophthalmologists on the committee who bring practical clinical experience to the committee, something lacking in the FAA. Another member is Courtney Scott, DO. MPH, former Manager of AMCD (Aero Medical Certification Division) and the originator of CACIs (Conditions AMEs Can Issue). We meet virtually once or twice a month. Two or three subjects are discussed each time. Recommendations are made. They are discussed in Washington and sometimes re-discussed.

The goal is to codify the changes and put them in disposition tables or in CACIs which will be available to AMEs. The disposition tables specify what data an AME needs to issue the medical certificate on the spot, and which medicals need to be deferred. Also specified is what information the FAA will need to issue a Special Issuance.

I am cautiously optimistic that these changes will actually occur. Some are badly needed. Conditions which hadn’t even been recognized when the current procedures were established, have been added. AMEs will become aware of the changes when they are published online in the monthly updates to the AME guide. You probably won’t be aware of them unless you have an eye condition which requires special consideration. EAA and/or AOPA may decide to write about some of these changes after they have been published. I have purposely not listed the changes. They are too extensive and complicated to put into this short article and in addition, are subject to change until actually published and maybe afterwards. I hope they come to pass.

Happy Flying!

EDITOR’S NOTE: Columnist William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Dr. Blank holds an Airline Transport Pilot Certificate and has 6000 hours. He is a Certified Flight Instructor – Instrument (CFII) and has given over 1200 hours of aerobatic instruction. In addition, Dr. Blank was an airshow performer through the 2014 season and has held a Statement of Aerobatic Competency (SAC) since 1987. He was inducted into the Wisconsin Aviation Hall of Fame in 2021.

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of others, including their own AME, and refer to the Federal Aviation Regulations and FAA Aeronautical Information Manual for additional information and clarification. □

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Putting Your Autopilot On Probation

by Michael J. "Mick" Kaufman

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Mick Kaufman

I have used the phrase, “**What Is It Doing Now,**” in reference to autopilots in several of my previous articles in *Midwest Flyer Magazine*. But what do we do when we can't find the answer? We put it on probation.

A recent pilot participant at our Bonanza Baron Pilot Training Program (BPT) had 120K+ worth of avionics, including the Garmin

GFC-500 with envelope protection, installed in his aircraft and a suite of avionics consisting of G500-TXi, G3X touch, GTN-750Xi, and a GNX-375. During a hand-flown GPS approach, the pilot noticed he was having to desperately fight with the controls, so he called for help!!!! With two pilots (participant and instructor) struggling to keep the aircraft from crashing, the avionics master switch was turned off and they successfully recovered.

What went wrong? The answer is unclear at this time, so the autopilot is on probation. Was the envelope protection activated in error... was it the Airworthiness Directive (AD) on the Garmin autopilot servos not complied with, or possibly the wires shorted out... or was there an installation error? As I pointed out in several of my previous columns, when an aircraft just comes out of maintenance of any kind, pilots are advised not to fly in Instrument Meteorological Conditions (IMC)! Should this have happened with a pilot flying new avionics in IMC and no one to help him, the National Transportation Safety Board (NTSB) would have another investigation on their hands.

Pilots, please learn what to do if any anomalies should occur in your aircraft, the location of the circuit breaker, whether or not there is a disconnect button on the yoke, or whether or not you need to turn off the avionics master, or if available, turn off a separate autopilot master. I hope to have a conclusion to this incident to share with you in my next column.

We have seen way too much confusion by pilots with state-of-the-art avionics, so with one of my friends and coworkers, Bill Hale, we have developed a PowerPoint presentation to help pilots learn how to use their avionics.

It should be noted that identical avionics in two different types of aircraft will not follow the same protocol, or different firmware can completely change the way an automatic system will behave. We have learned a lot in the development of this presentation as new situations arise and we need to find the answers.

ForeFlight Voyager

As a second topic for this column, I would like to inform readers of some of the new software available from ForeFlight called “ForeFlight Voyager.” Google it for more information.

Before I continue, I want to emphasize safety in the cockpit. Do not attempt any operations with this equipment or software on your own without an instructor or qualified safety pilot in the right seat. As I have stated many times in this column, I am an old-fashioned pilot, who is also a geek for new technology. So, if you do any training with me, you will learn the methods of several decades ago before you learn any new modern methods.

I was an early adapter of Apple's new VR/IR/Spatial Computer (Apple Vision Pro) and was surprised to see that ForeFlight had already entered a new software product for the device on launch day designed specifically for this device. First, I must say that the Apple Vision Pro is the single most remarkable electronic device I have ever seen in my lifetime, despite what critics have said about it. The ForeFlight's entry is designed specifically for the “Pro,” and will not run on any other platform. The Voyager entry allows pilots and others to view an airport for traffic in real time 3D. It has relevance to its viewers and some value while flight planning, but is more like a super-enhanced version of Flight Aware. ForeFlight Mobile, which almost everyone is familiar with on iPads and desktop computers, has been enhanced and works flawlessly with the Pro. It is a true gamechanger for flight planning and could be used in the cockpit as well. I have not yet flown with it in my aircraft, as my aircraft is in for its annual inspection, but when I do, **I will have a qualified safety pilot in the right seat!**

Picture having full vision out of the windscreen and enroute and approach charts where you can actually see them and are able to position them precisely with eye movement. Visual traffic can be seen through the windscreen real time, and ADS-B traffic is super imposed on the display as well without needing to look down at your iPad. Connect the Pro to your aircraft's AHARS and have a heads-up display (HUD) super imposed. I have not tried any of these concepts with the Pro yet, but have verified that these features work on ForeFlight Mobile, and also work on the Pro.

Please do not do something stupid with the Pro and post a video on YouTube like a drone pilot did after flying his drone to 14,000 feet MSL in controlled airspace. I find that all of the features of ForeFlight Mobile work better on the Pro. You can do it better and faster with less errors and you will not be as frustrated as you are when trying to use touch screen in heavy turbulence (the jury is out).

The Pro can do Flight Aware and many more functions that would require a powerful computer or normal tasks, like

writing my column for *Midwest Flyer Magazine*. Apple Vision Pro will take us to the next generation in flying our aircraft and other computer-related challenges beyond our wildest imagination.

Keep your eyes looking out the windscreen and fly safe!

Till the next issue, “73s” – an amateur radio “CUL” slogan, or “See You Later!”

EDITOR’S NOTE: Michael J. “Mick” Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with the “Bonanza/Baron Pilot Training” organization. He conducts pilot clinics and specialized instruction throughout the U.S. in many makes and models

of aircraft, which are equipped with a variety of avionics. Mick is based in Richland Center (93C) and Eagle River, Wisconsin (KEGV). He was named “FAA’s Safety Team Representative of the Year” for Wisconsin in 2008. Readers are encouraged to email questions to captmick@me.com, or call [817-988-0174](tel:817-988-0174).

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

AOPA Offers “Rusty Pilots” Online Course

Stay current and confident with AOPA’s free online course! Spring is here! Whether you’re gearing up for more time in the air or returning to the cockpit after a flying hiatus, AOPA has you covered. Members can take advantage of a fun, interactive course—Rusty Pilots Online—designed to refresh your aviation knowledge and polish your flying skills. The best part? It’s completely FREE to AOPA members! Here’s what you can expect:

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- Embracing technology in the cockpit.

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Fifty years of flying memories

“I always knew I would get here. What I did not know is how quickly...”

by *Richard Morey*

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I was born into a flying family, which has been both a blessing and a curse. The curse, if one could call it that, is that flying, at least initially, was nothing special. I did not experience the infatuation with aviation as most students do. To me and my sister, flying was much like getting in the family station wagon and heading out on vacation. One of my good friends commented recently that the most relaxed he ever sees me is when I am flying in the right seat, giving instruction.

My father is, and my grandfather was, a pilot. The family business was and is a flight school in Middleton, Wisconsin (C29). I grew up at the airport. The blessings of growing up in aviation are that I see flying for what it is. When I was younger, I asked my grandfather, Howard Morey, what his favorite aircraft was. Instead of some exotic high-performance aircraft, grampa's answer was a Cessna 172.



Richard Morey



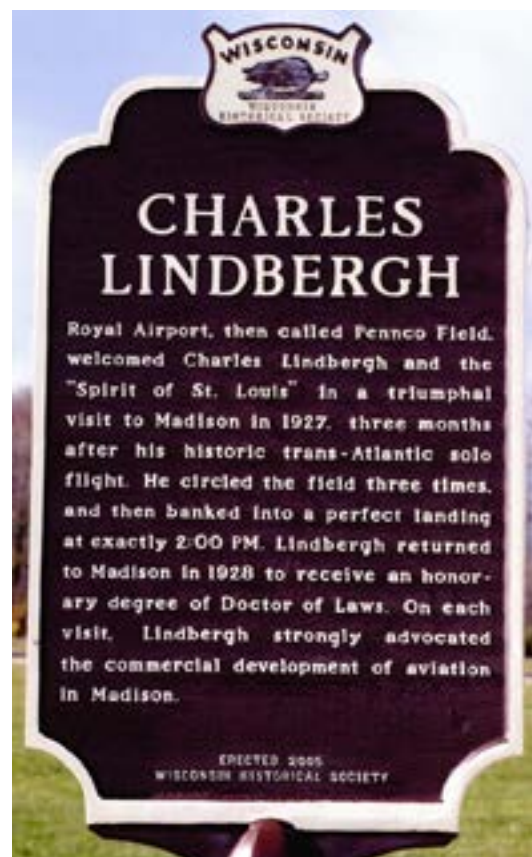
Howard Morey at the Wisconsin Aviation Hall of Fame banquet in 1992.

Dave Weiman Photo

“The 172 is an airplane everyone can handle, and one a flight school can afford and make money with.”

He went on to tell me that to run a flight school, you could not buy aircraft because you wanted to fly them... Rather, you must evaluate what is best for the business. I took those words to heart.

Howard Morey started flying in 1923 at the Eddy Heath School in Chicago. After he graduated, he worked for Mr. Heath for a time, until he and a fellow student purchased a Curtis JN4-D, a surplus World War I training aircraft known affectionately as a “Jenny.” They headed north planning on spending the winter in Birchwood, Wisconsin with grampa's family. They stopped in Monona, Wisconsin to spend the night with a cousin. That evening it snowed a lot. The snow made it impossible to continue their flight to Birchwood. Instead, they made arrangements to store the Jenny in a barn and continued their trip via train. When he returned in the spring, a neighboring farm owner convinced him to establish an airport and make the Madison, Wisconsin area his



A plaque displayed at the location of the old “Royal Airport,” once called “Pennco Field” on the south shore of Lake Monona in Madison, Wisconsin. Howard Morey was on hand in 1927 when Charles Lindbergh flew into Royal Airport with the “Spirit of St. Louis” following his historic 3,600-mile, 33.5-hour non-stop solo trans Atlantic flight from New York City to Paris. Royal Airport was eventually closed when the City of Madison purchased 290 acres of land on Madison's north side for \$35,380 and established what is today Dane County Regional Airport (KMSN). Howard Morey became the airport's first manager.

Airvue Photo by Don Winkler



Howard Morey with a Stinson SR10C Gullwing Reliant.



Field Morey (center) is surrounded by his daughter, Debbie Maier, and son, Richard Morey.
Dave Weiman Photo

home base. Grampa took his advice and started a flight school in the Madison area in 1925. In 1938, he moved operations to the brand-new Madison Airport (now Dane County Regional Airport) and became its first manager.

In 1941, shortly after the Japanese attacked Pearl Harbor and the United States entered World War II, the Army Air Corps took over Madison Airport, and grandpa had two weeks to move operations, first to Lone Rock, then in the spring of 1942, he started operations in Middleton where Morey Airplane Company has been ever since.

Howard's son and my father, Field Morey, took over as manager in 1968 when I was 10 years old. I started cutting grass and cleaning aircraft in 1972, working myself into the exalted position of a "line guy" shortly thereafter. I learned to drive a manual transmission Clark Tug tractor and 1949 Dodge fuel truck. You did not shift the truck; you simply started it in the gear you wanted. There really was no reason to shift out of first. I felt the same way about the tug, earning myself the nickname "One Speed." That suited me just fine. Slow and steady tends not to bend aluminum.

My flight training started in February 1974. At least that was when I started logging my time. I am not sure how much unlogged time I had at that point. I soloed on March 24, 1974, on my 16th birthday. Thus, the 50 years of flying. I soloed with 7 hours and 25 minutes of instruction, most of which was doing crosswind landings. This was good experience, as I soloed in a strong crosswind.

My father was my instructor through solo. Back before the FAA wisely expanded what is required to solo, it was common for students to solo in under 10 hours. Those of you who read my article on crosswind landings (<https://midwestflyer.com/?p=15243>), know the story. The short version is that I

made what I considered horrible landings while riding with my father that day. Much to my surprise dad decided to send me up by myself to solo, despite my poor performance.

The three landings that followed were considerably better. Despite my apprehension, my father knew I had the skills and ability, and faith in that I would rise to the level of my training. Fifty years later, I can still remember the pride I felt after soloing, and the focus I felt once dad left the airplane.

Fifty years is a long time, especially regarding aviation. I have been reminiscing about how flying has changed from my first solo until today. My initial impression is that flying itself has not changed a great deal. Landing, taking off, and maneuvers have not changed. The Cessna 150 I soloed in back in 1974 is not much different than the Cessna 152s we use today. Same with the Cessna 172. Legacy aircraft when properly maintained do not seem to wear out. What has changed is the avionics, and the prevalence of computer use in aviation.

For example, when I started flying, pilotage and dead reckoning were the most common way to fly cross country. Ground based navigation was used primarily for instrument flights, and occasionally for longer visual flights. Most aircraft used for private pilot training had one nav-com, and possibly a transponder. Sectional charts or world aeronautical charts (WACs) were always used for cross-country flights, with flight logs filled out. Check points, and estimated times to these points, were on the flight log. A trusty E6B was at hand to recalculate ground speed if necessary.

Pilotage, for those who are unfamiliar, is the art and science of knowing where you are by simply looking out the window at the terrain and correlating that with the sectional chart. The old joke, "I fly IFR" (I follow Roads, Railroads

and Rivers is based on pilotage and the even earlier days of aviation).

When my grandfather flew Wisconsin's governor to New York for an aviation conference back in the '30s, he used railroad maps. "They were the most accurate maps available at the time," said Howard Morey.

The rule when flying cross country via pilotage is, "verify your checkpoints." Confirmation bias was not a term commonly used back in the 1970s, but the concept of wanting something to influence a person's decision-making was well known.

Mark Finley, one of the many excellent flight instructors I have had the pleasure to fly with, gave me very good advice when it comes to identifying checkpoints. "Always look for three things about the checkpoint before deciding it is what you want it to be," or "when in doubt, read the water tower." My long cross country for my private pilot certificate was flown in a Cessna 150 Aerobat with no gyro instruments and a very untrustworthy VOR. Understanding compass error and pilotage skill was essential for that flight. I made it from Middleton to La Crosse, Wisconsin and then to Dubuque, Iowa with no issues. In 1979, as a private pilot, I flew a brand new C172 with no radios installed, back to Wisconsin from the Cessna factory in Wichita, Kansas. I navigated via pilotage and dead reckoning. This aircraft did have gyros though. We still own that 45-year-old C172, now with radios. With over 16,000 airframe hours, it is one of the more popular aircraft in our training fleet! I wonder how many of today's pilots would be comfortable flying cross country in an aircraft without radios using only sectional charts for navigation.

Weather briefings were via telephone, not computer. An overview was available on the evening televised weather report. My memory suggests that the forecasts were every bit as accurate then as they are now. My meteorologist friends would disagree with me on this.

In my 50 years of flying, I have logged over 20,800 hours of flight time, of which over 15,000 hours have been as a flight instructor. I have spent 2.37 years above planet Earth! My father has over "Four years above the earth," as attested to in his book of the same title.

Some of the highlights of the last 50 years include:

- Attending Black Hawk Technical Institute in Janesville, Wisconsin from 1979 – 1981, obtaining airframe and powerplant certificates, and earning inspection authorization in 1984.

- Being part of the Morey glider program as a tow pilot and obtaining a commercial glider rating. I hold a flight instructor-instrument certificate for both single-engine land and multi-engine land, and an airline transport pilot (ATP) certificate.

- I am a Gold Seal flight instructor, and an EAA Young Eagles flight leader.

- In 2020, I graduated from the University of Wisconsin-Oshkosh (UWO) with a Bachelor of Science Degree in Aviation Management. (My mother always hoped I would

eventually earn a bachelor's degree.) UWO has a wonderful online program for those like me who have a two-year technical education, but not a four-year degree. Taking online classes in itself was an education in technology. It was interesting being the oldest student in my classes. My perspective was appreciated by my younger classmates. For my part, my love of learning made the classwork fascinating.

My father sold Morey Airport to the City of Middleton in the late 1990s. The airport was "state of the art" in 1942, but needed improvements that the family could not afford. Now as a municipal airport, federal and state funding is available.

The current airport is a result of the city's foresight in recognizing its value to the community. The improvement project was completed in 2004.

In March of 2003, I took over as owner of Morey Airplane Company, and became the airport manager for the City of Middleton. As airport manager, I was both eager and apprehensive. Much like my first solo flight, I knew I had the training and skills, and my father had faith in my abilities. Having to run the business largely on my own was a daunting task. After 21 years, I am struck at how similar my taking over the business is to my first solo.

I honestly do not know how many student pilots I have recommended for their check-rides. I am blessed to have taught so many students, and humbled by their accomplishments and the friendships that grew out of their training. I do not know how many different models of aircraft I have flown. It is safe to say that if it is a single piston-engine Cessna with tricycle gear, I have flown it. I have some C195 time with my father. I have flown Cirrus, Diamond, Beechcraft, Piper, Husky, Citabria, Taylorcraft, and Luscombe aircraft and many others, and have enjoyed flying all of them, some of course more than others. Most recently, I went to school to get checked out in a Piper Malibu Mirage, a very capable, pressurized single-engine aircraft.

I do not really have one favorite aircraft. I do believe that it is hard to beat a Cessna 152 as a trainer, a Cessna 172 as a rental aircraft, a Cessna 182 as a family aircraft, and a Cessna 310R or 340A, as a light twin charter aircraft.

The most interesting flying I have done has been as a flight instructor on my father's West Coast Adventures IFR training trips, flying a Cessna 182RG turbo. EAA Young Eagles and Willa Brown flights have been the most satisfying because I get to introduce aviation to young people. My work with Willa Brown is especially satisfying in that the focus is in introducing aviation to young people of underrepresented populations, women, and people of color for the most part. My oddest flight was as a passenger in a Goodyear blimp, which was moored at our airport sometime in the 1980s. Probably the most interesting aircraft I have flown is a Ford Tri-Motor during EAA AirVenture. My most dangerous flight involved un-forecast severe icing while giving instrument instruction. The details of which are worth mentioning.

We had gone missed after an ADF approach into Dane County Regional Airport (KMSN), Madison, Wisconsin.

(Side note, I DO NOT miss ADF approaches.) We picked up some ice on the approach and a lot more ice on climb out. That was the first, and hopefully the last time I will have to declare an emergency.

We were then vectored for an ILS approach. I remember thinking that we only had one chance at this approach and that a go-around was not an option. With this in mind, I resolved to make sure we made this approach, even if it required us to go below minimums. In an emergency, you may deviate from the regulations to the extent necessary. Oddly, I was not scared at the time and exhibited what the FAA calls “appropriate response to stress.” The extreme focus on flying excludes emotions.

We were picking up clear ice; that is, water striking the leading edge of the airfoils, running back in liquid form, then freezing. This results in what some pilots call “horns” of ice. These horns act as spoilers and kill lift.

A normal ILS approach in a C182RG is flown with 15 inches of manifold pressure, 10 degrees of flaps and gear down. This results in about a 500 feet per minute descent and 90 knots of airspeed. The additional drag we had from the ice required nearly full power with flaps and gear up to get the same performance. In other words, the drag of the ice was a great deal more than having gear and 10 degrees of flaps down! We broke out about 300 feet above the runway with the main struts vibrating. It is not unusual to get structural harmonics when iced up. This vibration sounds like a low-pitched hum.

Luck played a part here as once we were clear of the clouds and in the above freezing surface air, all the ice broke free... first the right wing, then the left. The ice leaving the aircraft made a deep base note or boom. This loss of ice allowed for a normal landing.

Once safely on the ground with my student, I found myself alone. That is when the shaking started. That is when the full weight of what had just happened came to rest on my shoulders. I had done what I needed to do for my student and myself to survive. Likely, there was very little margin for error in this. Both luck and skill came to play in the successful outcome of the flight.

My most meaningful flights are the ones with my father and my grandfather. My father because of all he taught me. My grandfather because his last flight with me was the last time he flew an aircraft.

I have flown light aircraft to Alaska, St. Thomas in the U.S. Virgin Islands, and pretty much everywhere in between. In my 50-plus years of flying, I have been blessed to fly with some amazing instructors, students, and pilots. I do believe that every one of them taught me something of value.

I have yet to pilot anything that burns Jet A, or fly in a balloon, both of which I would enjoy doing. When Cuba opens up again to general aviation, I would love to fly there. Revisiting Alaska and the Idaho back-country would be worthwhile. A seaplane rating may be in my future. Getting

some stick time in the models of aircraft grampa flew is a goal. I doubt I will be able to fly a “Jenny,” but a Waco taper-wing is certainly possible. Mostly I look forward to another few decades of teaching people to fly. Dad is 85 now and still flying and instructing, so I expect another 20 years at a minimum for myself.

My first 50 years have been an amazing experience. At 66, I am in the third quarter of my life. I plan on continuing this adventure for as long as I am allowed.

What does it take to have a long career as a pilot? I would suggest that it is the same as having a long life. Take care of your health. This means staying fit and trim. Eat well, sleep well, enjoy your friends and family. We as pilots are incredibly fortunate in what we experience and the beauty we witness. Never stop learning and never lose your sense of curiosity. Keep your sense of wonder about you! We thrive when challenged. Do not fall into complacency but continue to challenge yourself both in your flying and your life. Make a difference; share aviation with those around you.

If my last 50 years has taught me anything, it is the value of laughter. Life is too short and too important to be taken seriously!

Live life with urgency! Tomorrow is not guaranteed, so do your best not to put off the important things in your life.

Finally, the best advice I can give any pilot for having a long flying career is to invest in yourself by taking regular flight instruction. I have spent the last 50 years learning, studying, and practicing. As a charter pilot, I have flight checks with the FAA every six months. That, and learning to fly new aircraft with new avionics have kept me sharp.

Work on your weak points, be it crosswind landings, learning the new-to-you GPS, or staying instrument current. Regular instruction is the only way to maintain your skill level and the cheapest life insurance you can buy.

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

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

Things To Consider

When It's Time To Overhaul Or Replace Your Engine

by Pete Schoeninger

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Q Why would anyone consider buying a used engine? How do they become available and are they safe?

A If someone needs to get their airplane back to flying status quickly, considering a ready-to-install used engine may be a quick solution. Another reason for considering a used engine might be projected use/cost. Buying a \$50,000 freshly overhauled engine with an expected 2000-hour/12-year expected life might be overkill if you expect to fly 100 hours a year. In that situation, an engine with “half-life” remaining, at about half the price, might be something to consider.

When faced with an engine replacement, an owner has choices: 1) Have his current engine overhauled, which may take months waiting for a few parts, especially if an older model engine. 2) Buy a new engine. New engines are available for some models, but usually only for newer airplanes, and are very expensive. 3) Buy an overhauled/rebuilt engine that is sitting on a shelf waiting for a buyer. An overhauled or rebuilt engine is sometimes available from reputable engine rebuilders, but not all models can be found “on the shelf.”

Used engines are often available after an unfortunate incident, such as a hangar collapse, a moving accident where the engine does sustain damage, or when the owner decides to part out an old airplane, rather than recover/repair as necessary. An internet search for used aircraft engines will find them available from salvage companies, individuals, eBay, etc. Because of some risk of getting a dud, I think it is MANDATORY that an owner involve his mechanic in the selection and installation of the used engine.

Q A charter pilot told me that his boss at his former place of employment called his pilots “Seagulls,” which my friend felt was derogatory? What does being called a “Seagull” imply?

A A “Seagull” is a derogatory description for a lazy pilot. The idea came from the fact that when Seagulls sometimes occupy a runway or taxiway, you sometimes had to yell at them or even throw rocks at them to get them to fly.

Q A friend owns a 1975 Cherokee 140, and I own a 1975 Cessna 172. My friend's prop got some stone damage and is at the prop shop getting overhauled. My friend needs to make a trip and asked me if he could borrow the prop from my airplane. Since both airplanes have the same 150 hp Lycoming engine, would this be OK, or legal?



Pete Schoeninger

A NO! At a glance, you would think so, but that is not the case. If you do an internet search for type certificates for each airplane (somewhat hard to find on the internet, but it is there), you will find the only prop approved by the respective manufacturers for your Cessna 172 is either a McCauley 1C160CTM 7553 or a McCauley 1C160DTM7553, and the only prop approved for your friend's Cherokee 140 is a Sensenich model 74DM or 76DM. There may be a Supplemental Type Certificate (STC) owned by prop shops or others allowing changes, but paperwork is needed to document these changes. Without appropriate paperwork, you would be illegal, even though it may work. You should also note that while both airplanes were born with a 150 hp Lycoming engine, the engines are not exactly the same. The Cessna model is 0-320-E2D, while Piper's model is 0-320-E2A.

Q My friend is having his annual inspection done at a new facility. The manager there has declined to sign off on the annual inspection because the propeller installed is not legal, as it is not listed as an approved prop on the airplane's type certificate. How can this issue be resolved?

A The quickest answer is to remove the illegal prop and install a prop approved by the manufacturer, or a prop allowed by an STC from a current STC holder. You are probably looking at an expensive (\$5,000-\$15,000) switch. (See question above for details about props.)

Q What are maintenance hazards of buying an airplane with some missing maintenance paperwork?

A If the airplane has been modified by STC or other paperwork, that paperwork needs to be noted and available in maintenance records. For instance, you may have a 1975 Cessna 172 with a non-original engine, such as a 180 hp Lycoming. If that installation is in the maintenance record, you're OK. But if it's not there, indicating the engine change was done during the period of time that records are missing, you're walking for a little while. (See the above question about the Cessna 172 and Piper Cherokee 140, and note the only engine approved by Cessna for the 1975 Cessna 172 is the Lycoming 0-320-E2D.) There are several firms that have a STC allowing and detailing the installation of a larger engine. If nothing can be found in maintenance records indicating the engine change in accordance with an STC or other form of paperwork, the airplane cannot be legally flown. I am familiar with a few cases of this nature and the owner may face months and months of grief from the FAA getting this mess straightened out. The search can get very difficult if the STC owner no longer exists. It may get very expensive as well.

Q Charles Lindbergh has been mentioned a few times by you as one of your heroes. What do you like about him?

A Thousands of very brave men and women have made historic flights. Lindbergh stands out in my mind because he did most of the legwork himself. He raised \$10,000 (almost 100 years ago) to buy the airplane. He helped talented and under recognized engineer Donald Hall modify an existing airplane to get an unheard of 3500-mile range. His pilot skills were fantastic, as he had to fly an unstable, grossly overloaded airplane many hours over water in IFR weather, with only a ball and needle, airspeed indicators, and a magnetic compass, while sitting in a one-seat cockpit with but a periscope for forward visibility.

Do an internet search for SPIRIT OF ST LOUIS INSTRUMENT PANEL, and note its instruments. Imagine the bravery required to takeoff with such minimal equipment for a 33-hour flight, mostly over water, eventually looking for and finding Paris with no electronic aids.

Also, do an internet search for SPIRIT OF ST LOUIS TAKEOFF, and you will find a black and white video on YouTube of the original takeoff. Note after a very long takeoff

roll, the airplane lifts off a couple of times in ground effect, but Lindbergh put it back down to accelerate a little more. His power loading was 24 pounds per horsepower, which is roughly twice the power loading of Skyhawks, Bonanzas, etc. And yes, some luck was involved as well.

EDITOR'S NOTE: Pete Schoeninger is a 40-year general aviation veteran, starting out as a line technician as a teenager, advancing through the ranks to become the co-owner and manager of a fixed base operation, and manager of an airport in a major metropolitan community. Pete welcomes questions and comments about aircraft ownership via email at PeterSchoeningerLLC@gmail.com

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NOTKOSH

by Dean Zakos

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To paraphrase:

“When once you have tasted AirVenture, you will forever walk the earth with your eyes turned toward Oshkosh, for there you have been, and there you will always long to return.”

There was no Oshkosh in 2020.

All the weeks spent at Oshkosh under Wisconsin summer skies are memorable; some more memorable than others. I remember one Oshkosh of constant rain, ever-present rumbles of thunder, ubiquitous puddles, muddy grounds, but always pleasant dispositions. That summer became known as “SloshKosh.”

Other summers held promising prospects of seeing things close up, most of us in general aviation never have a chance to experience. The sleek Concorde, performing not one, but two eye-catching passes prior to touchdown; the Airbus A380 hanging, low and slow, on short final; walking through an Air Force C-5 Galaxy transport; Bob Hoover entertaining the crowd in his Shrike Aero Commander; Neil Armstrong, Buzz Aldrin, and Michael Collins, the crew of Apollo 11,

appearing together on the 25th anniversary of the Moon landing; Patty Wagstaff corkscrewing through the air in her Extra 300S; and, of course, who can forget “Jet Man,” one of the few attractions the summer our elected representatives (in their infinite wisdom and in keeping with their interminable rounds of political warfare) decided to reduce the Defense Department budget, grounding all military aircraft from performing demonstrations or participating in static displays.

Because Wittman Field stood empty and silent, the summer of 2020 deserves a name as well. I believe it is entirely appropriate to tag this particular part of the last week of July and first week of August 2020 as “NotKosh.”

We had little control over the sometimes random, sometimes contrived, events that unfolded in front of us in 2020. A worldwide pandemic and its inevitable economic recession, a hotly contested Presidential election, peaceful protests, and out-of-control riots and looting. In 2020, possibly more than ever before, we needed Oshkosh.

My son and my daughter have been attending Oshkosh with me since they were little. One of our best memories, among many, was watching the afternoon air shows while reclining in the long shadow of the east side of the old control tower. The welcomed shade the tower provided, the perfect

angle of the grassy hill for reclined viewing, and the close proximity of the tower to cold drinks and ice cream, made that venue a perfect spot to spread our Tweety Bird bedsheet and relax. I had hoped that my grandson would join us at Oshkosh for the first time in 2020.

The old control tower is gone now. A new control tower has taken its place. Change is inevitable. We have found other locations for enjoying the air shows. But even as we seek out the familiar and comfortable, we are continually amazed by the new attractions AirVenture offers each year. More aviation interests are being served and promoted and, even if you are not a pilot, there is more for you to do and see as well. One spectacular success is the Wednesday and Saturday night airshows and fireworks displays. If you have experienced these, you know how fantastic and entertaining they are.

I have always found it interesting that there are so many shared memories of AirVenture, and so many individual/personal memories as well. Oshkosh, in one sense, has always been comfortable and predictable. We all enjoy coming back to the same campsites; engaging again with groups of wonderful friends; having breakfast in the Warbird Café; gladly substituting cheeseburgers and deep-fried cheese curds for healthier lunch fare; spending time at KidVenture; standing three deep in front of an avionics vendor's booth in an exhibitor hangar; enjoying a bag of freshly popped popcorn from the Red Barn in the Vintage aircraft area; drinking cool water from the tree-shaded bubblers next to the Brown Arch; standing in Warbird Plaza and listening to a pilot talk about an aircraft that made history; soaring above Wittman Field in a Bell 47 helicopter; delighting in "Jerry's One Man Band;" watching the endless line of ultralights departing and arriving on the grass strip on the south end of the grounds; and sitting with a handheld radio under the wing of a parked DC-3 and tracking the arriving aircraft on Runway 27. *"Red and Blue RV, make your base turn now. Green dot, land on the green dot."* *"Yellow and white Cessna on downwind, rock your wings now."* *"Piper Cherokee, nice job. Exit onto the grass when able and follow the flagmen to parking. Welcome to Oshkosh!"*

I often begin my mornings at Oshkosh with warm, freshly made donuts (plain, sugar, or cinnamon) and coffee. This operation, a not-so-well-kept secret, started in a tent next to the International Aerobatic Club (IAC) display area many years ago, approximately at the corner of Wittman Road and Boeing (fna AeroShell) Plaza. Years later it was moved slightly farther north where it now shares enclosed space with several hamburger/hotdog/chicken sandwich vendors. Wooden picnic tables with eye-catching blue and orange umbrellas providing mostly unrestricted views of the flight line and Runway 18-36, are set out in front of the walk-up windows.

When not flying, I cannot envision a better place to be than sitting under an umbrella, watching AirVenture wake up slowly in the coolness of an early morning. In the distance, the Ford Trimotor's engines are belching and turning over. The relative calm is broken only by a few GA aircraft

landing or departing on 18-36, or the thunderous roar of a formation of T-6s, gracefully climbing and banking their polished wings in the direction of Lake Winnebago. Delivery trucks, transmissions grinding, occasionally pass in front of me, momentarily blocking the view of taxiway Papa and the runway. Pilots, friends, and families at nearby tables laugh and talk in low voices about their arrival experiences, how they spent the previous night, or formulate plans in anticipation of the day ahead.

I am at a point in my life where there is no compelling need for me to buy stuff, but I want to walk through the Fly Market anyway. It would be a challenge to attempt to describe the Fly Market. Like Las Vegas, it is better to counsel others to walk through it and see for themselves.

If you are a pilot or builder, often you can find exactly what you are looking for. To everyone else, it is a swap meet/garage sale; an outdoor museum; and a sort of an open-air Walmart, offering everything from flight suits, t-shirts, aviation books, sunglasses, one-of-a-kind aircraft parts, Ginsu knives, hand tools, massage chairs, toys, aviation apparel, bed pillows, and cookware. Whatever you are looking for, you will likely find it there.

In 2020, EAA offered many virtual seminars and presentations to fill the void left by the forums and workshops that were dark and empty on the grounds. On-line is fine, but it is not the same. No aviation celebrities on stage or sitting just a few feet away from you when you are participating only with your laptop from home. No arriving flight of F-22 Raptors in full afterburner to drown out a presenter's voice. You can (and do) miss out by not being there.

Several years ago, I attended a talk on the Grumman A6 Intruder, the Navy's primary attack aircraft until retired in 1997. I watched a gentleman come in and take a seat a few rows away from me. He had shoulder length, tied-back hair, and a long beard. He sported denim bib overalls and sandals. He could easily be mistaken for one of the Smith Brothers of cough drop fame or, if holding a guitar, a member of the band ZZ Top. I surmised he was connected with a commune and probably sold dope out of the trunk of his car. He must have become lost and just wandered in.

The presenter, neat and trim, was a retired naval aviator who flew A6s off a carrier deck in Viet Nam. About half-way through the presentation, the guy in the bib overalls raises his hand. He proceeds to stand up and inform the audience that he was a Marine Corps pilot who flew A6s out of Da Nang.

He wanted to correct a technical point the presenter made concerning the A6, as the presenter was apparently accurate when referring to the Navy's aircraft, but inaccurate as it related to the Marines' shore-based ops. Once I recovered from the shock, I recalled something about not judging a book by its cover.

I remember taking the bus to the EAA Museum and the strangers you meet on the short commute. You can walk to the museum, but it is easier to make your way to the Bus Park and board the regularly scheduled transportation. Always

lines, but everyone is courteous and happy. On the bus, it was not unusual to discover that the young couple in front of me flew in from North Carolina, the older couple behind me flew in from New Mexico, and the two young men sitting across the aisle, wide-eyed and excited, are from Brazil on their first trip to Oshkosh.

The museum during AirVenture is always a buzz of activity. It is an opportunity to re-connect with aviation's and EAA's histories, and to see close-up many airplanes that you may have little chance to ever to be as near to again. If the mid-day warmth and sticky humidity outside are taking a toll, the museum's air-conditioned interior offers an enjoyable, short-term respite.

I remember many years ago attending a talk by Oscar-winning actor and pilot, Cliff Robertson, in the Vette Theater. Alone, sitting casually on a stool on the bare stage, he entertained with stories about growing up in San Pedro, California, fellow actors he had worked with, his flying, and his poetry.

North and west of the Warbirds area, hidden along Cap Avenue, the Aviation Explorer Base was unoccupied and unattended in 2020. Explorer Scouts and advisor volunteers did not welcome and host hundreds of their fellow Explorer Scouts in 2020. No brightly colored tents were pitched, no eagerly anticipated meals were served, and no tram pulled

by a John Deere tractor to transport the Scouts around the grounds when they were not engaged in projects or activities or volunteering to push/park aircraft or control pedestrians at taxiway intersections. The memories, the friendships, the good times, that could have, and would have, been made that summer were lost.

The Seaplane Base (96W), located on a photogenic bay on the west shore of Lake Winnebago, south of Oshkosh, stood quiet and green and ready in 2020, but the colorful Super Cubs, Cessnas, Lakes, de Havillands, and larger multiengine types, were not circling overhead or carving Winnebago's placid waters that summer. They were elsewhere. The woods, always inviting for its shade, was silent, with only the faint humming of insects and the chirping birds who make their homes within. Out on the lake, a few motorboats in the distance pulled water skiers or returned from a morning's fishing. If you went there in 2020, you would have found the moorings empty and the bay's waters still.

There are ghosts who attend Oshkosh each year. Not scary phantoms or frightful spooks of disasters or mayhem, but good and endearing memories of pilots who once were and are no more. They may have been someone's mom or dad, a spouse, a brother, a son or a daughter, or a good friend. If you look closely when you are on the AirVenture grounds, you can see their ethereal images sitting on a bench enjoying ice cream on a typical hot, humid Oshkosh afternoon. You can see them on the flightline, excited about being there, and proudly discussing the work and long hours they put in to build or restore their airplanes. You can see them strolling through the EAA gift shops, searching for that perfect t-shirt, ball cap, or other souvenir. You can see them at Theater in the Woods enjoying the warm breeze in the company of friends while taking in the evening's program. You can see them in Paul's Woods, or Camp Scholler, or the North 40, relaxing on lawn chairs outside of their campers and tents, or sitting next to their airplanes, laughing, and talking late into the dark and gentle night.

Some say, if you love airplanes, Oshkosh is airplane heaven.

I plan on returning to that heaven again this year.



Dean Zakos

EDITOR'S NOTE: Dean Zakos (Private Pilot ASEL, Instrument) of Madison, Wisconsin, is the author of "Laughing with the Wind, Practical Advice and Personal Stories from a General Aviation Pilot." Mr. Zakos has also written numerous short stories and flying articles for *Midwest Flyer Magazine* and other aviation publications.

DISCLAIMER: Mr. Zakos' articles involve creative writing, and therefore the information presented may be fictional in nature, and should not be used for flight, or misconstrued as instructional material. Readers are urged to always consult with their personal flight instructor and others about anything discussed herein. □

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Redefining “Light Sport” & Realizing The Promise of MOSAIC

by Mark Baker
AOPA President & CEO

If there is one thing that’s constant in aviation, and in life, it’s change. Everything in general aviation continues to evolve and our industry continually moves forward with enhancements in technology, updates to rules and regulations, and ever-changing issues to track.

AOPA continues to take a leading role in making sure that these areas of change evolve to help you—our members, and our fellow pilots and aircraft owners. We are managing several of these issues that will have a great impact on your freedom to fly—including airports and FBOs that want to charge outrageous and often hidden fees, and the move to a fully unleaded future (progress is being made!).

As the year unfolds, one of the biggest measures of change in GA that we’ll both follow and advocate for is the shifting definition of the light sport category through the Modernization of Special Airworthiness Certification (MOSAIC). MOSAIC will redefine general aviation, inviting more pilots to join us in the skies, and permitting more aircraft to be covered under the category. All in the name of expanding this great passion we share. We need strength in numbers.

No doubt you heard the good news from the FAA last year that it’s finally taking measures to redefine light sport. For many, this conversation is long overdue, and now I am hearing from pilots and aircraft owners across the country asking where MOSAIC stands, and what it will mean to them. As I write this, the FAA is reviewing more than 1,400 comments to the MOSAIC notice of proposed rulemaking (NPRM)—including comments from us on your behalf. We applaud the FAA for taking this long-awaited and overdue action, and we are watching with great interest.

With the work ahead of it, the FAA expects to issue the final rule around mid-2025, which will begin an approximate six-month implementation period.

As much as MOSAIC will shape the category and greatly change GA, AOPA looked at the fine print (the proposal



Mark Baker

is more than 300 pages!). While MOSAIC is a great step forward, we want to make sure it goes far enough so that we can all realize the full potential of this change and represent the full steps we’ve been advocating for over many years now. We want to make sure that the legacy fleet of GA aircraft get their due through the new rule.

Consider some of the significant changes that MOSAIC will bring to GA in expanding the definition of light sport: an increase of the light sport stall speed (clean) to 54 knots and raising the maximum airspeed to 250 knots calibrated. Retractable landing gear and controllable-pitch propellers would also be allowed, and the aircraft weight limit (currently 1,320 pounds) would be eliminated.

Thanks in part to AOPA’s advocacy efforts, MOSAIC would expand the privileges of sport pilots flying light sport aircraft to include certain operations such as aerial work and product demonstrations. Sport pilots would also be allowed to fly at night, operating more capable aircraft, with appropriate instructor endorsements.

Good news, yes. But we don’t think it goes far enough and we are busy working on that for you. Too many of the legacy GA fleet would not be covered, and that includes many aircraft that have been used to train pilots and get them into GA. For instance, the maximum 54-knot clean stall speed is too low. MOSAIC would allow a Cessna 182 to fly under the category, but not allow some PA-28 aircraft and other popular four-seat aircraft. AOPA recommends increasing the maximum stalling speed to 61 knots with safety enhancing devices, and at minimum an increase to 58 knots.

We are pushing hard to get the rule revised to incorporate all four-seat aircraft that makes sense for the category. We need to protect many of the thousands of legacy aircraft that are taking to the skies today.

MOSAIC is a great step forward that AOPA (and you) have been long advocating for. It makes strides that we have been working on with the FAA for years now, and we just need to see the rule go the distance and expand the category to where it should be.

This will continue to be a major priority for AOPA over the coming year and no doubt you’ll read more in these pages and hear more from me as we travel across this great country.

Blue skies! □



Summer Is Made For Flying & The Great Outdoors

by Yasmina Platt

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Summer is here! The mountains are calling, and we must go... fly them!

I have a proposal for you. Let's fly to Benchmark Airport (3U7), spend a couple of nights (different comfort levels identified), and enjoy some outdoor activities.

Where is 3U7 you ask? Montana's Lewis and Clark National Forest, 80 miles west of Great Falls. The airport is owned and operated by the U.S. Forest Service and is only open in the summer. Runway 12/30 is a 6,000 x 100 ft is paved and sits at an altitude of 5,434 feet MSL. It is important to take a look at the information in the Chart Supplement ahead of time to plan accordingly: 1) Mountains parallel east and west of the airport, 2) the runway is subject to moderate to severe crosswinds and turbulence, 3) Runway 30 is recommended for departures if conditions permit, 4) Runway 12 rises uphill 120 feet with rising terrain beyond,

and 5) there are no services.

Want to camp out and watch the night sky? There are two campgrounds on the west side of the airport: 1) Benchmark Campground on the northwest end that is often used by campers, and 2) Van Deriet Campground or "The Fly-In Campground," as it is also known, on the southwest end, with an aircraft parking area. There's also a good chance you can camp by your aircraft, if you prefer.

Prefer to stay in a cabin? Benchmark Wilderness Guest Ranch is within walking distance of the airport. But, if you're looking for something more private, rustic and off the grid, USFS's Kenck Cabin is about 2.5 miles north of the airport and may be perfect for you.

The outdoor activities are endless: fishing, hiking, hunting, horseback riding, stargazing...

You may find me hiking up to the Patrol Mountain Lookout in the adjacent Bob Marshall Wilderness by following Trail Number 213. It's about 12 miles roundtrip with 2,845 ft of elevation gain from the airport. It's not an





Source:
U.S. Forest Service



Source:
FAA, https://aeronav.faa.gov/visual/11-30-2023/PDFs/Great_Falls.pdf

easy hike, but the views and seeing the historic lookout are worth it!

I also want to share some Montana travel tips to consider: bring bear spray, a bottle of water with an integrated filter so you can refill at any stream, clothing for a mixture of weather conditions, and keep in mind all food must be out of sight in approved containers once onsite.

Have extra time to explore some more? Continue north towards Glacier National Park or other areas in northwest Montana! My website (<https://airtrails.weebly.com/montana>) has some suggestions for you.

Fly safe and fly often! (See if you can see the lookout from the air on your way in or out!)

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



Yasmina Platt

writes an aviation travel blog called "Air Trails" (www.airtrails.weebly.com), in addition to articles on pilot destinations for *Midwest Flyer Magazine*. Pilots can locate articles Yasmina has written by going to www.MidwestFlyer.com and typing "Yasmina" in the search box, or by going to the "Archives" section, then "Columns," then "Destinations."

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 that may be discussed herein.

Dick Weeden – 1932-2024

Pilot, Aircraft Technician

& Inspector, Family Man, Leader and Friend

EAA Chapter 431 charter member and first president, Richard (Dick) Marvin Weeden, passed away May 7, 2024, at the age of 91. A celebration of life took place at the Kelch Aviation Museum at the Brodhead, Wisconsin airport (C37), where Weeden worked as an aircraft technician and inspector for most of his adult life.

Weeden was born July 1, 1932, in Beloit, Wis. to Marvin and Bessie (Opsahl) Weeden, the oldest of five kids. Always fascinated with aviation, he joined the U.S. Air Force in 1952 during the Korean Conflict. He served as an aircraft instrument mechanic at Pinecastle Air Force Base in Orlando, Florida, working on B-47s, F-86s, and other top line aircraft of the time. He enjoyed this period of his life immensely and traveled the world on several tours of duty.

At age 16, Weeden took his first flying lessons at the South Beloit, Wisconsin airport in a brand-new Piper Cub. He eventually obtained his Private Pilot Certificate in 1976, and attended Blackhawk Technical Institute in Janesville, where he received his Airframe & Powerplant Certificate with Inspection Authorization, something that he used daily for the rest of his life. According to his instructor, Archie Henkelmann, Dick Weeden was by far his best student in the more than 33 years Henkelmann taught. “Every day was a pleasant experience having Dick in my class,” said Henkelmann.

Dick Weeden met his future wife, Pauline “Polly” Beischel, in 1954 at the North Central Airlines ticket counter at Midway Airport in Chicago. Polly worked there as a ticket agent, and Dick was trying to hitchhike home on a flight to Beloit. A ticket cost \$9.55, and Dick had exactly \$10 in his pocket. After a long-distance courtship through letters and visits, through moves and deployments, Dick proposed and they were married on August 11, 1956, in Beloit.

In 1957, the Weedens had their first child, Thomas, followed by Michael, Mary, James, William, and Patrick. They moved to Brodhead in 1969, and that’s when Weeden began to play a huge part in putting Brodhead on the map in the worldwide aviation community.

Weeden worked as a tool and die maker for Warner Electric Brake & Clutch Company in Beloit for 26 years, and for Knight Manufacturing (now Kuhn North America) as a model maker for another 19 years. In 1996, he retired to start his own machine shop in his hangar at the Brodhead Airport, where he continued to make custom parts for customers around the country. He was a master craftsman and aircraft restorer.

Weeden was one of the founders of the current Brodhead Airport by organizing a now-legendary meeting in his living room in 1972 to arrange for the purchase of the airport and its conversion into a shareholder-owned, public-access facility.



Dick Weeden flying his 1935 Rearwin Sportster 7000
Mike Pfizer Photo

He was a charter member and served as the first president of Chapter 431 of the Experimental Aircraft Association (EAA), and instrumental in organizing the annual fly-ins that take place at the airport to this day.

Dick Weeden and his family built one of the first modern hangars at the airport in 1974, when he started Weeden Aviation, an aircraft and engine maintenance shop. Though he worked on all kinds of aircraft, his specialty was vintage aircraft. He built and restored numerous aircraft and was especially proud of his scratch-built Pietenpol Air Camper, and his 1935 Rearwin Sportster 7000, which he rebuilt from almost nothing to an award-winning showplane. Weeden gave hundreds of airplane rides over his lifetime, and influenced pilots, mechanics, and restorers from all over the world through both example and encouragement. Old cars and trucks were a later love, and his restored 1949 Chevy Carryall – “just like the one I drove in the Air Force” – was a regular at area car shows.

In retirement, Dick Weeden continued to enjoy aviation and the airport. Highlights included a trip to Australia in 1996 to visit friends from the international aerobatics team, an Honor Flight to Washington, DC for veterans, annual trips to EAA AirVenture in Oshkosh, Wisconsin, and always the fly-ins at Brodhead Airport.

Dick Weeden is survived by his wife of 67 years, Polly, and children Thomas (Lesia) of Dodgeville, Wis.; Michael (Joanne) of Abilene, Texas; Mary of Verona, Wis.; James (Lisa Braley) of Blanchardville, Wis.; William (Jeni Shogren) of Albany, Wis.; and Patrick (Tracey Nelson) of Oregon, Wis., plus a large number of grandchildren, great grandchildren, and a wide community of extended family and aviation friends. He was preceded in death by his parents, brothers Don (Patricia) and David, and sisters Jeannine (Dan) Johnson and Carol (Paul) Brom, all of Beloit.

A private funeral was held, with a public celebration of life on May 17, 2024, at the Kelch Aviation Museum at the Brodhead Airport. In lieu of flowers, the family requests donations for a future memorial at the airport. For additional information, email Pat Weeden at

pweeden@kelchmuseum.org





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 E. Gaug, Aeronautics Director

Office of Aeronautics
Minnesota Department of Transportation
395 John Ireland Blvd, MS410
St. Paul, Minnesota 55155-1800

MnDOT Aeronautics Update

by Ryan E. Gaug, Director

It is truly an honor to be writing my second annual MnDOT update from the aeronautics director's "seat." I'm also excited to share that in April 2023, I was offered the director position permanently, thus removing the "interim" from my title. After immediately accepting, our team has been going full throttle ever since (and to be fair, our great team was in that mode well before I was offered the job).



Ryan Gaug

Like last year, MnDOT Aeronautics remains very focused on our workforce transition. One major update from this time last year – for the first time our office leadership team is fully staffed and in permanent positions. We now have full-time, permanent assistant directors and a dedicated supervisor for each of our work sections. This is a major milestone in our transition. If you're ever wondering whom to contact about what, visit our MnDOT Aeronautics contacts page:

mndot.gov/aero/contacts.

As I write this update, the 2024 legislative session is in full swing and several interesting aviation-related bills have been introduced to date. Those bills cover topics ranging from a bonding program for airports not eligible for federal funding to roadable aircraft (a.k.a. "flying cars"), and we are eagerly tracking these and many other proposals. The flying car concept, while fascinating, is not new. Yet it does represent the tip of the iceberg in terms of potential new aircraft we may see in the National Airspace System in the next 5 to 10 years. To that end, we're looking to get more engaged in the conversations surrounding these and other new aircraft types in the coming year.

Speaking of legislative sessions, last year's legislature provided historic levels of new funding for our aviation priorities. In addition to our annual \$25 million

appropriation, the legislature provided an additional \$36 million to leverage additional federal aviation funding, \$15 million to modernize Minnesota's system of Automated Weather Observation Systems (AWOS), and \$7 million to modernize MnDOT's fleet of utility aircraft. The \$7 million allocation towards the upgrade of MnDOT's fleet of utility aircraft is crucial for transporting maintenance personnel, and essential parts, and facilitating the modernization of aviation equipment and infrastructure across Minnesota's airports.

Nationally, much of the legislative focus remains on the increasingly overdue FAA reauthorization and funding needs of the nation's airports, including Minnesota's. At a recent conference hosted by the National Association of State Aviation Officials, I had the opportunity to hear directly from the new FAA Administrator, Michael Whitaker. While he's got a lot on his plate, it was a welcomed gesture that he spent time with Aeronautics Directors from across the country to understand our priorities and share some of his. With any luck, by the time this goes to print, we'll have a new five-year authorization in our hands.

Closer to home, the Minnesota State Aviation System Plan is now fully adopted and we're proud of the progress we're making in replacing some antiquated IT systems that are customer-focused, including our aircraft registration system. Minnesota is also now home to five FAA-approved weather camera locations across the state with the possibility of more to come. You can find the five locations on the FAA's website here: <https://weathercams.faa.gov/>. Finally, it is worth highlighting some important work being done by an ad hoc group that is focused on transitioning Minnesota to PFAS-free firefighting foams at our airports, in accordance with state law. I'm grateful for the broad participation from the many individuals and entities working on this complicated transition.

Thank you all for taking some time to read this annual update, and for everything you do for aviation. I look forward to strengthening our partnerships with all of you – and throughout the industry in the coming years. □

New aircraft registration system provides one-stop service online

by Julie Carr

MnDOT Aeronautics – Business Section

In Minnesota, all aircraft are registered with the Minnesota Department of Transportation, through MnDOT Aeronautics. There are more than 9,200 registered aircraft in Minnesota, including airplanes, balloons, and drones, active and unairworthy aircraft.

Once an aircraft is registered in Minnesota, the owner receives a certificate as proof of registration. By law, aircraft must be registered within 20 days of purchase if the aircraft is based in Minnesota.

Aircraft registration is required to be renewed every year by July 1, and aircraft registration must be paid in full by July 10 to avoid late fees. Paying online is the easiest way to renew aircraft registrations in Minnesota. Aircraft owners who pay by electronic check also save time and postage, as there are no fees for electronic checks. There is a fee for using a credit card.

Funds from aircraft registration are used to support Minnesota's excellent network of public airports, seaplane bases and aviation systems. All aviation-related taxes, including registration, go into the State Airports Fund (SAF). The SAF pays for airport maintenance and operations, airport equipment, NAVAIDs, project funding for Minnesota public airports and airport inspections. SAF funds are also used to match a portion of federal funds to National Plan of Integrated Airport Systems (NPIAS) airports.



Meet your aircraft registration team: (L to R) Leanne, Maggie, and Jana are here to provide support and answer any questions as you register your aircraft.

New online registration and payment system launched in March.

At the end of March 2024, MnDOT Aeronautics launched a new online payment system. There will also be numerous enhancements throughout the year. The goal is to create a single self-service online portal that makes it more convenient to register aircraft, pay any fees or taxes due, and provide any supporting information.

The new online registration and payment system is also designed to increase efficiencies on the backend, which will help reduce the time it takes to process and complete registrations. And, MnDOT Aeronautics' aircraft registration team will be available to answer your questions as we transition to the new system. You can get more information and set up your new aircraft registration account at mndot.gov/aero/aircraftregistration.

A screenshot of the MnDOT Aircraft Registration website. The header features the MnDOT logo and the text "DEPARTMENT OF TRANSPORTATION". Below the header, the page title "Aircraft Registration" is displayed. The main content area is divided into two sections: "Getting Started" and "Existing Users Log In Here!". The "Getting Started" section provides instructions on how to manage aircraft and pay fees, along with contact information for the MnDOT Office of Aeronautics. The "Existing Users Log In Here!" section includes a login form with fields for "Email Address" and "Password", a "Log in" button, and a link for "Forgot your password?". Below the login section, there is a "New Users Sign Up Here!" section with a "Register Here" button. A small note at the top right of the page reads "*DO NOT CLICK THE BROWSER BACK".

A Report On The 2024 Minnesota Airports Conference

by Dave Weiman

It is tradition to rotate the annual Minnesota Airports Conference around the state to different host airports and communities. Last year, the conference was held in Alexandria, Minnesota. This year the conference was held at the Breezy Point Resort in Breezy Point, Minn., April 24–26, 2024.

The conference features experts in aviation and aerospace who share their knowledge in a variety of sessions and presentations. The conference aims to deliver the most up-to-date and advanced information for Minnesota aviation professionals, especially airport managers, fixed base operators, and state and federal aviation officials. The whole idea of the conference is to exchange ideas on funding, trends, airport management, operations, maintenance, and best practices, and to recognize accomplishments.

Conference highlights included a keynote presentation by best-selling author Ross Bernstein about the DNA of what makes champions in sports so unique and how that relates to business. Other speakers included former state legislator Mike Beard of Bollig Engineering; Dave Beaver of Owatonna Degner Regional Airport; Ryan Gaug, Kirby Becker, Casey Carlson, Tim Jarvis, Arika Johnson, and Jim McCanney of the MnDOT Office of Aeronautics; Joseph Block of Crown Consulting; Zach DeVeau of Kimley-Horn; Nicole Harris of the FAA Airports Division; Ben Melin, Andy Smuder and Nick Thoennes of Neo Electrical Solutions; Brian Ryks of the Metropolitan Airports Commission; Rob Sims of Mead & Hunt; Ann Johnson Stewart of Professional Engineering Services; Lindsay Terry of FAA's Airport Division Office; Bill Towle of St. Cloud Regional Airport; and Andrew Wall of



Ryan Gaug
Dave Weiman Photo

South St. Paul Municipal Airport.

General session topics included airport funding challenges and successes, statewide priorities in the Minnesota State Aviation System Plan (MnSASP), advanced air mobility, connecting with the state legislature to influence decision-making, and more! Concurrent sessions were held on airfield lighting, airport improvement program (AIP) funding for multiple runways, 5010 focus areas, and emergency response.

Airport project award recipients included Jackson Municipal Airport for “Project of the Year - Intermediate Small GA Airport” for its runway, taxiway, and apron improvements (HDR, consultant, Svoboda Excavating, Inc., contractor); Fillmore County Airport for “Project of the Year - Intermediate Large GA Airport” for its terminal building construction (SEH, consultant, Wieser Brothers General Contractor, Inc.); and Brainerd Lakes Regional Airport for “Project of the Year – Commercial Service Airports” for its new airport rescue, firefighting, and snow removal equipment facility (Mead & Hunt, consultant.)

The chair of the Minnesota Council of Airports is Pam Schroeder of Fillmore County Airport in Preston, Minn.; Andrew Wall of South St. Paul Municipal Airport is vice chair; and Kyle Christiansen of Bemidji Regional Airport is secretary/treasurer. Mark Knoff is executive director.

The conference is organized by the Minnesota Council of Airports and the Minnesota Department of Transportation Office of Aeronautics, and facilitated by the University of Minnesota Airport Technical Assistance Program (AirTAP).

The 2025 Minnesota Airports Conference will be held April 23-25 in Mankato. □

Minnesota Aviation Trades Association Annual Meeting

The Minnesota Aviation Trades Association (MATA) holds its annual meeting during the Minnesota Airports Conference, and presents its scholarships at that time.

Receiving the MATA Scholarships were Augie Gulbranson of Brandon, Minnesota, and Alex Flaten of Rush City, Minn. Gulbranson has been training at Alexandria Aviation in Alexandria, Minn., and Flaten has been training at Hawk Aviation in Rush City. Gulbranson is a freshman at Alexandria College, and Flaten is a sophomore at Rush City High School.



The board of directors of the Minnesota Aviation Trades Association.
Dave Weiman Photo



MATA Board members, Kreg Anderson of Alexandria Aviation (left) and Mark Schwichtenberg of St. Cloud Aviation (right), present a MATA Scholarship Certificate to Augie Gulbranson of Brandon, Minnesota.

Dave Weiman Photo

In applying for the scholarship, Augie Gulbranson wrote: *“The image of a pilot has always been stuck in my head. Dressing up as a fighter pilot for Halloween was almost a tradition as a little boy with big aspirations. The first knowledge of flying came from my grandfather who flew the Airbus A320 for Northwest Airlines in a span of more than 30 years. Growing up he would always show me his logbooks and his flight bag and all the materials he was required to have in his possession daily, while working.*

Beginning in middle school, my interest was sparked in possibly different careers other than aviation that I could receive education in the Alexandria community. As middle school was coming to an end and a new chapter of my life – high school – was beginning, I began thinking as to what career I wanted to pursue. Business was always in the back of my mind, and I always took an interest in financing and how it can help me in the future, along with my passion flying!

*During high school, I started to do some research on where I was going to pursue my dream of becoming an airline pilot while getting a separate degree in finance at the same time. I toured a couple of schools in which I could do both, including Mankato State and UND. After touring Mankato and going with my gut, I started to do a little more research on what my hometown of Alexandria could offer me. As it turned out, Alexandria Technical and Community College and Alexandria Aviation was the right combination for my current situation. I was fortunate enough to get hired at Alexandria Aviation as a line technician. For a young college kid with a passion for flying and in general loves being around airplanes, I couldn't have asked for a better opportunity. It is truly a blessing to interact with my co-workers and instructors and be surrounded by a great group of people with the same interests as mine, as I progress through my ratings. I would like to thank you for reading my letter and the opportunity to be considered an aviation scholarship candidate to help further my aviation career. **Augie Gulbranson***

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:

- Maxwell Aircraft Service, Minneapolis, MN
- R. C. Avionics, Blaine, MN
- Aviation Charter, Eden Prairie, MN
- Donaldson Company, Bloomington, MN
- Hawk Aviation, Rush City, 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



MATA Board members, Kreg Anderson of Alexandria Aviation (left) and Mark Schwichtenberg of St. Cloud Aviation (right), present a MATA Scholarship Certificate to Alex Flaten of Rush City, Minnesota.

Dave Weiman Photo

In applying for the scholarship, Alex Flaten wrote: *Hello, my name is Alex Flaten and I am applying for the Minnesota Aviation Trades Association (MATA) Scholarship.*

I still remember my first flight. I was about 4 years old when my parents took my brother and me to the fly-in/drive-in that was being held at the Rush City Airport. My mom was able to book us a flight on a helicopter, a 20-minute ride that changed my life. About a year later, I went on my first commercial flight and the pilot allowed me to have a quick look at the cockpit. I was hooked and knew I wanted to become a pilot.

In January 2023, I took ground school with instructor Jay Valex at Hawk Aviation. I found the class very interesting, and Jay was a very good instructor and told us some great flying stories. Mark Nelson was also a mentor after I finished the class and worked with me to pass the written exam. I passed in May 2023 and have been working with Dave Gunderson on my flight training. I took my first solo flight in early December 2023.

I am a 10th grader at Rush City High School, with a GPA of 3.95. I am involved in football, track, and golf. I am also on the student council and serve as vice president, and president of the Leos Club, which is sponsored by the Lions of Rush City. As a member and president of the Leos Club, I volunteer many hours in Rush City. I attend First Lutheran Church and am a member of the praise band on Sunday mornings.

After high school, I plan on attending North Dakota State University and majoring in Aviation. With encouragement from my parents, I was able to start my dream to become a pilot in January 2023. I work at the Rush City Aquatic Center, as a lifeguard in the summer to earn money for school. I hope to be awarded the Minnesota Aviation Trades Association (MATA) Scholarship to help with my dream and continue flight training.

Alex Flaten

Speaking at the annual meeting was former Minnesota Legislator and MATA Board member, Mike Beard, who gave members a briefing on current Minnesota legislation.

Ryan Gaug, Director of the MnDOT Office of Aeronautics, briefed members on current initiatives in his office, and concerns including Per- and polyfluoroalkyl substances (PFAS), often referred to as 'the forever chemicals' due to their persistence in the environment and having been linked to various adverse health effects. PFAS chemicals have been used in aviation as a fire retardant. New laws are intended to band PFAS chemicals, but nothing yet has been suggested to replace them.

Elections were held with Mark Nelson of Hawk Aviation continuing as President; Joe LaRue of Prairie Air continuing as Vice President; Nancy Grazzini-Olson of Thunderbird Aviation and Academy College continuing as Treasurer; and Kreg Anderson of Alexandria Aviation continuing as Secretary. Other directors include Mark Schwichtenberg of St. Cloud Aviation; Tracie Walter of Bemidji Aviation; Joe Birkemeyer of NorthPoint Aviation; and Dave Weiman of *Midwest Flyer Magazine*. The board welcomed Tyler Brimmer of Klick Brimmer PLLC to the board. Gene DePalma is Executive Director.

Fixed base operators and vendors are encouraged to join MATA. Visit <https://www.mata-online.org/> or call Gene DePalma at [651-343-5986](tel:651-343-5986).

EDITOR'S NOTE: What would an airport conference be without visiting the host airport – in this case, “Breezy Point Airport – Muller Field.” The airport is named after U.S. Army Viet Nam veteran and former St. Paul business owner, Cliff Muller. Cliff is the airport manager and an active GA pilot and aircraft builder. NOTAM: Breezy Point Airport is a private airport and pilots must call Cliff before landing:

[218-838-3434](tel:218-838-3434). The airport hosts a fly-in and classic car show each year called “Breezy Point Aviation Day,” which is free to all visitors, including the food and beverages! This year's event was held May 4, 2024 (www.breezypoint.com). □



Mike Beard
Dave Weiman Photo



Breezy Point Airport manager, Cliff Muller, in his home hangar in Breezy Point, Minnesota. A BD5J microjet, once owned by 1980 World Aerobatic Champion, Leo Loudenslager, and his "Bud Light Air Force," is displayed above.
Dave Weiman Photo



Cliff Muller was a radio specialist in the U.S. Army during Viet Nam.
Dave Weiman Photo



Aviation artist "William S. Phillips" gave Cliff Muller this autographed painting called "Boots On The Ground," showing what combat was really like in Viet Nam, which Muller knew only so well. Huey helicopters provided machine gun cover for troops after dropping them off.
Dave Weiman Photo



(L/R) U.S. General William Westmoreland thanked Cliff Muller for his service.
Dave Weiman Photo



Grantsburg, Wisconsin Municipal Airport (KGTG)

Tenants Rally To Save Wisconsin Airport

by Rod Kleiss

I moved my gear business from Minnesota to Grantsburg, Wisconsin in 2004 because I needed more space, and at the time Wisconsin offered a greater incentive for small businesses to relocate in the state. A failed business in Grantsburg left a relatively new 14,000 square foot factory available for a very good price, making my decision to relocate there an easy one.

As the years went by, I decided that I really should get involved in the community, so I joined the village board in 2013 and received a warm welcome.

The first two years were fairly uneventful, but as time went on, the board no longer wanted to support the library, the swimming pool, and were happy to leave the tennis court in poor condition.

Some of us supported those services as necessary for the well-being of our children and convinced the village to at least support some of them.

During my second term on the board, the issue of its airport – Grantsburg Municipal Airport (KGTG) – came up. There seemed to be a consensus that it was virtually unused and should probably be closed, suggesting that Burnett County Airport (KRZN) in Siren, Wisconsin, located 12 miles away, could serve both communities. I was not a pilot at the time, but my dad had been a dive-bomber pilot off the “USS Enterprise” during World War II, so I felt somewhat connected and offered to see what might be done to preserve our airport.

The first thing I did was to go out to the airport and assess its condition. There was no doubt it had deteriorated. Some of the hangars were well maintained, but the runway

and tarmac looked the worse for wear, and the airport administration building was marginal at best.

The next time I went out there, one of the hangar owners was working on his airplane and I spoke with him. He loved the airport and was disappointed with the lack of support from the village. He introduced me to some of the other pilots and offered to take me up for a ride which I accepted. It didn't take long for me to realize that general aviation was very, very cool, and I started to think about getting my pilot's license. At the same time, I started looking into how airports were funded. I learned about “entitlement funds” – and fuel sales and hangar rentals – and the state and federal support available to airports.

I spoke with officials at the Wisconsin DOT Bureau of Aeronautics about its support and started learning how our airport had been neglected and abandoned by the village years ago. I started to learn how other airports were an integral part of their communities and considered necessary and beneficial economically. Airports around us – Rush City, Siren, Osceola, Cumberland, Rice Lake – are all supported by their local communities and considered tremendous assets. I was confused as to why the Village of Grantsburg did not recognize the inherent value of its airport.

First things first... We needed to improve the appearance of the airport. With the help of concerned citizens, we repainted the terminal building and replaced the windsock. The cooperation we received was very encouraging and everyone seemed fond of the airport. We then held a fly-in with Young Eagles flights and a pancake breakfast. Again, lots of local interest and a big turnout! The village's lack of support became more and more confusing to me, so I spoke with the manager at Burnett County Airport (KRZN) about



Rod Kleiss and his daughter Melanie.



The day Rod Kleiss passed his VFR exam.

supporting us as well. He seemed to think that all the county needs is one airport. That was when I began to understand the underpinnings of Grantsburg's stance.

From 2013 to 2020, our pilots approached the village board and explained how their airport could once again be vital to the community for a very small initial investment and could become self-supporting. We answered all sorts of questions, such as the cost of resurfacing the runway, and the actual use of the airport. About this time, I learned to fly and bought my first airplane, a Cessna 152, and leased a hangar at the airport. That's when I noticed the lease stated the village could close the airport at any time and hangar owners would have no recourse. We brought that to the village's attention, but board members refused to budge. This went on for some time, but we did get public support for our position.

I then learned that the hangar owners at Burnett County Airport recently had a contract dispute with their leases, hired a lawyer, and managed to get a new lease agreement. Their agreement had different language than ours, so we asked the village to allow us to have the same lease agreement, since both airports were in Burnett County. To my surprise, they agreed, and with the new lease we easily filled up our unused hangar spaces and began to thrive! But the board still wouldn't consider using FAA entitlement money to refurbish the runways because they were misled in thinking that their cost would be in the millions of dollars, and the airport would have to comply with federal standards for 20 years, which in their view was excessive government oversight.

As I was no longer on the village board, I offered to become the airport manager, so I could figure out a way to make this all happen with limited local dollars. Once again, I was surprised they appointed me manager.

As airport manager, I was able to talk with a lot of people and began to put together a plan for resurfacing the runway that would run the village around \$50,000, not \$3 million as naysayers claimed it would cost.

Around this time the COVID virus surfaced, and lots of things shut down. Then I received an email from the

Wisconsin DOT Bureau of Aeronautics indicating that COVID funds were available to airports in the amount of \$20,000. The letter asked for us to respond by the end of the week or we wouldn't be considered. I figured it was a non-issue. Certainly, we would love to accept money to improve our airport, but I knew that the village board would never respond in the time required. As airport manager, I responded to their letter that we welcomed the support and informed our village clerk. The next thing I knew the board removed me from the airport manager's position because they felt I exceeded my authority. In retrospect, I believe I was making too much headway in improving our airport, and they just wanted me gone!

Finally, after 7 years of trying to get the village to recognize the value of the airport, we decided that we only had one avenue left. In our new lease contract, the village stated that they were solely responsible for airport management and maintenance. Well then, they were not maintaining the airport, so they had violated our contract. Two years ago, we brought a lawsuit against the village for their contractual failure. We passed through a required mediation period without them ever offering to come to the table. They simply delay and delay. We finally have a court date set in December and that is where we are today.

Meanwhile, the tenants of the airport will proceed to sponsor a "Save Our Airport Fly-In" and continue to rally local support.

Pilots and aviation officials reading this article can email me to express their support and make suggestions:

kleissrod@gmail.com.

Thank you! □





Symphony In The Skies: A Harmonious Fusion of Music and Aviation

by Timberly Kazmarek Marbes

On a balmy July afternoon last summer, a 32,000 square foot hangar at Green Bay Austin Straubel International Airport (KGRB) transformed into a symphonic haven, resonating with the majestic melodies of an orchestra concert. The Civic Symphony of Green Bay (a volunteer community orchestra) partnered with Pilotsmith (one of the largest flight schools in Wisconsin) to present a unique event merging the worlds of music and aviation.

At the heart of the celebration was a commitment to community accessibility. The concert aimed to break down barriers to cultural engagement, inviting families, aviation enthusiasts, and music aficionados alike to partake in the festivities. Through the generosity of several sponsors – especially Charlie Smith and Al Timmerman’s donation of the Pilotsmith/Jet Air Group hangar as a venue – the event was free of charge and open to all.

From the moment the hangar doors slid open at noon, attendees were greeted with an assortment of family-friendly activities, ensuring there was something for everyone to enjoy.

For aspiring aviators, Pilotsmith beckoned with the promise of flight simulator adventures and insights into the





world of aviation. Pilotsmith has five Wisconsin locations and provides training for private pilots, instrument ratings, and multi-engine, commercial, and certified flight instructor certificates. Several flight instructors were on hand to answer questions about pilot careers and recreational flying. The biggest hit of the event was the full-motion simulator where people lined up all afternoon to test their flying skills.

Heid Music's "petting zoo" allowed budding musicians to try various string, wind, and percussion instruments under the guidance of volunteer musicians from the Civic Symphony. The sounds (and sometimes ensuing laughter) echoed throughout the cavernous hangar space. Heid Music offers lessons and instrument rentals at their locations throughout Wisconsin.

The atmosphere buzzed with creativity as children crafted souvenir popsicle-stick kazoos which could convert into airplanes – a perfectly-themed keepsake toy for the occasion! Vibrant designs adorned the children's faces, courtesy of Face Painting by Lori & Friends. Small handcrafted wooden trucks donated by Rick's Toybox, Inc. put smiles on many little faces.

The concert unfolded with music celebrating the spirit of flight and the essence of patriotism. Special guest vocalists Darren and Shelly Johnson from Daddy D Productions lent



their talents to the show. Concertgoers enjoyed many flying-themed selections, such as "Fly Me to the Moon," "Come Fly With Me," and "Danger Zone" from Top Gun. Plus there were moving renditions of "Summer Wind" and "Over the Rainbow." Many in the audience sang along, and some even got up to dance in the aisles.



The orchestra brought a little humor and programming creativity with “Gonna Fly Now,” from Rocky, the flying broomstick song from Harry Potter & the Sorcerer’s Stone, and the flying theme from E.T. the Extra-Terrestrial. A virtuosic arrangement of “Flight of the Bumblebee” highlighted some of the ensemble’s principle players.

The patriotic half of the repertoire contained toe-tapping Sousa marches, “Battle Hymn of the Republic,” “America the Beautiful,” and music from Band of Brothers. Veterans and enlisted members of the military stood to be honored during “Armed Forces Salute,” a medley of the hymns of the five branches of the military.

Against this backdrop of artistic expression, static displays showcased an array of aircraft. Dan Fulwiler brought his historic Dornier, Charlie Smith of Pilotsmith displayed his SR20, the Civil Air Patrol brought their Cessna 182T, and Dennis Martin arrived in a rotorcraft from Enstrom Helicopter. Attendees could take a look inside the aircraft

and ask the pilots questions. Austin Straubel Airport drove their enormous snow removal equipment so people could get an idea of what’s needed to keep the airport’s 3.1 miles of runways (not to mention taxiways and ramps) clear of snow in winter!

With food trucks on site, patrons could purchase lunch and snacks to sustain them through the afternoon’s activities. There was free parking at neighboring Oneida Bingo and Casino, along with a complimentary shuttle bus to the venue. The nonprofit orchestra raised funds with free-will donations and a raffle drawing for a discovery flight through Pilotsmith and season tickets for the Civic Symphony of Green Bay.

More than 1,200 people attended the free family-friendly event last summer, and the orchestra is planning an encore performance this year on June 15, the Saturday of Father’s Day weekend. This year’s repertoire will consist of father-themed and patriotic music, with special guests from the Lake Effect Barbershop Quartet. Jet Air Group will again offer free fly-in parking at the FBO and a fuel discount for all fly-in aircraft.

The Civic Symphony of Green Bay (CSGB) has been testing strategies to attract new patrons to the world of orchestral music. Their slogan is “Music you like, by people you know,” and they often partner with other local organizations to share music in unique and interesting ways.

In November 2022, the orchestra presented its “Gridiron Gala with the Symphony” in the iconic Lambeau Field Atrium. The dance music concert also included optional dance lessons from Green Bay Ballroom dance instructors, behind-the-scenes stadium tours, and a buffet dinner in the balcony overlooking the atrium.

CSGB’s “Film Favorites” concert shared music from movies, plus bonus features where, rather than asking patrons to keep all phones turned off and out of sight, they were invited to use their devices to participate and learn more about the music. Their interactive website included trivia questions about the composers and pieces, real-time program notes, and a camera angle of the conductor from the musicians’ POV.

Earlier this year, more than 100 student musicians joined CSGB on stage to demonstrate the “Musician’s Journey: Beginner to Adult.” Students were welcomed from the Suzuki

Academy of Green Bay, De Pere Middle School Orchestra, Green Bay East High School Chamber Orchestra, and St. Norbert College String Orchestra, along with winners of CSGB’s biennial concerto competition which gives scholarships to talented student musicians.

The “CSGB @ GRB” event kicks off the orchestra’s 30th anniversary season. Other planned concerts throughout 2024-2025 include a food and music collaboration with the culinary students at Preble High School, the choral masterwork Carmina Burana with 300-plus singers, a brand-new orchestral composition about King Arthur, and an entire program devoted to music from video games. More information about the Civic Symphony of Green Bay and their upcoming season can be viewed at gbcivic.org.

ABOUT THE AUTHOR: Timberly Kazmarek Marbes is the executive director of the Civic Symphony of Green Bay, leading the organization’s strategic efforts, grant writing, and marketing activities. She is also their principal clarinet performer and music librarian. Timberly enjoys photography and traveling, and lives in Ashwaubenon, Wis., with her husband Dan who serves as CSGB’s board president, plays principal trumpet, and is an instrument-rated commercial pilot. □



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Introducing The Greater Milwaukee General Aviation Association

Within 30 miles of Milwaukee, Wisconsin, are a dozen general aviation airports and nearly 1,300 general aviation pilots. The state has a wonderful aviation heritage:

- Alfred W. Lawson built airplanes in Green Bay and Milwaukee, 1918-1921, launching the state's aircraft industry.
- William "Billy" Mitchell, a member of one of Milwaukee's most prominent families, witnessed a demonstration by Orville Wright in 1908 that contributed to his emergence as a prophet of military air power during World War II.
- The Experimental Aircraft Association (EAA) was founded in the greater Milwaukee area and its annual AirVenture event in Oshkosh brings hundreds of thousands of pilots to the area. In fact, the late Bill Lotzer, who owned Gran-Aire at Milwaukee Timmerman Airport, hosted EAA Founder Paul Poberezny for one of his first organizational meetings and fly-ins.
- Aviation is attracting new pilots and aircraft mechanics. Flight schools and training facilities are busy meeting these needs.

Thanks to the efforts of Jim Hausch, we are pleased to announce the creation of the Greater Milwaukee General Aviation Association (GMGAA) www.gmgaa.org.

The mission of GMGAA is to promote the safety of operations and continued development and inclusion of general aviation in the greater Milwaukee area in cooperation with the pilots, users, the airport authority, Milwaukee County government, and the community at large.

Membership in GMGAA is open to anyone who shares our mission. Membership types and dues are as follows:

- Pilot Members (voting), \$20/year. Pilot Members shall be those persons who hold at least a student pilot certificate. All Pilot Members in good standing shall have the right to vote, hold office, serve as directors, serve on committees and/or task forces, participate in GMGAA activities, and receive periodic information from the organization.
- Associate Members (non-voting), \$20/year. Associate Membership is open to individuals who have an interest in aviation and an interest in lending their support and cooperation to the organization. Associate Members do not have voting rights and are not allowed to hold office or serve as directors, however, they may serve on committees and/or task forces, participate in GMGAA activities, and receive periodic information from the organization.

Activities presented by or in conjunction with the organization include safety meetings, social events, special outings, email newsletters/updates, public outreach, and participation in public and private meetings as a representative of the organization and its members.

As a 501(c)(4) organization, donations to GMGAA are not tax deductible, but will be used to help carry out GMGAA's mission.

Subscribe to the GMGAA mailing list here:

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Executive Air Taxi Named Bismarck Airport's CAA Preferred FBO.

Corporate Aircraft Association Names Executive Air Taxi Bismarck's Preferred FBO

BISMARCK, N.D. – The Corporate Aircraft Association (CAA) has named Executive Air Taxi the preferred FBO at Bismarck Municipal Airport (KBIS). The recognition comes after a competitive voting process whereby CAA members selected the FBO at the airport to be among the best, relative to facilities, services, and pricing.

Over 50 years, Executive Air Taxi has consistently set the industry standard for quality and reliability. With a range of amenities and services backed by a team of aviation experts, Executive Air Taxi features a modern executive terminal with heated hangars, and comprehensive services available around the clock. Additionally, Executive Air Taxi's FAA Part 145 certified repair station keeps operations running smoothly, and cost-saving opportunities abound with the field's lowest

fuel prices and no landing or ramp fees!

As an Avfuel-branded FBO, CAA members have the capability to process their transactions with the Avfuel Pro Card, saving them time and money at the front counter. This is in addition to lucrative rewards on fuel purchases with AVTRIP.

Executive Air Taxi Corporation was founded in 1973 as a modest private air transportation company. Over the years, the company has steadily grown into becoming the preferred aviation company for visitors at Bismarck Municipal Airport. It has also become one of the largest air charter operators in the Midwest. For more information about Executive Air Taxi and its services, visit executive-air.com. □

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Minnesota Airports Face Unknowns In Unleaded Avgas Transition

The aviation industry and the FAA have established a goal of removing lead from avgas no later than 2030. While that's more than five years out, Minnesota's airports, as well as airports nationwide, may feel the clock ticking. Currently only two GA airports in Minnesota sell an unleaded fuel, and many questions about the transition remain.

Airport lighting technologies: How close are we to LED everything?

The brilliant glow of brand-new LED edge lights can now be seen at many airports throughout Minnesota and elsewhere. A common misconception is that the hold-up for full integration of LED lighting has been the light bulb itself. In reality, other requirements of LED technology have caused delays.

Luverne, Minnesota Municipal Airport has witnessed a remarkable surge in activity over the past five years, presenting both opportunities and challenges. In addition to adding hangar space, the airport recently completed a notable project with the installation of a new asphalt treatment on its taxiway.

Maintaining Minnesota's AWOS stations

As 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? More important, how can you trust it to make safety-

critical go/no-go decisions?

This information was presented by the Airport Technical Assistance Program (AirTAP), Center for Transportation Studies, University of Minnesota. □



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MAC's CEO Brian Ryks Selected for Minneapolis/St. Paul Business Journal's Most Admired CEO List

MINNEAPOLIS-ST. PAUL, Minn. — Metropolitan Airports Commission (MAC) Chief Executive Officer Brian Ryks has been selected by the Minneapolis/St. Paul Business Journal for its 2024 Most Admired CEO list. Each year the list recognizes 10 Twin Cities executives for their outstanding professional successes and civic leadership.

Ryks has served as executive director and CEO of the MAC since 2016. He is responsible for the administration, management and strategic vision of Minneapolis-St. Paul International Airport (MSP) and six general aviation airports. Together, these airports comprise one of the country's largest and most respected aviation systems. Under Ryks' leadership, MSP has been named the "Best Airport in North America" in its size category for seven out of eight consecutive years by Airports Council International. The global analytics firm Cirium recently awarded MSP top honors for 2023 on-time performance in its annual rankings. MSP is only the second U.S. airport to win this honor in the last decade.

According to MAC Board Chair Rick King, Ryks' focus on stakeholder engagement, constant improvement and



Brian Ryks,
MAC Chief Executive Officer.
Metropolitan Airports Commission Photo

innovation fuels the resilience and growth of MSP and the MAC system.

"Brian is a very talented leader who sets a clear vision, surrounds himself with an excellent team, and then makes sure that the team delivers superior quality services day after day," King said. "The ongoing success of MSP and the reliever airports doesn't happen by accident. The MAC is fortunate to have Brian leading the organization, and our region's travelers and economy benefit from the great work of Brian and his MAC team."

The MAC, MSP and the general aviation airports are key economic drivers for the state, employing more than 700 people and generating nearly \$16 billion in regional economic impact. Ryks has provided key leadership with Greater MSP and over 30 Minnesota companies to develop the Regional Air Services Partnership for enhancing globally competitive air service at MSP. That partnership has helped MSP add significant new carriers (WestJet, Allegiant, Lufthansa, JetBlue) and routes (Seoul, Dublin, Mexico City). Ryks also has overseen \$1.9 billion in airport improvement projects including expansion and remodeling of the MSP departures and arrivals areas, as well as an expanded Concourse G featuring a new Delta Sky Club.

MSP set passenger records every year of Ryks' tenure until the pandemic struck, and Ryks has played a critical role in the airport's robust recovery. Passenger levels rebounded in 2023 with MSP serving over 34.7 million passengers. MSP is projected to surpass 2019's record in 2024. This sustained recovery is due in part to Ryks' leadership in developing the MAC's Enterprise Strategic Plan, which sets a clear course for the MAC's future under its new purpose to "provide exceptional airport experiences so Minnesota thrives."

Ryks is active both locally with Minneapolis-based business and civic organizations while also serving as a national leader in the aviation industry.

About The Metropolitan Airports Commission (MAC)

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 www.metroairports.org. □

An advertisement for Minnesota Petroleum Service (MPS) Aviation Refueler. The ad features a blue background with white and yellow text. On the left, there is a circular logo for MPS. The main text reads "Minnesota Petroleum Service" and "MPS Aviation Refueler". Below this, a list of services includes: Powder Coated or SS, Power Rewind Hose Reel, Aviation Filtering System, and Metering System. Contact information is provided: Phone: 763-780-5191, Toll Free: 888-797-7677, and E-Mail: sales@mnpetro.com. A photograph on the right shows a white fuel nozzle connected to an aircraft's fuel tank. The website www.mnpetro.com is listed at the bottom right.

MSP Named Best Airport in North America for Third Straight Year


MINNEAPOLIS-ST. PAUL – Airports Council International (ACI) has named Minneapolis-St. Paul International Airport (MSP) as the “Best Airport in North America” through its global passenger survey program. The achievement is for the 25-40 million passenger category.

This recognition marks the third straight year—and seventh out of the last eight years—that MSP has received the Airport Service Quality (ASQ) program title. In addition, MSP is a member of the ACI World Director General’s Roll of Excellence following four straight years of Best Airport in North America awards between 2016 and 2019.

“This award is particularly meaningful because our own

passengers have chosen MSP for one of the industry’s highest honors,” said Brian Ryks, CEO of the Metropolitan Airports Commission (MAC), which operates MSP. “Our entire airport community works hard to deliver top-notch customer service, and this latest award affirms our continued commitment to providing exceptional airport experiences for our travelers.”

The 2023 ASQ Awards were based on 595,000 on-site traveler surveys at 400 airports in 95 countries. The surveys cover 30 key indicators that define a passenger’s overall experience, including the ease of finding their way through the airport, check-in, security, cleanliness, shopping, and dining. □





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2024 Minnesota Aviation Hall of Fame inductees, or their representatives.
Dave Weiman Photo

34th Annual Minnesota Aviation Hall of Fame Honored Some of Minnesota's Finest!

The 34th Annual Minnesota Aviation Hall of Fame was held April 20, 2024, at the Mystic Lake Center in Prior Lake, Minnesota.

Inductees included the following individuals:

Paul F. Dye, who worked for NASA's Manned Spaceflight Program and was the flight director for 39 Space Shuttle missions.

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

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

Cherise "Cheri" Rohlfing, a Delta Air Lines Captain, and adjunct professor at Minnesota State University. Rohlfing was heavily involved with aviation outreach and mentorship through several youth education programs throughout the state.

Michael L. "Mike" Schweiss, a private pilot and entrepreneur, who designed the globally used bifold hangar door using nylon straps and the single-piece hangar door using hydraulics.

Mike Schweiss (center) took center stage at Mystic Lake Hotel and Casino with his granddaughter Cora Mead, to tell the story about Schweiss Doors among a crowd of 600 guests in attendance. Presenting the 2024 Hall of Fame plaque to Schweiss was Brandon Montanye (left), President of the Minnesota Aviation Hall of Fame.

Photo Courtesy of Schweiss Doors.





Curtis L. Brown
Dave Weiman Photo



Scott Magie accepted the award on behalf of his late father, William H. "Pat" Magie III.
Dave Weiman Photo

William H. "Pat" Magie III, a seaplane pilot, entrepreneur, and author, who accumulated over 40,000 flight hours flying 700 different types of aircraft while operating flying businesses, instructing and executing rescue missions.

Jonathan "Max" Haynes, an accomplished aviation photographer and artist. He worked with many aviation organizations including the Veterans Airlift Command, Red Tail Squadron of the CAF, and the WASP community.

He helped to create books to inspire young authors and illustrators.

In addition to the inductees, the Minnesota Aviation Hall of Fame presented 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.



Paul F. Dye accepts the award from MAHF board member, Noel Allard.
Dave Weiman Photo

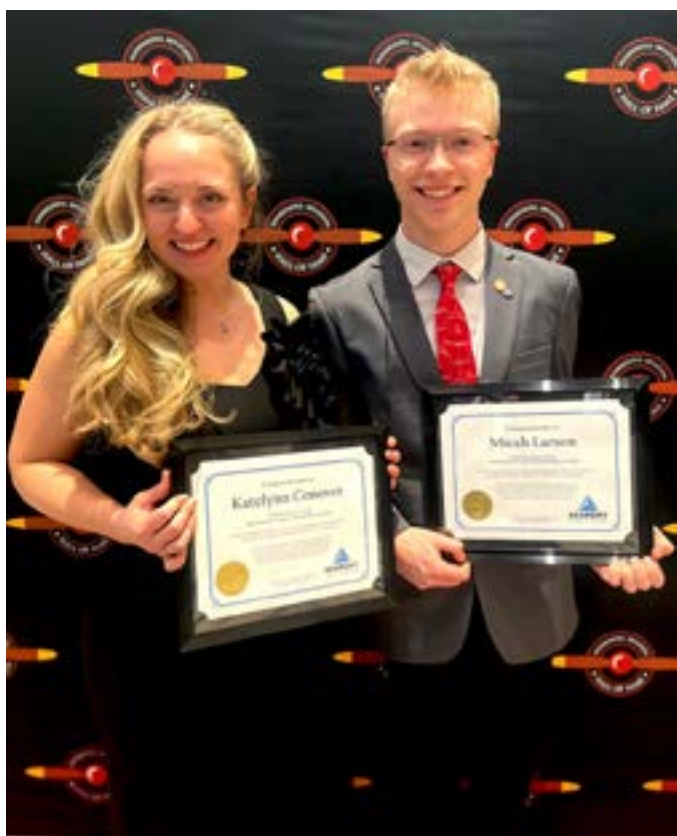


Jane Haynes accepted the award on behalf of her late husband, Max Haynes.
Dave Weiman Photo



William H. "Pat" Magie III (left).

Scholarships were also awarded during the program, emceed by Al Malmberg of WCCO radio fame, and the producer of the "World of Aviation" on AM1280 "The Patriot Radio Station." The weekly program on Sunday mornings is sponsored by Thunderbird Aviation and Academy College (<https://am1280thepatriot.com/radioshow/world-of-aviation>.)



"Sherm Booen Legacy Scholarship" recipients Katelynn Conover and Micah Larson.

Photo Courtesy of Academy College.

Academy College, located in Bloomington, Minnesota, established the "Sherm Booen Legacy Scholarships" in 2016 to honor and continue the legacy of "World of Aviation" program founder, Sherm Booen, and to provide financial assistance to students studying at Academy College to join

the field of aviation. The \$5,000 scholarships are awarded each year to two students selected by the Academy College Scholarship Committee (www.academycollege.edu)

Academy College presented its "Sherm Booen Legacy Scholarships" to Katelynn Conover of Edina, Minnesota, and Micah Larson of Ely, Minnesota.

Katelynn Conover has a Bachelor of Science Degree in Political Science from Westmont College and is currently a flight attendant. She began flight training at Thunderbird Aviation in May 2023, and is currently pursuing an Associate Degree in Commercial Pilot at Academy College. She is an Instrument-Rated Private Pilot working on her Commercial Pilot Certificate with plans to become an airline pilot.

Micah Larson marveled at the freedom of flight, first embodied by the roaring firefighting aircraft that barreled over his home as a youngster year-round. These unique aircraft – de Havilland Beavers, Air Tractor AT-802s, and Canadair CL-215s – all represented the boundless potential of aviation, as he imagined himself plying the skies alongside them. Having graduated from high school at the top of his class in 2022, Micah is working on his Bachelor of Science Degree in Business Administration & Aviation Management at Academy College. He is currently working on his Private Pilot Certificate and is pursuing a career in aviation.

The "MAHF Scholarship" recipient for 2024 was Heather McNevin who is working on her PhD in Aerospace at the University of North Dakota. Evan Ekstrand, who graduated from Texas A&M University with a Bachelor of Science Degree in Aviation Science-Professional Pilot, received the "Chuck and Jody Bartlett Aviation Scholarship." The "Randy Sohn Family Memorial Scholarship" went to Sophia Bowman, a 2022 Magna Cum Laude graduate of the University of St. Thomas with a degree in Neuroscience. Nicholas Carlson received the "Brig. Gen. George Schulstad Scholarship." Carlson is attending the University of North Dakota, pursuing a degree in Commercial Aviation. Bennett Edelman received the "Betty Wall Strohfus Gift of Wings Scholarship" and is in the aviation program at Minnesota State University in Mankato. □

Michael Collins Trophy Awarded For Lifetime Achievement & Current Achievement

Each year, the National Air and Space Museum awards the “Michael Collins Trophy” to two individuals or teams in the categories of Lifetime Achievement and Current Achievement. Recipients receive a trophy featuring a miniature version of the “Web of Space” sculpture by John Safer.

This year’s recipients, who were celebrated recently at an event at the Steven F. Udvar-Hazy Center, are astronaut Dr. Peggy Whitson and the DART Mission Team.

Dr. Whitson was awarded the 2024 Michael Collins Trophy for Lifetime Achievement, whose distinguished career is one of dedication, perseverance, and passion for space research.

The Apollo 11 Moon landing inspired Dr. Whitson to reach for the stars – a journey that led her to earn a PhD in biochemistry, work as a medical researcher at NASA’s Johnson Space Center, be selected as a NASA astronaut, and achieve many history-making moments in space.

Dr. Whitson was NASA’s first International Space Station science officer, the first woman to command the ISS, and the first female Chief Astronaut at NASA. Whitson has spent

675 days in space, including a record-setting 289-day mission. Her enthusiasm for space travel continues as Director of Human Spaceflight and as an astronaut at Axiom Space.

The Double Asteroid Redirection Test (DART) Mission Team was awarded the 2024 Michael Collins Trophy for Current Achievement.

In 2022, NASA’s DART mission successfully demonstrated asteroid deflection using a kinetic impactor spacecraft that intentionally crashed into an asteroid to change its orbit – a scenario that could be used to deflect an asteroid on a collision course with Earth if one was ever discovered.

The team guided the small DART spacecraft 7 million miles away to the asteroid system “Didymos,” and deliberately impacted its 500-foot-wide secondary body “Dimorphos.” DART’s impact altered Dimorphos’ orbit around Didymos by 33 minutes, a result 27 times greater than the mission’s goal of 73 seconds. The Johns Hopkins Applied Physics Laboratory built and operated the DART spacecraft and managed the mission for NASA’s Planetary Defense Coordination Office. □

2024 National GA Awards Announced

WASHINGTON, DC – The Federal Aviation Administration (FAA) will present its National Flight Instructor, Aviation Technician, and FAAS Team Representative of the Year Awards, July 22-28, 2024, at EAA AirVenture, Oshkosh, Wis.

Each year for more than 50 years, the FAA has recognized aviation professionals for their contributions to general aviation in the fields of flight instruction, aviation maintenance/avionics, and safety. These awards highlight the vital leadership roles these individuals play in promoting safety, education, and professionalism throughout the industry.

Recipients of the 2024 National General Aviation Awards include Adam Magee, Certificated Flight Instructor of the Year; Marty King, Aviation Technician of the Year; and Cary Grant, FAA Safety Team Representative of the Year. Their names will be added to the large perpetual plaque located in the lobby of the EAA Museum. In addition to being recognized at AirVenture, honorees will receive gifts provided by sponsors and contributors (www.generalaviationawards.com/contact). □

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NAA Names James Schenck 2024 Whitman Trophy Recipient

WASHINGTON, DC – The National Aeronautic Association (NAA) has announced that PenFed Credit Union President/CEO & PenFed Foundation CEO James Schenck has been selected as the recipient of the 2024 Bruce Whitman Memorial Trophy. A visionary leader and selfless humanitarian, Schenck is honored for his dedication to commemorating, celebrating, and advocating for the impact and heritage of America's military veterans and his willingness to promote and support the next generation of aviators.

Established in 2019 by the NAA Board of Directors, the Bruce Whitman Memorial Trophy honors outstanding individuals who have made significant contributions to aviation or aerospace in the United States and who, by working with museums and other institutions, have promoted an appreciation by students and the broader public of the sacrifices and legacy of members of the military

service. Created in honor of the aerospace executive and philanthropist bearing its name, Bruce Whitman was posthumously named the first trophy recipient in 2019.

During his military career, Schenck flew Black Hawk helicopters in Korea and trained other U.S. Army aviators as a night vision goggle instructor pilot. He served on the Army Staff in the Office of the Deputy Chief of Staff for Operations and Plans and was later selected to serve as a Special Assistant to the Secretary of the Army. He received the Legion of Merit for his contribution to the Army by overseeing creation of the \$453 million Army University Access Online educational initiative. Prior to his assignment to the Pentagon, Schenck taught Economics and Finance at the United States Military Academy. Schenck is a graduate of the Harvard Business School (1996) and West Point (1988). □

2024 Henderson Trophy To Be Awarded To Safety Leader MedAire

Pioneer Enterprise Recognized for Medical and Security Assistance Solutions

WASHINGTON, DC – The National Aeronautic Association (NAA) has announced that “MedAire” has been chosen to receive the 2024 Clifford Henderson Trophy.

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

MedAire is being honored for its groundbreaking medical and security assistance solutions. With medical, logistics, and safety professionals handling hundreds of thousands of calls annually worldwide, MedAire provides expert medical advice and assistance through dedicated call centers. Their accumulated experience directly informs the content and delivery of educational programs and medical kits for aviation and maritime clients.

“The criteria of the Henderson Trophy requires us to recognize an individual or group who has made a significant and lasting contribution to the advancement of aviation. I can think of few entities better than MedAire,” said Amy Spowart, NAA President and CEO.

“Founder Joan Sullivan Garrett transformed the industry. Under CEO Bill Dolny’s stewardship, MedAire has continued to innovate and expand its services for all passengers across aviation and maritime industries, staying true to its core values of passion, expertise, respect, and care.”

At the heart of MedAire’s continued success is its

commitment to safeguarding the lives of passengers and crew in the aviation industry. Since its inception, MedAire has provided on-demand medical advice for inflight emergencies (telemedicine) and comprehensive health and security assistance solutions, ensuring safety at every stage of the journey.

“We are honored and grateful to receive the prestigious Clifford Henderson Trophy,” said Bill Dolny, CEO, MedAire. “This esteemed recognition truly reflects MedAire’s dedication to innovation and exceptional service in the aviation industry. We pledge to carry forward our legacy of excellence and continue our commitment to elevating safety and health standards for travelers worldwide.”

The Henderson Trophy will be presented to MedAire at a to-be-determined date and time.

For additional information about MedAire, see <https://www.medaire.com/>

The National Aeronautic Association is a non-profit membership organization devoted to advancing the art, sport, and science of aviation and space flight. NAA achieves this by fostering opportunities to participate fully in aviation activities and promoting public understanding of the importance of aviation and space flight in the United States. NAA is the caretaker of the most prestigious aviation awards in the world, including the Collier Trophy, Wright Memorial Trophy, Henderson Trophy, Whitman Trophy, etc., and certifies all national aviation records set in the United States (www.naa.aero). □

The Passing of A True Legend

World-renowned and acclaimed pilot and aviation pioneer, Dick Rutan, 85, died on May 3, 2024. He was suffering from the effects of covid this past year.

In December 1986, Dick Rutan and Jeana Yeager became the first pilots to fly nonstop around the world without refueling. They accomplished this flight in the Rutan Model 76 “Voyager,” an advanced, all-composite aircraft designed by Rutan’s brother, Burt Rutan.

The global circumnavigation earned the duo, along with Burt Rutan and the Voyager team, the 1986 Collier Trophy and many other accolades.

Dick was a decorated U.S. Air Force veteran, performing 325 combat missions over Vietnam as a “FastFAC” forward air controller in the F-100 Super Sabre. For his service, Rutan was awarded the Silver Star, the Purple Heart, the Air Medal with three silver oak leaf clusters, and two Distinguished Flying Crosses.

Dick retired from the Air Force in 1978 with the rank of lieutenant colonel. In civilian life, Rutan was a 1992 congressional candidate from California, and he often served as a record-setting test pilot for his brother’s latest aircraft designs.



Dick Rutan

Photo Courtesy of the Experimental Aircraft Association.

EAA CEO/Chairman Jack Pelton: “Dick Rutan is closely linked with EAA history for the past half-century. Whether it was the flights of canard aircraft to Oshkosh back in the 1970s, the unforgettable Voyager project and mission in the 1980s, or his regular trips to AirVenture for forum presentations almost every year, Dick Rutan was a true friend of EAA and AirVenture. We will miss him and remember him, and our condolences go to his family at this time.” □

In Memory of Lt. Gen. Thomas Stafford (USAF)

by Marcia Smith, Editor

<https://spacepolicyonline.com/>

One of the most renowned astronauts of the Apollo era, Lt. Gen. Thomas Stafford (USAF), died March 18, 2024, at 93.

Stafford made four spaceflights, but is probably best remembered for his last – the internationally groundbreaking Apollo-Soyuz Test Project in 1975. Stafford remained involved in the space program long after his retirement from NASA and the Air Force, playing key roles in President George H. W. Bush’s Moon-to-Mars effort and continuing to serve as a vital link between the U.S. and Russian programs.

A native of Weatherford, Oklahoma, Stafford graduated from the U.S. Naval Academy in 1952 and



Lt. Gen. Thomas Stafford

became an Air Force fighter pilot and then a test pilot at Edwards Air Force Base, Calif.

In 1962, he was selected in the second group of NASA astronauts and made his first spaceflight, Gemini VI-A, with Wally Schirra in December 1965. They performed the first crewed rendezvous in space, station keeping — nose-to-nose at one point — with Frank Borman and James Lovell who were already in orbit aboard Gemini VII for what was then a long-duration mission, 14 days.

In June 1966, Stafford commanded Gemini IX-A where he and Gene Cernan tested three types of rendezvous and docking procedures in preparation for the Apollo program. They were originally the backup crew for Gemini IX, but the prime crew, Elliott See and Charlie Bassett, were

tragically killed in a plane crash months before launch.

Three years later, in May 1969, Stafford commanded another mission to practice rendezvous and docking, but this time in lunar orbit. Apollo 10 was the first mission to take a Lunar Excursion Module (LEM) to the Moon where he, Cernan and John Young practiced the maneuvers that would be needed for the landing flight, Apollo 11, two months later. Stafford and Cernan piloted the LEM, named "Snoopy," very close to the lunar surface, but did not land, then returned to dock with Young aboard the Apollo Command Module, "Charlie Brown."

Stafford may be best known, however, for commanding the U.S. portion of the Apollo-Soyuz Test Project (ASTP) in 1975. During the height of the Cold War, a U.S. Apollo and a Soviet Soyuz spacecraft docked together for two days of joint operations in earth orbit. The historic mission led to lifelong friendships between the American astronauts and Soviet cosmonauts, especially Stafford and his Soviet counterpart, Aleksey Leonov, and paved the way for the cooperation on the International Space Station today. NASA Administrator Bill Nelson, who often invokes ASTP as a model of how the space program can bring countries together even when terrestrial geopolitics are strained, was among the first to pay tribute to Stafford.

The National Aeronautic Association Pays Tribute To Lieutenant General Tom Stafford, USAF

In his long and distinguished career, General Stafford was a fighter pilot, flight instructor, distinguished test pilot, pioneering astronaut, aerospace record-setter, author, and advisor to federal agencies and U.S. Presidents alike. He established a successful pattern that led directly from the Gemini missions to the International Space Station. His Apollo X mission was a pathfinder that laid the foundation for the successful lunar landings. Today's international cooperation and partnership in space was forged upon the historic handshake he offered his (then) Soviet counterpart

during the Apollo-Soyuz mission in 1975.

"We have lost a giant," said NAA Board Chair Jim Albaugh. "Tom was an engineer, a pilot, an astronaut, a mentor, and a friend. He played a large part in so many NASA and Air Force programs. His kindness and personal touch will be missed by all who knew him."

As an advisor to NASA, General Stafford profoundly influenced the team that successfully repaired the Hubble Space Telescope, thereby providing a treasure trove of data and spectacular pictures, forever altering our understanding of the universe. As Commanding General at Edwards AFB, he presided over the development of some of the most important military aircraft in recent history, including the B-1A and F-15. As the U.S. Air Force Deputy Chief of Staff for Research, Development, and Acquisitions, Stafford conceived of and urged the development of stealth aircraft technology, which later led to the F-117, B-2, and F-22 Raptor.

"Another extraordinary legend of American aerospace is gone," said Amy Spowart, President and CEO of the NAA. "Tom Stafford was a giant among people, and his desire to champion the wonder of aviation and the glory of space was infectious. His passion and legacy will live on for generations."

Stafford personally earned two of NAA's most prestigious awards, the Harmon (1996) and the Wright Brothers Memorial Trophy (2011). He was also a leader of several Collier Trophy recipient projects, including F-117 (1989), B-2 (1991), F-22 (2006), and the International Space Station (2009).

The National Aeronautic Association is a non-profit membership organization devoted to fostering opportunities to participate fully in aviation activities and promoting public understanding of the importance of aviation and space flight in the United States. NAA is the caretaker of some of the most important aviation awards in the world and certifies all national aviation records set in the United States (www.naa.aero).

EDITOR'S NOTE from Dave Weiman: I had the pleasure of working with Gen. Tom Stafford at Aerospace America in Oklahoma City in 1995, as he was the Grand Marshall, and I was the announcer in the crowd.

Thanks to Tom's clout at NASA, we were able to patch in the Space Shuttle astronauts over the PA system as the Shuttle flew overhead. NASA first told us that the Space Shuttle Commander was too busy (I'm sure he was), then Tom demanded that he be patched in, as this was all prearranged and publicized in advance. There must have been 50,000 spectators anxiously awaiting the conversation between Tom and the Space Shuttle Commander. When we finally made the connection, the commander was happy to greet the crowd.

To read more about Gen. Stafford, go to: https://en.wikipedia.org/wiki/Thomas_P._Stafford
RIP Tom Stafford!



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“The Mooney Guy”

In the world of aviation, where every flight tells a story of passion and perseverance, Don Plooster of Forest Lake, Minnesota, stands out as a living legend. A man who took to the skies in 1975 fueled by the GI Bill, earned his commercial, multi-engine, and seaplane ratings. Don’s journey through the clouds is a testament to dedication and a love for aviation that spans nearly five decades.

After working in the corporate world for several years, Don was hired as the sales manager of a small, privately held company that was the pioneer in the design and manufacturing of miniature hydraulic components, pumps, and power units. The products were sold primarily to the industrial market by fluid power distributors, however, under new ownership, the company focused on original equipment manufacturer (OEM) opportunities in the rapidly expanding leisure products market.

It wasn’t long before a landing gear project was started with a major general aviation company, and Don began traveling to the new company flying one of the six aircraft he had at his disposal as a member of two flying clubs. By 1979, he was flying 225 hours a year, and it was time to purchase his own aircraft – a new Mooney 201.

Producing high-volume aviation products required additional manufacturing space and a new machining center. With this expansion, and the company’s reputation for being an on-time supplier of top-quality products, soon another program was launched, and the company became the major supplier of power tilt and trim units for outboard and stern-drive engines in the much larger boating industry. This required even more travel that included engineering and manufacturing people from both companies, and soon Don was flying over 300 hours a year.

After flying 1,000 hours in three years, Don traded his first Mooney for a new 1982 model with the latest features and avionics. The company continued to develop new products for vehicles in the recreation, military, lawn and garden, and automotive markets. Along with this activity and the increasing demands for marine products, business was booming, and the company was sold to a world supplier of fluid power products. By now, N201CC was flying over 500 hours a year.

With a spirit of servitude to its customers, and the company’s superb growth, Don retired in 1999 at age 62 with 8,250 hours on his Mooney aircraft.

Fast forward 25 years... Now at age 87, Don continues to fly as often as he can, but now with a safety pilot because of medical issues. Being an avid outdoorsman and adventurer, he has hunted and fished in many states and Canadian



Don Plooster with his Mooney 201.

Provinces, and even flew his Mooney to Alaska in 1989 and 1990, long before the days of Loran and GPS, using only an ADF and VOR for navigation. After 48 years of continuous flying in 49 States, Don has now logged over 11,000 hours of flight time and made 6,771 landings at 661 airports in the U.S. and Canada, with 339 different passengers. During this period, he has flown 1,125 hours in actual instrument conditions and made 1,169 instrument approaches.

In just two short years, Don will celebrate an incredible milestone – 50 years of accident-free flying. His commitment to safety and his unyielding dedication to aviation, have made him a beacon in the aviation community, inspiring future pilots – including his grandson – and earning the respect of his peers.

Don Plooster’s journey is not just a personal accomplishment, it’s a celebration of the boundless possibilities that take flight when passion meets perseverance. As he continues to soar through the skies, his story remains an inspiration to all who dare to dream of conquering the skies.

EDITOR’S NOTE: Don Plooster always welcomes the opportunity to reconnect with old friends in the Twin Cities and throughout Minnesota at dgplooster@msn.com. □



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Wisconsin Aviation Hall of Fame Launches Fundraising Campaign To Preserve Historic Leo J. Kohn Aviation Photography Collection

The Wisconsin Aviation Hall of Fame has launched a fundraising campaign to support the digitization and preservation of the Leo J. Kohn Photography Collection. This collection was given to the Wisconsin Aviation Hall of Fame (WAHF) by his family after Kohn passed away, per his wishes, and is a treasure trove of historic aviation images.

Leo J. Kohn, a renowned aviation photographer from Brookfield, Wisconsin, dedicated his life to documenting the world of aviation through his lens. His collection, spanning decades, is a testament to his passion and commitment to preserving aviation history. The goal of the project is to digitize his entire collection of more than 34,000 negatives and make them accessible to the



Leo J. Kohn at EAA Fly-In.
Photos provided by Leo J. Kohn's son, Bill Kohn.



Leo J. Kohn Photography Collection, #1180 - Beechcraft 35 "Bonanza," N3134V, Maitland Airstrip, Milwaukee, Wisconsin. October 16, 1947.

Photo by Leo J. Kohn

public through an online archive. A professional preservation company will digitize the negatives and provide high-quality digital images that will capture the detail and quality of the original photographs.

In addition to digitization, the project will include a comprehensive cataloging and metadata tagging process to ensure that each image is properly identified, described, and searchable. This will include the documentation of key photo details such as the date, location, aircraft type, color scheme, engine details, location, and subjects depicted.

The goal is to raise \$65,000 to cover the cost of digitizing the collection with nearly 30 percent of the funds already raised.

For additional information, contact Dan Silvers at dan@wahf.org or call [414-416-0810](tel:414-416-0810).



King Schools Celebrates 50th Anniversary

SAN DIEGO, CALIF. – In 1974, Richard Nixon was President, Erno Rubik invented his eponymous puzzle cube, U.S. astronauts were orbiting earth on the nation's first space station "Skylab," and John and Martha King started King Schools.

The Kings got their start traveling to cities to conduct in-person ground school courses for aspiring private pilots. Today, King Schools is a supplier of print, video and computer-based instructional materials covering every aspect of flight training and safety, both for written test preparation and guidance in practical flight operations. More than half of all pilots in the United States have used one or more King Schools courses as part of their aviation training.

The Kings have also written two books – LIFT, in which they share their thoughts on entrepreneurship, and Sky Kings, which details their aviation adventures and wisdom gained by trial and error over the past 55-plus years. They still fly their Falcon 10 jet themselves and maintain a busy schedule of appearances, in addition to developing new courses.



John and Martha King celebrating the 50th anniversary of King Schools.





Nationwide Mechanic Competition Held In Chicago

CHICAGO, ILL – The Annual Aerospace Maintenance Council (AMC) Competition took place in Chicago, April 9-11. The competition invites teams of students who are in training to become aviation maintenance technicians (AMTs) to compete in 27 different problem-solving challenges that simulate real-world situations which they may face as professional AMTs.

Each event is sponsored by a leading aviation industry employer, including American Airlines, FedEx, Michelin, Pratt & Whitney, and Southwest. This year's events included StandardAero Engine Fan Blade Removal, American Airlines Logo Light Harness Troubleshooting, U.S. Army Helicopter Main Rotor Track & Balance Adjustment, and more.

“Attending AMC gives our students a chance to see how big and diverse the aviation industry truly is, and they can bring that experience back to share with their fellow students at school,” said Michael Basara of the Pittsburgh Institute of Aeronautics (PIA). In the competition, the students were partnered with teams from the industry or the

military and got to see these professionals at their best, with plenty of chances to network, learn, be mentored, and connect with recruiters. Everyone there was willing to help others and cheer other teams on, even in the heat of competition. In the end, students really compete against themselves to do their best!

Each student brings a different skill set to their group. PIA students have been practicing after school as much as twice a week and sometimes on Saturday to learn how best to support each other and work together.

The AMC competition is presented by Snap-On. It was held at the McCormick Place in Chicago, in conjunction with Aviation Week's MRO Americas, the leading industry convention of 16,000-plus professionals and nearly 1,000 exhibitors from the global MRO (Maintenance, Repair, and Operations) field, representing all levels of the airline supply chain.

For more information about the competition, visit

<https://www.aerospacecompetition.com/>





Women's Aviation Career Symposium Heralds Successful Record-Breaking Conference

BATTLE CREEK, MICHIGAN – The Women's Aviation Career Symposium (WACS) celebrated another successful event that shared record-breaking attendance and scholarships provided to young aviation industry enthusiasts. The annual professional career conference for women – from high school juniors through retirees – took place at Western Michigan University's College of Aviation in Battle Creek, Michigan on March 16th.

Now in its sixth year, WACS showcased over 130 representatives from aviation companies, schools, and

organizations from the Great Lakes Region who connected with 140 attendees. WACS awarded \$30,000 to 12 women, each receiving \$2,500 in scholarships, for aviation education, flight and maintenance training, and professional development. Since its inception in 2018, WACS has provided \$111,500 in scholarships to 55 women. Fifty-two companies sponsored this year's event, including Gulfstream Aerospace, Western Michigan University, Duncan Aviation, Michigan Business Aviation Association and Foundation (MBAA/ MBAF), AvFlight, Dassault Falcon Jet, The Dow Chemical



WACS 2024 Scholarship Winners



WACS 2024 Keynote Speaker Lynn Rippelmeyer.

Company, GrandAir Aviation, Jackson National Life, and more. Twelve new sponsors and organizations participated in the event.

New this year, mostly due to great weather, were five static display aircraft generously flown in by Duncan Aviation, Michigan State Police, Stryker, SkyWest Airlines, and WACO Aircraft.

The conference also offered many new workshops this year in the form of Fast Track workshops where attendees could learn about different careers and their requirements, including military, pilot pathways, avionics, aviation and medicine, airport operations and administration, and the variety of careers at Duncan Aviation. Additionally, professional development workshops focused on scholarship opportunities and internships. Attendees also had a chance to have their application essays, resumes, and documents reviewed and critiqued. A hands-on maintenance workshop was a highlight of the conference where attendees learned how to safety-wire, an important skill to develop as a mechanic. Engineering and internship workshops were hosted by Gulfstream Aerospace.

“We are overwhelmed by the support, outreach, and continued success of the WACS event to highlight women in aviation and support our next generation of leaders in this industry,” said Mary Poirier, co-founder of WACS. “The interest from companies shows a growing desire to invest in women to fill talent pipelines, and our increased attendance showcases a continued passion for women to receive aviation training, mentorship, and job opportunities to support their career endeavors.”

WACS continues to grow and make an impact on the aviation community. Many attendees and exhibitors remarked that this was their favorite conference to attend. Keynote speaker, Captain Lynn Rippelmeyer, inspired attendees to pursue their goals and say “yes” to the opportunities that come from giving back.

“It’s wonderful to see these young women excited for the opportunities that are available to them in aviation,” said Helen Hagg, co-founder of WACS. “You can apply any skilled trade or college major to aviation, and WACS is a



Left to Right: WACS Team Emily Cemazar, Helen Hagg, Mary Poirier, and Pam Catlin.

great way to explore the possibilities and begin a career in the greatest industry in the world.”

WACS was founded in 2018 as an effort to help alleviate industry-wide shortages of pilots, mechanics, and other aviation professionals. Their mission is to be the leader in advancing the industry by promoting local companies, jobs, resources, and schools in Michigan and surrounding Great Lakes states. This year WACS began a new partnership with the Michigan Business Aviation Association (MBAA) and their non-profit foundation (MBAF). With the help of their team and network, WACS is able to expand outreach to more businesses, as well as new attendees, in the Great Lakes Region. In 2019, the team was awarded the Michigan Aeronautics Commission (MAC) Award of Excellence.

Next year WACS will be held on March 15, 2025. For more information, visit www.mibaa.org/wacs



Challenger Center & AIAA Announce 2024 Trailblazing STEM Educator Awardees

WASHINGTON, DC & RESTON, VA. – Challenger Center and the American Institute of Aeronautics and Astronautics (AIAA) have announced Jenn Donais, Sarah Leonard, and Darryl Newhouse as the winners of the 2024 Trailblazing Science, Technology, Engineering, and Math (STEM) Educator Award. Each teacher and their respective schools will be awarded \$5,000. Additionally, each teacher will receive free access to Challenger Center STEM programming, and a trip to Washington, D.C., to be honored at the 2024 AIAA Awards Gala, and an invitation to attend a future space launch experience.

In its third year, the award celebrates K-12 teachers who go above and beyond to inspire the next

generation of explorers and innovators. The three winners come from schools across the United States and were selected from nearly 50 nominations. The nominations demonstrate the remarkable efforts teachers make every day to empower underserved and underrepresented students in STEM while using unique strategies, tools, and lessons in and out of the classroom to further energize students.

The 2024 Trailblazing STEM Educator Award recipients are (in alphabetical order by last name):

Jenn Donais, STEM Coach at Amesbury Middle School (Amesbury, Mass.). With 15 years of education experience, Donais prepares students for STEM careers through innovative STEM curricula, immersive STEM days, and career fairs. As an international STEM trainer, she has facilitated professional development sessions in the United Arab Emirates, collaborated with schools nationwide on STEM development, and has contributed to journals and other platforms to improve STEM engagement. In collaboration with Challenger Learning Center at the Christa McAuliffe Center, Framingham State University, Donais founded the Massachusetts Teacher STEM Fair, providing students and teachers with STEM engagement opportunities. She is a Presidential Award for Excellence in Mathematics and Science Teaching awardee, Project Lead The Way Lead Launch Teacher, and Google Certified Coach.

Sarah Leonard, Career and Technical Education Department Lead at Redding Middle School (Middletown, Del.). As an educator for 12 years, with Project Lead The Way certification, Leonard creates inclusive and equitable learning environments for all students. This school year, Leonard organized STEM Connection Stations for the district's Education Showcase Night, collaborated with NASA Johnson Space Center to secure the loan of an authentic NASA model for the school, and will be participating in the Civil Air Patrol's Educator Flight program. She serves as advisor for the National Junior Honor Society and the STEM Connect Club, and she is a member of the Association for Career and Technical Education, AIAA, and Civil Air Patrol. She has been honored with the Delaware STEM Educator Award and 2024 Delaware District 2 VFW Teacher of the Year Award.

Darryl Newhouse, Engineering, Design, Mathematics, and Robotics Teacher at Foshay Learning Center (Los Angeles, Calif.). For more than 25 years, Newhouse has been igniting students' passion and building excitement about STEM through robotics and technology. He established an engineering pathway for middle school and high school students, and successfully implemented an academically rigorous program using Project Lead The Way curriculum. As lead coach for the school's FIRST Robotics team, he emphasizes not only technical skills, but 21st-century skills like problem-solving, critical thinking, and team building, as well as community service. Through project-based learning activities, he has made math and science more meaningful to students, preparing underrepresented and disadvantaged youth for post-secondary opportunities and STEM careers.

"We are thrilled to award Jenn, Sarah, and Darryl with the 2024 Trailblazing STEM Educator Award. Not only do these educators create equitable STEM learning environments for students of all backgrounds, but they provide opportunities for their students to experience real-life STEM careers, opening the possibilities for their futures," said Lance Bush, President and CEO of Challenger Center. "With educators like them, we are preparing an inspired and capable STEM workforce of tomorrow."

The U.S. aerospace and defense industry leads the world in innovation, while still facing challenges of staffing a properly skilled and qualified workforce. Crucial gaps in diversity, equity, and inclusion must be addressed – more STEM-literate graduates are needed, greater participation is needed by women and ethnic minorities, and early retirements are creating a growing knowledge gap.

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Bob Worthington,
Author of "The Left Seat"

Under Fire with ARVN Infantry
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“These three Trailblazing STEM Educator Award winners are remarkable educators! We believe teachers are invaluable to their communities. We are pleased to fuel the work of these great educators with extra resources to help them continue going above and beyond. They are enabling a diverse and robust STEM-literate next generation. Together, they are shaping the future of aerospace,” said Dan Dumbacher, CEO, AIAA.

At press time, the winners were to be recognized at the 2024 AIAA Awards Gala, scheduled for May 15 at The John F. Kennedy Center for the Performing Arts in Washington, D.C.* The evening celebrates the most influential and inspiring individuals in aerospace.

Each winner can select from Challenger Center’s suite of hands-on, simulated learning experiences based on their classes’ needs. Center Missions, delivered at Challenger Learning Centers around the globe; Virtual Missions, delivered by Challenger Learning Center Flight Directors to students in and out of the classroom; and Classroom Adventures, digital experiences delivered by teachers in their classrooms, bring classroom lessons to life through exciting Earth- and space-themed journeys.

* *Note:* This event is an external rental presented in coordination with the Kennedy Center Campus Rentals Office and is not produced by the Kennedy Center. □

SIU Carbondale School of Aviation Names New Director

CARBONDALE, ILL. – Chien-tsung Lu, an associate professor in the School of Aviation and Transportation Technology at Purdue University, will be the new director in Southern Illinois University Carbondale’s School of Aviation. The appointment is effective July 1.

Robert D. Morgan, Dean of SIU Carbondale’s College of Health and Human Sciences, said Lu brings a myriad of experiences in several areas to SIU’s nationally recognized aviation program. Lu will come to SIU Carbondale as a full professor.

Lu has been with Purdue University since 2008 and was previously with the University of Central Missouri. Lu’s experience includes serving as professor and dean at Nanshan Aeronautical College in Longkou, Yantai, China; chairman of Qingdao Airlines in China and with Nanshan Jet Co. Ltd. in Hong Kong, and as a member of the Virgin Australia Airlines board of directors in Brisbane. He is the U.S. coordinator for international training for safety inspectors and emergency response officers with the Civil Aviation Management Institute, Civil Aviation Administration of China.

Lu earned a doctorate from the University of Nebraska with an aviation administration concentration, and his master’s degree in aviation safety from the University of Central Missouri. He earned a bachelor’s degree in applied mathematics from National Chung-Hsing University in Taiwan.

The SIU School of Aviation offers multiple degree programs in aviation technologies, aviation management and aviation flight programs in a state-of-the-industry facility to more than 600 students.

(*Editor’s Note:* Chien-tsung Lu’s first name is pronounced “Jane-Zone.”) □

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SIU Aviation students celebrate receiving scholarships as part of a grant program funded by The Boeing Company. (L/R) Doug Carr, Faith Ortega, SIU Aviation students Sami Liller, Melissa Pfaff, Fawne Maguire and Grace Gray, Harry Barrett Jr. and Dristin Rose.

Photo by Russell Bailey

SIU Aviation Students Receive Scholarships From Boeing

by Pete Rosenbery

CARBONDALE, ILL – Fifteen students in Southern Illinois University Carbondale’s nationally recognized School of Aviation recently received scholarships from Boeing to enhance their education. This is the second consecutive year Boeing has provided \$50,000 to the School of Aviation for scholarships and to fund activities of aviation-related registered student organizations and outreach events, such as the fourth annual diversity luncheon on April 12, 2024, at the Glenn Poshard Transportation Education Center. Five students each in aviation technologies, aviation flight and aviation management received \$2,000 scholarships and the remaining \$20,000 is split between registered student organization (RSO) activities and diversity outreach programs.

Matthew J. Romero, an associate professor of aviation management, said the funds received from Boeing is a “windfall for our students.” The scholarships are an obvious benefit, but there are also less-noticed tangible benefits for students who can participate in field trips.

“The School of Aviation is home to 11 registered student organizations, many of which serve students with backgrounds typically underrepresented in the aviation industry,” Romero said. “The Boeing grant aims to help women, students who are racial or ethnic minorities, and students with financial needs, experience the aviation industry

while they are students here.”

Romero noted that in addition to RSOs being able to travel to annual national conferences, this year students planned, organized, and visited four aviation agencies in the Chicago area. More than 30 students visited United Airlines, American Airlines, Southwest Airlines and the DuPage County Airport Authority, where they met with alumni and learned more about the aviation industry.

“The experiences our students gain while in the field are invaluable to their experiences as Salukis, and Boeing directly contributes to their experiences,” Romero said.

This year’s diversity luncheon was a panel discussion from four aviation professionals, including three SIU Aviation alumni, about their career paths as they relate to diversity, equity, and inclusion issues. The panelists included Doug Carr (2000), a senior vice president of safety for the National Business Aviation Association (NBAA) and vice chair of the board of directors for the National Gay Pilots Association (NGPA); Dristin Rose (2019), a first officer with regional airline Envoy Air and member of the NGPA board of directors and University Aviation Association board; Faith Ortega (2019), a helicopter mechanic and maintenance instructor with the St. Louis-based Air Evac Lifeteam; and Harry Barrett, Jr., executive director of Palm Springs International Airport in California. Barrett is a member of the American Association of Airport Executives board of directors

and chairs the organization's diversity committee.

Scholarship recipients, listed by hometown, are:

ILLINOIS

- Carbondale: Sami Liller, aviation technologies.
- Carterville: Barry Eastman, freshman, aviation flight.
- Chicago: Barakat Adeniji, junior, aviation management.
- Creal Springs: Anthony Forgatch, junior, aviation flight.
- Frankfort: Justin Mcgee, sophomore, aviation flight.
- Sheridan: Melissa Pfaff, junior, aviation technologies.
- South Elgin: Addison McCormick, sophomore, aviation technologies.

technologies.

- Wheeling: Sharon Celestine, senior, aviation management.

COLORADO

- North Aurora: Anelle Dominguez, freshman, aviation flight.

KENTUCKY

- Paducah: Hannah Sales, junior, aviation technologies.

MICHIGAN

- Van Buren Township: Karli Gallon, sophomore, aviation management.

MISSOURI

- Chesterfield: Emma Traxler, freshman, aviation technologies.

PENNSYLVANIA

- Cranberry Township: Rebecca Roberts, aviation management, incoming freshman.
- Monroeville: Destinyjay Maletta, sophomore, aviation management.

WISCONSIN

- Appleton: Fawne Maguire, senior, aviation flight.

In addition, Grace Gray, a senior in aviation flight from Lakeville, Minnesota, was recognized at the event for an external \$1,000 scholarship from an anonymous donor. □

More Than \$33 Million In Federal Funding For K-State Salina

SALINA, KAN. – Kansas State University continues to adapt to meet the needs of the next generation of pilots, mechanics and other aeronautical engineering positions, with more than \$33 million in new federal funding for Kansas State University Salina Aerospace and Technology Campus set to expand programming to support learners and industry partners.

U.S. Sen. Jerry Moran has announced a transformational federal grant to build a \$28 million facility that will serve as an education hub for several of K-State Salina's programs. He also announced a separate \$5.5 million grant to provide aviation training equipment to amplify the pilot training partnership with the National Oceanic and Atmospheric Administration (NOAA).

"This investment marks the next phase in K-State Salina's continuous growth," said Alysia Starkey, CEO and Dean

of K-State Salina. "As we develop this new, state-of-the-art space for our uncrewed aircraft systems, composites and aviation maintenance programs, we are also establishing the future of aerospace education. The alignment of these critical disciplines enables K-State Salina to educate learners, collaborate with industry and further advanced air mobility solutions for the region and nation."

The new facility is the second phase to revitalize the southernmost end of the K-State Salina campus as the General Atomics Aerospace Innovation Ramp, following General Atomics' \$10 million gift to kick off the revitalization plan in October 2022.

The anchor of the Aerospace Innovation Ramp is the Aerospace Education Hub, which will house the Kansas AAM Flight Test and Training Center, the Advanced Composites Laboratory and the Aviation Maintenance Training Center. □

Redbird Releases Fourth-Annual State of Flight Training Report

HOUSTON, TX – At the 2024 Redbird Migration Flight Training Conference, March 5, 2024, Redbird Flight (Redbird) released the results of its fourth annual State of Flight Training Survey. The report offers insights into how stakeholders – from prospective students to flight school owners and designated pilot examiners – responded to questions about their motivations, aspirations, challenges, tools, activities, and results related to flight training. It includes a high-level brief and visualizations.

The report covers key market dynamics, emerging trends, challenges, and opportunities shaping flight training, allowing industry professionals, advocacy groups, policymakers, and the general public to better understand and improve the health of the industry.

Key highlights of the report include the following:

- While, for the most part, the median time for a learner to complete a certificate or rating has decreased over the past four years, the median cost to achieve a certificate or rating has increased. For instance, the median time to complete a private pilot certificate decreased from 30 weeks in 2020 to 24 weeks in 2023. Yet the median cost increased from \$9,000 to \$14,000 over the same period.

The report reveals that larger flight training providers consistently report better business results than smaller providers. In 2023, independent CFIs rated their business outcomes as 3.2 on a scale of one to five. Large flight training organizations rated their outcomes as 4.6.

To access the full report, visit <https://offers.redbirdflight.com/state-of-flight-training>. □



Presenting the New Bushliner 1850 Cyclone!

In 2021, Bushliner acquired the rights to the “Cyclone,” a replica of the Cessna “Skywagon.” Three years later, the next generation Cyclone has re-entered production as the all new Bushliner 1850!

The design was substantially revised to deliver an enhanced, modernized aircraft.

The cockpit is now a comfortable 49 inches, which is wide enough for two grown adults to sit side by side, with ample clearance to each other and flight controls. As a result, the rear seat area has also been increased, with more headroom and additional width. These changes are beneficial to the aerodynamics of the aircraft, by decreasing low pressure areas in the cabin transition.

The 1850’s massive cargo door allows the pilot to load and unload bulky items with ease. Tie-downs are located every two inches.

When optional third row seating is installed, this provides direct entry and exit to rear passengers, and features an internal door latch.

Need a place to stay?

The flat full-length floor and storable rear seats allow the pilot to use the 1850 as a place to sleep.

The cargo door does not interfere with seaplane operations.

The 1850’s wingspan stretches 38’ 6” – two feet longer than the original.

The increased length is at the root of the wing, providing an additional two feet of flap.

Long range missions are enabled by the 112-gallon fuel capacity.

The fuel system is designed to handle 100LL Avgas, Jet A, and other types of next-gen aviation fuels.

The total span of the horizontal stabilizer has been increased from 11 to 13 feet. The elevator shape has been re-contoured, enabling aerodynamic balancing, and the elevator tips are less prone to catching on sticks and weeds. Flight tests with the larger tail resulted in a lower stall speed, less aggressive stall, shorter landing distance, and reduced takeoff roll.

The Cyclone 1850 features JAARS Inertia Absorbing Seats, which are FAA-approved and sled tested to absorb up to 30Gs of impact.

The manual trim system has been replaced with all-electric trim by Garmin, which is integrated into the GFC500 autopilot for hassle-free cruise.

For additional information, go to bushliner.com. □



1966 Beechcraft Baron C55 used by AOPA to test unleaded avgas, G100UL.

Aircraft That Uses Unleaded Fuel Participates In National Celebration GA Flyover

At press time, a 1966 Beechcraft Baron C55 with avgas in the right tank and the first unleaded alternative to avgas approved by the FAA in the left wing, was to join around 60 aircraft in an aerial parade over Washington, D.C. on May 11, 2024.

Dozens of general aviation aircraft began assembling more than a week before the event at Frederick Municipal Airport, home of AOPA headquarters in Frederick, Maryland. The plan included timing aircraft departures to the second.

A highlight of AOPA's 85th anniversary year, the D.C. Flyover included aircraft and pilots that serve their communities daily, in ways the public does not always see.

To gain authorization to fly dozens of aircraft past the Washington Monument and the National Mall, through the heart of the most strictly secured airspace in the country (including the prohibited area that extends over the U.S. Capitol), volunteer pilots agreed to submit themselves and their aircraft to rigorous screening by a number of federal agencies, including the FAA, the Transportation Security Administration, and the U.S. Secret Service.

The airport in Frederick was filled to (aircraft) capacity by May 10, with various ramp areas cordoned off to control access for security. The best seat in the house May 11 was anywhere with internet access. The AOPA livestream coverage began on YouTube at 11:45 a.m. Eastern time, and was hosted by veteran aviation journalist Miles O'Brien and

former AOPA editor in chief Tom Haines.

If weather, particularly low ceilings or visibility, forced organizers to scrub the event May 11 (a decision that can be made as late as 10:30 a.m.), the same plan was to be executed on May 12, at the same time, with the first aircraft expected to cross the Potomac River and fly down Independence Avenue at 12:06 p.m.

The flyover aircraft was organized to tell the story of GA in chapters, led by a Beechcraft Staggerwing representing GA's Golden Age, followed by around 60 other aircraft, including trainers that created generations of pilots; firefighting and medevac aircraft that serve communities in the present day; and designs that advanced aviation technology, such as the Beechcraft Starship.

Advancing technology in the present day, AOPA's dual-fuel Beechcraft Baron was to add to its 165 hours running on avgas in one wing tank and General Aviation Modifications Inc. G100UL unleaded fuel in the other, as part of the hourlong parade over the capital. AOPA was planning to conduct the next detailed engine analysis (including evaluation of borescope images by Savvy Aviation) soon after the flyover. Analysis and periodic checks to date have revealed no issues impacting engine performance or reliability.

As other unleaded fuels gain FAA approval, AOPA plans to conduct similar exercises that build confidence in as many unleaded fuel options as possible. *(Jim Moore, AOPA).* □

ICON Aircraft Initiates Restructuring Process & Files for Chapter 11 Protection

ICON Aircraft, manufacturer of the revolutionary ICON A5 amphibious sport plane, has announced that it has commenced a strategic restructuring process by filing for Chapter 11 protection. The company further disclosed that it intends to pursue a sale of its business under Section 363 of the Bankruptcy Code, while continuing to support its customers and operations during the Chapter 11 process.

The ICON Aircraft management team remains committed to the company's mission of revolutionizing personal aviation and continuing to support owners and employees during this transition. The company intends to keep operations running as smoothly as possible throughout the restructuring process to minimize disruption.

In a statement, Jerry Meyer, CEO of ICON Aircraft, emphasized the company's dedication to its stakeholders: "We plan to continue to produce and sell aircraft and provide first-rate service, training, and support to our customers. We believe this process will enable the business to address its current challenges and emerge with new ownership – stronger than ever – and continue building amazing planes with a focus on innovation, safety, and incredible flying experiences."

Throughout the restructuring process, ICON Aircraft will maintain open lines of communication with its customers, suppliers, employees, and other stakeholders to ensure transparency and provide updates on critical developments. Meyer continued by saying, "The purpose of the Chapter 11 filing is to resolve the company's financial challenges and position the A5 for success for years to come. We understand that this situation creates a hardship for everyone involved. However, without taking these steps, there is not a viable path forward for the business to do what we do best – build incredible airplanes and support our aircraft owners."

The company expects to continue operations during the Chapter 11 process and seeks to complete an expedited sale process with bankruptcy court approval. ICON Aircraft has arranged for debtor-in-possession financing to fund post-petition operations and costs in the ordinary course. To minimize the adverse effects on its business and the value of its estate, the company has filed customary motions with the bankruptcy court to get court approval to sustain its operations in the ordinary course, including honoring commitments to customers and vendors and fulfilling obligations to all employees.

For more information about the company's Chapter 11 case, including claims information, please visit <https://cases.stretto.com/iconaircraft> or call the toll-free hotline at **866-993-1870**. International callers should use **949-892-1896**. Inquiries can also be sent directly to TeamIconAircraft@stretto.com

ICON Aircraft is represented by Sidley Austin LLP as its legal counsel, Armanino LLP as its financial advisor, and SSG Capital Advisors, LLC as its restructuring investment banker.

For more information about the sale process, interested parties should contact Neil Gupta of SSG Capital Advisors at ngupta@ssgca.com.

Forward Looking Statements

Statements contained in this press release regarding matters that are not historical facts are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Because such statements are subject to risks and uncertainties, actual results may differ materially from those expressed or implied by such forward-looking statements. Words such as "can," "will," "intends," "could," "expects," "anticipates," "seeks," "allow," "aim" and similar expressions are intended to identify forward-looking statements. These forward-looking statements, including but not limited to, statements regarding a sale of the company's business, continuing operations during the Chapter 11 process, completing an expedited sale process with Bankruptcy Court approval, funding post-petition operations and costs in the ordinary course, sustaining operations in the ordinary course, the company's ability to continue developing light sport aircraft, the timing of when Chapter 11 motions will be heard, the accuracy, reliability and quality of the company's product; and future work on new products, are based upon the company's current expectations and involve assumptions that may never materialize or may prove to be incorrect. Actual results could differ materially from those anticipated in such forward-looking statements as a result of various risks and uncertainties. These risks and uncertainties are described more fully in the "Risk Factors" section and elsewhere in the company's filings with the Securities and Exchange Commission and available at www.sec.gov. Any forward-looking statements that the company makes in this announcement speak only as of the date of this press release, and the company assumes no obligation to update forward looking statements whether as a result of new information, future events or otherwise after the date of this press release, except as required under applicable law.

About ICON Aircraft

ICON Aircraft creates consumer-friendly, safe, technologically advanced aircraft that make the adventure of flying more accessible. ICON's first aircraft is the A5, an amphibious sport plane that fuses outstanding aeronautical engineering with world-class product design and unprecedented safety features. The A5 is the world's first production aircraft that is spin-resistant, making it one of the safest small aircraft ever created. The A5 has won some of the world's most prestigious design awards and has inspired a global following. □

Icon Files For Bankruptcy, Seeks Buyer

Icon Aircraft, which first delivered the amphibious light sport A5 in the summer of 2016, petitioned for Chapter 11 bankruptcy protection in Delaware on April 4, 2024, where the company headquartered in California (with facilities in Florida and Tijuana, Mexico) is incorporated.

According to the petition, Icon owes \$68 million to the company's 30 largest creditors, 95 percent of that total—\$65 million—owed to East West Bank of El Monte, California. The company owes \$105.4 million to three lenders who issued 21 unsecured notes in recent years. Of that total, \$93 million, came from the entity based in China that also owns about half of the company's equity, according to other documents in the case file.

According to data compiled by the General Aviation Manufacturers Association, Icon has delivered 209 aircraft since the first A5 was sold in 2016, through the end of 2023. While the company did not report billing revenue in the GAMA reports prior to 2022, total revenue for that year was \$12.9 million, according to GAMA's year-end report, with 36 aircraft delivered, dropping to \$12.6 million for 2023 with 33 aircraft delivered.

An affidavit filed in support of the petition notes that the company needs to produce and sell eight to 10 aircraft per month to break even.

The document lists the company's total debt at \$173.7 million, including \$3.3 million owed to vendors and suppliers, and \$170.4 million in unsecured notes issued since March 2020, 54.6 percent of which came from Pudong Science and Technology Investment (Cayman) Co. Ltd., which, according to the affidavit, also owns "approximately" 50 percent of Icon's equity.

PDSTI's investment in Icon came under scrutiny in 2021 by the Committee on Foreign Investment in the United States, according to the affidavit. "Although CFIUS eventually cleared PDSTI's investment without the need for mitigation in February 2022, the investigation consumed significant portions of the company's already limited resources, including management's time as well as professional expenses," the affidavit states.

Shareholders also took issue with the company's ownership in a lawsuit filed in Delaware Chancery Court in June 2021 against other shareholders, attempting to force changes in executive leadership and halt alleged transfer of technology to China, a case that is ongoing.

Manufacturing and supply chain strain during the COVID-19 pandemic was listed first among the factors contributing to the company's declining liquidity, and the company ramped up borrowing quickly, even as the pandemic was still emerging as a global crisis, starting with \$12.5 million loaned by PDSTI in March 2020, followed by another \$23.9 million in January 2021. Lenders, primarily PDSTI, provided an additional \$19 million during the course of 2022, and just under \$50 million in 2023, all but \$5 million of which was loaned by PDSTI.

The A5 is the only model Icon has produced. The price, first projected to land around \$139,000, had climbed to a base of \$207,000 by the time those purchase agreements were employed. It has climbed higher since. According to the GAMA data, the 2022 billing divided by the number of aircraft delivered comes to \$359,000, which increased to \$381,818 in 2023 with fewer aircraft delivered. A5 deliveries peaked in 2018, at 44 aircraft shipped for the year.

While the company touted safety features including a "spin-resistant" design, standard angle of attack indicator, and ballistic airframe parachute, there have been incidents and accidents, including the 2017 death of A5 designer Jon Karkow and his passenger when, according to NTSB, the aircraft struck terrain while maneuvering at low altitude, likely after mistakenly entering a different canyon than intended. That was followed five months later, in November 2017, by the death of legendary MLB pitcher Roy Halladay, who had taken the first delivery outside of the company's training fleet and hit the water while flying low in Florida. Other accidents followed, not always involving injuries, but each raising questions about the safety of the aircraft.

The airplane has a gross weight of 1,510 lbs and is powered by a 100-hp engine. (AOPA) □

Progressive Aerodyne, Maker of the Light Sport Amphibian Aircraft "SeaRey," Seeks Buyer

TAVARES, FLA. – Progressive Aerodyne, the company that manufactures the SeaRey amphibious light sport aircraft in kit and factory-built versions, has shut down production while it negotiates the possible sale of the company to an investor group, according to people familiar with the situation, including the former chief executive.

While the shutdown has raised concern among SeaRey owners and operators, the reported interest of U.S. investors

could result in the company's return to domestic ownership after more than a decade. Some of the SeaRey's many fans consider the potential transaction a positive development. The company has been owned by Chinese investors since 2016.

Pilot Kerry Richter founded Progressive Aerodyne in 1992, but the company's roots stretch back to the 1970s when ultralight aircraft development was booming and his father and grandfather were heavily involved. With the advent of the

light sport category, Richter saw an opportunity to leverage his ultralight experience into designing and marketing an amphibious LSA.

The SeaRey has gained a devoted following that extends to celebrity and popular culture. The author Richard Bach, famous for *Jonathan Livingston Seagull*, also wrote *Travels*

with Puff: A gentle game of life and death about his experiences during long trips in his SeaRey. A decade ago, Australian pilot Michael Smith truly put the SeaRey on the map when he used one to circumnavigate the globe and wrote a book about the 210-day excursion called *Voyage of the Southern Sun: An amazing solo journey around the world.* (AOPA) □

Boeing Makes Its Largest Purchase of Blended Neste MY Sustainable Aviation Fuel To Be Supplied by EPIC Fuels & Avfuel



Boeing ecoDemonstrator
Photo Courtesy of Boeing

Boeing has agreed to purchase 7.5 million gallons (over 22,700 tons) of blended Neste MY Sustainable Aviation Fuel™ in 2024 to support its U.S. Commercial Airplanes business operations in reducing its greenhouse gas (GHG) emissions. The volume of Neste's sustainable aviation fuel (SAF) is part of Boeing's total purchase of 9.4 million gallons of blended SAF, representing Boeing's largest annual SAF purchase to date, 60% more than in 2023.

The fuel blend consisting of 30% SAF, made from renewable waste and residue raw materials such as used cooking oil, and 70% conventional jet fuel, will be supplied to Boeing by EPIC Fuels and Avfuel to support the Boeing ecoDemonstrator program and Boeing's U.S. commercial operational flights through 2024.

"As our focus remains on safety and quality, sustainability continues to be a priority. Sustainable aviation fuel is essential to decarbonize aviation. About 20% of our fuel usage is a SAF blend, and we continue to increase our use of this fuel to encourage growth in the SAF industry. We are also working to make SAF more available and affordable to our commercial airline customers through collaboration, investment, research and policy development," said Ryan Faucett, Vice President of Environmental Sustainability at Boeing.

"Sustainable aviation fuel is a key lever to reduce aviation emissions. Working together with aviation sector leaders like Boeing is crucial in accelerating SAF usage and production. We are proud to support their efforts working together with our partners EPIC Fuels and Avfuel," said Carrie Song, Senior Vice President, Commercial, Renewable Products at Neste.

The total volume of blended SAF purchased will be

supplied to Boeing's commercial operations directly or through book-and-claim. Boeing will receive 4 million gallons (around 12,000 tons) of blended SAF produced by Neste into its fuel farms in the Pacific Northwest. EPIC Fuels, a Signature Aviation company, will supply 2.5 million gallons and Avfuel will provide 1.5 million gallons of blended SAF from Neste. Boeing will also purchase SAF certificates corresponding to the emission reduction provided by the use of 3.5 million gallons of blended SAF produced by Neste through a book and claim system. Book and claim is an accounting process in which a company purchases SAF certificates to displace conventional jet fuel. Instead of putting the fuel into a Boeing fuel farm, distributors will deliver it to nearby airports for use by airlines and other carriers ensuring the corresponding SAF use and related GHG emission reductions. Based on Boeing's book-and-claim purchases, EPIC Fuels will supply the 3.5 million gallons of blended SAF.

Sustainable aviation fuel is a renewable aviation fuel providing a more sustainable alternative to conventional, fossil-based jet fuel. Using Neste MY Sustainable Aviation Fuel™ reduces greenhouse gas emissions by up to 80%* over the fuel's life cycle, compared to using conventional jet fuel. Neste's SAF is made from sustainably sourced, 100% renewable waste and residue raw materials, such as used cooking oil and animal fat waste. SAF is blended with conventional jet fuel before use and works seamlessly with existing aircraft engines and fueling infrastructure when used in neat form (i.e. unblended) and calculated with established life cycle assessment (LCA) methodologies, such as CORSIA methodology. Read more: neste.com

AutoFlight Delivers First Electric Air Taxi To Customer In Japan



Prosperity eVTOL Aircraft

AutoFlight has officially delivered its first Prosperity eVTOL aircraft to a customer, an Advanced Air Mobility operator in Japan.

The Japanese company is planning demonstration eVTOL flights at the 2025 Osaka World Expo.

Delivery marks the world's inaugural delivery of a civilian ton-class eVTOL (electric-vertical-take-off-and-landing) aircraft.

News comes just days after AutoFlight's CarryAll cargo eVTOL obtained Type Certification (TC) from the Civil Aviation Administration of China (CAAC).

Shanghai: April, 3, 2024: AutoFlight has achieved a significant milestone by officially delivering its first Prosperity aircraft to a customer in Japan, marking the world's inaugural delivery of a civilian ton-class eVTOL aircraft. The five-seat Prosperity aircraft was handed over to the customer, a pioneering Advanced Air Mobility (AAM) operator in Japan. The operator, to be identified in due course, is currently developing plans for demonstration eVTOL flights at the 2025 Osaka World Expo, as well as a wider AAM rollout in Japan. In another recent milestone for the eVTOL innovator, AutoFlight's CarryAll aircraft, the cargo variant of Prosperity, obtained Type Certification (TC) from the Civil Aviation Administration of China (CAAC) on March 22, 2024. This marks the world's first eVTOL aircraft above one ton to have been awarded type certification.

Tian Yu, founder and co-chairman of AutoFlight, said: "The official delivery of the first Prosperity to a customer signifies a new chapter for AutoFlight as we begin to ship our innovative electric aircraft to global markets. Additionally,

on the cargo side the receipt of orders for over 200 CarryAll planes, already demonstrates a very strong market demand for our products."

The recent CarryAll orders include 30 units for ZTO Express, a NYSE and HKEX dual-listed company and one of the world's largest logistics companies.

Referring to CarryAll receiving Type Certification from the Civil Aviation Administration of China, Tian said: "Successfully completing this certification was a lengthy and extremely rigorous process and I would like to thank the review team and all my colleagues for their painstaking efforts. This achievement establishes a robust foundation for AutoFlight's forthcoming large-scale commercial operations." Securing TC airworthiness certification is vital for ensuring the safety and market entry of the aircraft for commercial operations. The CarryAll, with a maximum takeoff weight of 2 tons, operates autonomously and on electric power. Its compliance verification encompassed various aspects, including performance control, stability, lift/thrust system, structural strength/composite blades, battery system, avionics system, electrical system, and flight performance. The thorough review process involved manufacturing compliance inspections and the witnessing of 46 major compliance verification tests at the equipment level, system level and structural component level. Additionally, the CarryAll airworthiness certification prototype completed eight major compliance tests, including plateau performance, data link and ground station functions, involving 156 flights and exceeding a total flight distance of 10,000 kms.

In February, AutoFlight presented the world's first inter-city electric air taxi demonstration flight between the

southern Chinese cities of Shenzhen and Zhuhai. AutoFlight's Prosperity aircraft completed the significant milestone by autonomously flying the 50km (31 miles) route from Shenzhen to Zhuhai. The flight across the Pearl River Delta took just 20 minutes, a journey that would require three hours by car. This achievement marks the world's first public flight of an eVTOL aircraft on a cross-sea and inter-city route.

The route between Shenzhen and Zhuhai is part of the future air traffic scenario planned by the regional government as it develops its 'low-altitude economy' strategy that will see the opening of thousands of vertiports and hundreds of eVTOL air routes across the Greater Bay Area in southern China. The demonstration flight took place in one of the world's most densely populated areas, home to circa 86 million people, and in an airspace that borders multiple international airports, including Hong Kong, Shenzhen and Macau. The flight showcased AutoFlight's cutting-edge aviation technology in a highly complex environment, and its dedication to safety and regulatory compliance in pushing the boundaries of urban air mobility.

AutoFlight, a global high-tech start-up dedicated to advancing electric aerial vehicles for logistics and urban air mobility solutions, has been at the forefront of innovations in the electric air taxi landscape. Noteworthy recent achievements include setting world records for single battery charge flight distances (250.3km/155 miles), and carrying out a ground-breaking formation flight of three autonomous eVTOL aircraft. To date, AutoFlight has completed more than 10,000 eVTOL flights. Backed by European tech holding company Team Global, founded by Lukasz Gadowski, AutoFlight stands as a key player in the development of eVTOL technology, boasting a diverse product range that includes large-scale logistics aircraft and passenger aerial vehicles. Their in-house development of essential components like composite airframes, electric motors and controllers, and affordable avionics underscores their vertical integration and commitment to pushing the boundaries of urban air mobility.

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Bearhawk Aircraft Announces New Owners



Bearhawk Aircraft

AUSTIN, TEXAS – Bearhawk Aircraft announced March 7, 2024, a change of ownership for the kit-manufacturing company. Bearhawk Aircraft kits are renowned for their superior strength, off-field capabilities and higher-than-expected cruise performance. New company owners will carry on the successes of Bearhawk kit-built aircraft, available in five distinct models.

Virgil Irwin, of Fairview, Oklahoma, took delivery of Bearhawk Aircraft assets on February 2, 2024, initiating the company's relocation from Texas to Oklahoma. For prior owner Mark Goldberg, focus has long been on the future success of the company, as well as the factory where kits are manufactured. Goldberg commented, "After turning 70 years old 20 months ago, I began to think it was time to let someone younger take charge of the company."

Irwin entered into the Bearhawk world as a customer. "At the time, I was in search of a utility airplane that could serve overseas in a remote environment. I needed true off-airport capability with great cross-country performance." Discussions with Goldberg commenced, and good timing allowed him to be the first kit customer for the Bearhawk Model 5, so named for being the 5th design from veteran design engineer Bob Barrows. Furthermore, the Model 5 is a 6-place aircraft with unique and outstanding qualities.

Irwin added, "As I began to build the airplane, I was blown away by the amazing craftsmanship that went into it and the potential that the entire Bearhawk line had. Barrows has without a doubt designed a line of aircraft that have carved out their own segment of the market." Irwin posited one thought "a couple of times" while building the aircraft, "I wonder if Mark will be ready to retire soon?"

Goldberg called Irwin shortly after he began flying his newly completed Bearhawk Model 5 to ask if he would be interested in displaying the airplane at AirVenture Oshkosh 2023. Irwin accepted and in July headed to Oshkosh not knowing what was to come of the week. While getting to know each other at the show, "I [Irwin] shared my dreams of owning my own aircraft company one day with Mark, and that is when we started exploring the purchase the company."

In 2001, Goldberg started the kit manufacturing business in Mexico where he had a long-standing relationship with those now operating the factory. "I was blown away by the quality of construction, cleanliness of the factory, and overall work environment," Irwin exclaimed on visiting the factory.

"Mark truly did what many have failed to do."

Impressed by a manufacturing system that has been able to reliably produce quality aircraft, he credits Goldberg for having built the Bearhawk brand from the ground up, noting, "his hard work is evident throughout."

Solidifying the relationship between the two, Goldberg had this to say about Irwin:

"I became convinced of his abilities, honesty and willingness to do the hard work to take the company to the next level. Virgil will be a great captain to drive the company going forward."

Irwin and his wife, Mackenzie, now co-owners of Bearhawk Aircraft, have big plans for the company. Irwin elaborated, "We will be revising kit manuals, developing new products, and overall expanding the offerings that Bearhawk has for its customers. Our new facility in Fairview, Oklahoma, will be home to our demo planes, transition training, a build-assist center, warehousing, and so much more. We look forward to welcoming all to the new facility and we anticipate hosting several events throughout the year."

Goldberg summarized, "I am especially appreciative of all the new friends made during these 23 years. This includes customers all over the world who are now friends, and vendors and others who have become much more than just business associates. I learned a tremendous amount from working with design engineer Bob Barrows whose engineering talent is just off the scale. My involvement with the company will continue, as long as is needed to make the transition smooth and easy."

All models in the Bearhawk lineup appeal to backcountry and cross-country flyers alike, and are designed to perform a variety of flying activities. The four-place Bearhawk and new Model 5 fill a utility and transport role extremely well with their large cabins. The Bearhawk Patrol is a tandem two-place version that excels at accessing remote airstrips. The Bearhawk LSA is a lightweight design that meets current Sport Pilot requirements. The Bearhawk Companion is a side-by-side two-place model with superior strength and payload capability. Each aircraft excels at stable slow flight and attains higher than expected cruise speeds. Bearhawk Aircraft manufactures high quality quick-build kits for all five models.

For more information on Bearhawk Aircraft, visit www.bearhawkaircraft.com, or contact Bearhawk at info@bearhawkaircraft.com or call **580-744-9084**. □

Piper M700 FURY Earns Type Certification

VERO BEACH, FLA. – Piper Aircraft, Inc. has announced it received the type certification of its new flagship aircraft, the Piper M700 FURY, on February 29, 2024. With a maximum cruise speed of 301 kts and a maximum range of 1,424 nm, the M700 FURY is the fastest single-engine aircraft in Piper's

87-plus year history. This cabin-class turboprop aircraft is equipped with Pratt & Whitney's PT6A-52 engine generating 700 shaft horsepower and the latest version of Garmin's G3000 cockpit, including Garmin's Emergency Autoland as part of Piper's HALO safety system. □

New Enhanced Cessna High-Wing Piston Aircraft Enter Into Service Following First Deliveries

WICHITA, KAN. – Textron Aviation announced April 9, 2024, the entry into service of its enhanced Cessna Skyhawk, Cessna Skylane, Turbo Skylane and Turbo Stationair HD following first deliveries for each aircraft. These latest product investments aim to provide a modern and stylish tone that aligns with the newest Cessna Citation jets, while maintaining the renowned comfort, durability, and performance of the iconic Cessna piston lineup.



Cessna Skyhawk 172



Cessna Skylane 182

The Cessna Skyhawk, Skylane, Turbo Skylane and Turbo Stationair HD are designed and manufactured by Textron.

"These enhancements to the iconic Cessna piston family offer improved comfort, functionality and style," said Chris Crow, vice president, Piston Sales. "Whether you're a student pilot or an experienced aviator, the extensive product lineup offers something to meet your needs, elevate your flying adventures and inspire the journey of flight."

With new features and design elements, the lineup of Cessna aircraft continue to be versatile and reliable tools that enable customers to fulfill a wide range of missions. The new interior designs include:

- All-new comfortable seats with additional support and padding.
- Power headset jacks at each seat.
- A and C USB charging ports at each seat.
- Sleek, black instrument panels.
- Thoughtfully placed side and cell phone pockets throughout the aircraft.
- Integrated overhead air conditioning on equipped aircraft.
- A new center armrest available on certain models.

When it comes to the exterior, owners can select from a variety of new modern exterior schemes to match their preferences.

Textron Aviation's investment in the Cessna piston aircraft lineup demonstrates the company's continued enthusiasm and support for pilots worldwide, whether they are pursuing training ambitions or planning their next adventure. The company remains dedicated to delivering cutting-edge technology and exceptional craftsmanship to the aviation community. The new interior designs were first unveiled at the 2024 Sun 'n Fun Aerospace Expo in Lakeland, Florida.



BY TEXTRON AVIATION

NOTABLE PISTON FEATURES

172



- 6-pin powered headset plug at each seat location
- All black instrument panel
- POH pocket built into lower back of pilot and copilot seat
- Two side pockets on side wall
- A and C USB port at each seat location
- Optional air conditioning available

182



- 6-pin powered headset plug at each seat location
- All black instrument panel
- POH pocket built into upper back of pilot and copilot seat
- Cell phone pocket in front of each seat cushion
- A and C USB port at each seat location
- Side pocket on lower side wall at the pilot and copilot location
- Adjustable and rotating cockpit center armrest

T182



- 6-pin powered headset plug at each seat location
- All black instrument panel
- POH pocket built into upper back of pilot and copilot seat
- Cell phone pocket in front of each seat cushion
- Additional USB power outlets — A and C USB port at each seat location
- Side pocket on lower side wall at the pilot and copilot location
- Adjustable and rotating cockpit center armrest

T206



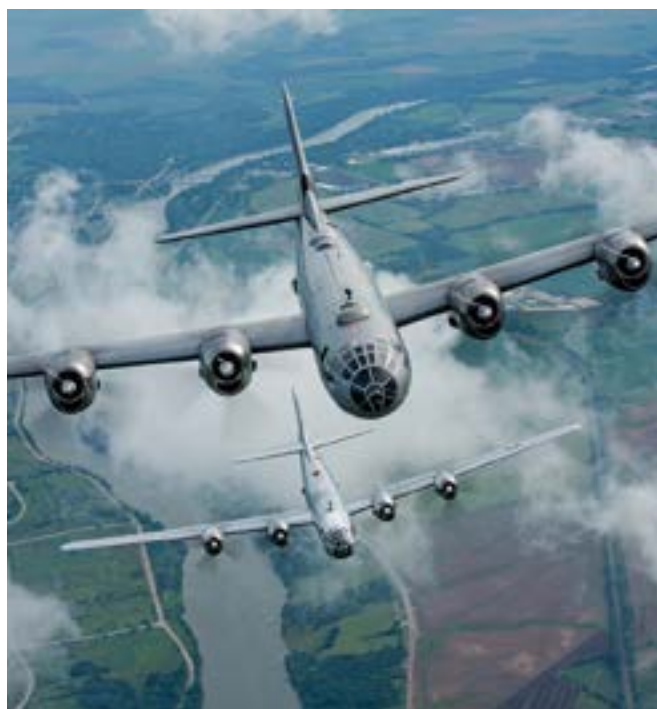
- 6-pin powered headset plug at each seat location
- All black instrument panel
- POH pocket built into upper back of pilot and copilot seat
- Cell phone pocket in front of each seat cushion
- Additional USB power outlets — A and C USB port at each seat location
- Side pocket on lower side wall at the pilot and copilot location
- Adjustable and rotating cockpit center armrest

About Textron Aviation

For more than 95 years, Textron Aviation Inc., a Textron Inc. company, has empowered its collective talent across the Beechcraft, Cessna and Hawker brands to design and deliver the best aviation experience for its customers. With a range that includes everything from business jets, turboprops and high-performance pistons, to special mission, military trainer and defense products, Textron Aviation has the most versatile and comprehensive aviation product portfolio in the world and a workforce that has produced more than half of all general aviation aircraft worldwide. For more information, visit www.txtav.com. □

B-29 Reunion Added To Warbird Highlights At EAA AirVenture Oshkosh 2024

Superfortresses 'Doc' and 'FIFI' to make rare joint appearance



FIFI and DOC flying together.
2017 Photo by Scott Slocum

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (April 5, 2024) — The world's only two flying examples of the Boeing B-29 Superfortress will make a rare joint appearance this summer during EAA AirVenture Oshkosh 2024, supporting the “Turning the Tide” salute to 1944 and the 80th anniversary of D-Day. The 71st edition of the Experimental Aircraft Association's fly-in convention is July 22-28 at Wittman Regional Airport in Oshkosh.

It is believed to be only the fourth time two B-29s have made a joint public appearance in 50 years, with the first taking place in Oshkosh in 2017. It is the first time these aircraft have appeared together since 2018.

“As AirVenture is the world's largest annual gathering of warbirds, bringing these two iconic aircraft together is another of those ‘Only at Oshkosh’ moments,” said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features and attractions. “These airplanes are big favorites wherever they appear, but together they will make the ‘Turning the Tide’ commemoration even more unforgettable.”

As currently scheduled, each airplane will spend time featured on EAA's Boeing Plaza. FIFI will be on display July 22-24, while Doc will take centerstage for display July 25-28. The airplanes are also scheduled to make a formation flight at the beginning of the July 24 night airshow. When not on display at Boeing Plaza, flight experiences on Doc July 22-25 will be based at Appleton International Airport, approximately 20 miles north of Oshkosh.

FIFI is owned and operated by the Commemorative Air Force's B-29/B-24 Squadron of Dallas, Texas. It was acquired by the CAF in the early 1970s when a group of CAF members found it at the U.S. Navy Proving Ground at China Lake, California, where it was being used as a missile target. The airplane was rescued and restored, then flew for over 30 years until 2006, when the chief pilot made the decision to ground it pending a complete power plant re-fit. After an extensive four-year restoration that included installing four new custom-built hybrid engines, FIFI returned to the sky in 2010 and has since traveled coast to coast. More information is available on at the CAF's AirPower History Tour website.

Doc was built in 1944 and for many years was part of a squadron known as the “Snow White and the Seven Dwarfs” in upstate New York at Griffiss Air Force Base (hence, the name Doc). The airplane was retired in 1956 as the jet bomber age began and sat as a target for Navy training missions in China Lake, California, until 1998. A restoration group took possession of the airplane from the U.S. government and hauled it back to Wichita, Kansas, in pieces in 2000. After 16 years and more than 450,000 volunteer hours, Doc made its first flight after restoration in July 2016, 60 years after it had been retired. Flight experience information for Doc at Oshkosh is available at <https://www.b29doc.com/rides/>.

Doc is owned and operated by Doc's Friends, Inc., a non-profit based in Wichita. □



C-47s at EAA AirVenture Oshkosh 2021.
Photo by Lewis Berghoff

“Turning the Tide – 1944” 80-Year Commemoration At EAA AirVenture Oshkosh 2024

OSHKOSH, WIS. – EAA will pay tribute to the heroes and sacrifices made during the Normandy landings on D-Day (June 6, 1944), and throughout the year 1944, with an 80-year “Turning the Tide” commemoration at EAA AirVenture Oshkosh 2024 on July 23 and 24.

“As the number of veterans from WWII who are still with us are dwindling, it is important to commemorate the events of 1944, and the importance of the campaigns in both Europe and the Pacific to preserve freedom,” said Rick Larsen, EAA’s vice president of communities and member programs, who coordinates AirVenture features and attractions. “This year’s programming during AirVenture week will connect the human events and aviation history of that year so those of us today have a better understanding of those times.”

A collection of C-47s from the D-Day Squadron will be on display as part of the commemoration. The Squadron features a fleet of unique C-47 aircraft from throughout the United States. Many of these aircraft will be part of a commemorative mission to Europe in May and June 2024. The C-47 played a vital role in transporting more than

13,000 paratroopers to Utah Beach for the Normandy landings.

Afternoon airshows on July 23 and 24 will feature warbirds from both the Pacific and European Theatres including the World War II Airborne Demonstration Team. The team will be jumping from their own C-47 using traditional round canopy parachutes, reminiscent of the paratroopers of the 82nd and 101st Airborne Divisions who risked their lives in Normandy.

The Theater in the Woods presentation on the evening of Tuesday, July 23, will focus on 1944 as well. The presentation will be split into two parts; the first will retell the story of 1944, while the second part will go into detail about the aircraft. More details about the presentation, including guests, will be announced as they are finalized.

Additional aircraft that played key roles in 1944 have also been invited to participate, and EAA and EAA Warbirds of America continue to plan activities as part of the commemoration. □



The Fly-In Breakfast of All Fly-In Breakfasts... EAA Chapter 431, Brodhead, Wisconsin

EAA “Cheeseland” Chapter 431 in Brodhead, Wisconsin, has gotten a good reputation for hosting a huge fly-in breakfast in May (this year, Sunday, May 19, 2024) and several large national events. Among them the annual Pietenpol/Hatz Fly-In held in July; the Midwest Antique Airplane Club Fly-In held in September; and the Skiplane Fly-In held in February. Brodhead is also home to the ever-expanding Kelch Aviation Museum (<https://www.kelchmuseum.org/>). If you’ve not seen this museum, you must! Patrick Weeden is President of the museum.

The Brodhead Airport (C37) is a private, open-to-the-

public airport and features three grass runways. 100LL and ethanol-free auto fuel (MOGAS) is available. Cash, checks and credit cards are accepted. Times of operation is posted at the pumps and in the pavilion. Self-serve fuel is available 24/7 at Monroe Municipal Airport (KEFT), 10 nm west of Brodhead.

Hundreds of aircraft flew in for the fly-in breakfast this year, a couple hundred cars drove in, and thousands of breakfasts were served.

For additional information on EAA Chapter 431, visit (<https://www.eaa431.org/>).





(L/R) Dave Weiman of Midwest Flyer Magazine with Archie Henkelmann, formerly the head instructor at Blackhawk Technical College in Janesville, Wisconsin, and his son, David Henkelmann. The Henkelmanns have flown their 1953 Cessna 180 throughout the United States, but call the Brodhead, Wisconsin Airport their home! Archie Henkelmann will be 93 in July of this year and still flies both the Cessna 180 and his 1946 J3 Cub. *Midwest Flyer Magazine Photo by Lisa Henkelmann*



Kelch Aviation Museum President Patrick Weeden with the King family of McFarland, Wisconsin in the museum's gift shop.

Dave Weiman Photo



The WaterStone Bank Air & Water Show On Milwaukee's Lakefront

MILWAUKEE, WIS. – The WaterStone Bank Air & Water Show will return to the Milwaukee lakefront, July 27-28, 2024. The show is held at McKinley Park and Bradford Beach. The show will celebrate Milwaukee's veterans, first responders, members of the armed services, and their families.

The USAF Thunderbirds, America's Ambassadors in Blue, will return after a 5-year hiatus as the headline act flying six Lockheed F-16 Fighting Falcons. Founded in 1953, the squadron has performed for more than 280 million people in all 50 states and 57 foreign countries.

The United States Army Parachute Team, the "Golden Knights," will return to Milwaukee after a six-year absence. The Golden Knights hold world records in aerial competitions, and are known for taking soldiers, celebrities, and heads of state skydiving.

"We are excited to return as the title sponsor of the Air & Water Show," said Bill Bruss, President of WaterStone Bank. "The event is a summer staple enjoyed by families in our community and throughout the state." The 128th Air Refueling Wing is also a long-time strategic partner in the show.

"Frecce Tricolori" ("Tricolor Arrows"), the official aerobatic team of the Italian Air Force, will also participate in the show. Based at Rivolto, Italy, the team alternates between

solo and multiple-aircraft maneuvers and are regarded as one of the world's top aerobatic teams. Flying 10 MB-339s, the team is the largest aerobatic team in the world. Frecce Tricolori was formed in 1961 to replace Italy's many unofficial aerobatic teams. "We are very honored and excited to perform for the first time in Milwaukee" said Lt. Col Massimiliano, Frecce Tricolori's Pilot #11. Our multi-colored smoke will form a beautiful arrangement over the blue waters of Lake Michigan."

Frecce Tricolori's first displays comprised four F-86 Sabres and an additional solo aircraft, with the main formation gradually increasing in size to nine aircraft. The team transitioned to the Fiat G.91 in 1964 and the MB-339A/PAN in 1982. The MB-339 will soon be replaced by the M-345HET.

Lee Berndt of Milwaukee started the Milwaukee Berndt Buick Air Show. Berndt was also one of the founders of the International Council of Air Shows (ICAS). Then a Harrier Jet crashed, as well as a civilian, so the show ceased to exist until Paul Rodgers came along in 2001.

"My first show was during Festa Italiana in Milwaukee in 2003," said Rodgers, who says that after 24 years, he wants to sell the show to someone else. □

TECHNOLOGY

AIAA Statement On Third SpaceX Starship Test Flight

RESTON, VA – The American Institute of Aeronautics and Astronautics (AIAA) issued the following statement from AIAA CEO Dan Dumbacher on March 14, 2024:

"Congratulations to the SpaceX team on today's test flight of Starship from Starbase, Texas. We are excited to witness this new launch vehicle reaching orbit. The art and science of engineering requires testing. We can see how the team has applied the lessons learned from previous test flights. From today's flight, we know the team is gaining valuable data they will use to continually improve Starship's design.

"We are excited to see commercial space launch companies advancing technology to extend the human neighborhood from low Earth orbit, to the moon, and on to Mars. Expanding these boundaries takes innovation and hard work.

"The SpaceX team deserves tremendous credit for this great accomplishment. AIAA recognizes the countless industry professionals who have helped design, build, and test Starship. We applaud AIAA Corporate Member SpaceX for taking this step forward in shaping the future of aerospace." □

New User Manual & New Power-Lift AeroCreeper

AeroCreeper, makers of the all-adjustable-height shop creepers, has come out with a new manual with the latest user and safety information. Manuals are available for free download at <https://aerocreeper.com/> Warning labels are also available on their website.

This creeper will do the work for you by raising you up and laying you down. Be among the first to own a power-lift creeper. □

EAA Aviation Museum's Pioneer Airport 2024 Season Began May 4

More than 50 vintage airplanes on display, rides also available



EAA AVIATION CENTER, OSHKOSH, Wisconsin — EAA Aviation Museum attendees can take a trip back in time to airports from the early days of air travel, as Pioneer Airport reopened for the 2024 season on May 4. Pioneer Airport is open from 10:30 a.m. to 4:30 p.m. on Saturdays and Sundays only until Memorial Day, when it will be open daily through Labor Day.

Pioneer Airport is included with paid museum admission. More than 50 vintage airplanes are on display across seven hangars. The airplanes are from a variety of eras ranging from the 1920s to the early 1970s.

“Pioneer Airport was created by EAA Founder Paul Poberezny nearly 40 years ago as a unique way for museum

attendees to experience some of EAA’s antique aircraft in a true barnstormer setting,” said Jeff Toline, EAA Director of Aircraft Operations. “The airplane rides available create an ‘Only in Oshkosh’ experience for kids and adults alike.”

Attendees can also go on a brief airplane ride around the Oshkosh area by taking off from the airport’s grass runway. Youth ages 8 to 17 can experience a free, introductory flight in an amateur-built airplane through EAA’s Young Eagles program. Attendees 16 years of age or older can purchase a ride in one of two vintage, open-cockpit biplanes, a 1927 Swallow or a 1929 Travel Air. Biplane flights are \$95 and are sold the day of at Pioneer Airport. All airplane rides are dependent on weather conditions and other factors. □

Wisconsin Museum & Historical Preservation Group Search For Richard J. Bong's P-38 "Marge"



Major Richard I. Bong

Photo Courtesy of the Richard I. Bong Veterans Historical Center



(L/R) Fighter pilots Richard Bong and Tom Malone with the P-38 "Marge."
Photo Courtesy of the Richard I. Bong Veterans Historical Center

SUPERIOR, WIS. – The Richard I. Bong Veterans Historical Center in Superior, Wisconsin, and a nonprofit World War II historical organization, "Pacific Wrecks," are searching for the wreckage of the Lockheed P-38 Lightning nicknamed "Marge," once flown by World War II ace, Major Richard I. Bong (September 24, 1920 – August 6, 1945). Bong was the United States' highest-scoring ace, having shot down at least 40 Japanese aircraft during World War II. He was a fighter pilot in the U.S. Army Air Forces (USAAF) and a recipient of the Medal of Honor. All his aerial victories were in the P-38 Lightning.

Born in Superior, Wisconsin, the first of nine children, to a Swedish immigrant father and an American-born mother, Bong was raised on a farm in neighboring Poplar, Wisconsin. His upbringing epitomized the values and expectations of that era – loyalty to his family and a deep sense of patriotism.

Like all farm children, he had chores to perform and was expected to drive farm machinery at an early age. He hunted and fished in the surrounding woods and streams like most Wisconsinites, played on his school athletic teams and sang in his church choir. Even for his 4-H project, he planted an extensive evergreen tree windbreak on the family farm amongst the rolling hills to help his father. At that time, he was seen as the ideal all-American boy!

In honor to his girlfriend – Marjorie Vattendahl – Bong named his P-38 "Marge" and placed a large picture of her on the nose of the airplane.

Fellow pilot Tom Malone was flying the plane in March 1944 near Papua, New Guinea, when he experienced engine

problems and had to bail out. Malone survived, but the wreckage has never been found.

Bong went on to marry Vattendahl in 1945, but was killed on August 6, 1945, while test flying a P-80 jet out of Burbank, California.

Thousands of people attended Bong's funeral services in Superior, and many more lined the funeral route to the Poplar, Wisconsin cemetery, where he was buried in the family plot. In 1955, 10 years after his death, a memorial was dedicated to Bong in his hometown of Poplar, Wisconsin, where it stayed until funds were raised by his family and Marge many years later, leading to the development of the Richard I. Bong Veterans Historical Center, located on the outskirts of Superior, Wisconsin, near the Superior harbor on Lake Superior, a short distance from the airport named in his honor. A P-38 Lightning that has been restored to resemble Bong's aircraft is on display, as well as many World War II artifacts. The audio-visuals at the center provide a complete overview of Bong's life and World War II (<https://bongcenter.org>).

Vattendahl went on to become a successful model and magazine publisher in Los Angeles and died in Superior in 2003.

The Lockheed P-38 Lightning is a twin piston-engine fighter built in 1941, featuring a twin-boom fuselage with a central nacelle containing the cockpit and armament. It is powered by two Allison V-1710 engines and capable of a top speed of 443 mph with a maximum range of 1,305 miles. □

Fargo Air Museum Launches “Save The Sabre” Fundraising Campaign

FARGO, ND – The Fargo Air Museum has begun a public fundraising campaign to “Save the Sabre,” an effort to preserve and honor North American F-86H Sabre #53-1253. The aircraft is located in Jamestown, North Dakota, where it was on display following its demilitarization in 1971 until airport renovations had it removed. Talk of possibly scrapping the airframe led the Fargo Air Museum to develop the “Save the Sabre” campaign. The National Museum of the United States Air Force Loan Program approved the transfer to the museum for static display.

While the F-86 Sabre was never stationed in North Dakota, several local pilots flew the aircraft, including the Fargo Air Museum co-founder, the late Major General Darrol Schroeder. To honor Schroeder’s service, the aircraft will be displayed at the Fargo Air Museum in the markings

of the 563rd Fighter-Bomber Squadron, the same squadron Schroeder was assigned to in the late 1950s.

Community support and partners pledging match donations will help the museum reach the campaign goal of \$60,000 to cover costs of transportation, refurbishment, and memorialization of the aircraft in front of the museum. Donations can be made online at fargoairmuseum.org/savethesabre or mailed to the museum with “Save the Sabre” in the memo line.

The Fargo Air Museum was founded with the nonprofit mission of promoting aviation through education, preservation, and restoration. Located on 19th Avenue North just east of Interstate-29, the Fargo Air Museum is home to aircraft of all eras. Visit www.fargoairmuseum.org for additional information. □

The Lone Star Flight Museum Welcomes The African Americans In Aviation Traveling Museum

African Americans in Aviation shares the stories of African American aviators and their place in American history. Chauncey Spencer II, founder and creator of the mobile museum, had the singular mission to educate and inspire young people, and learn about aviation history and the significant roles African Americans played in aviation.

The museum also focuses on the story of Spencer’s father, Chauncey Spencer as well as Dale White. Spencer Sr. was instrumental in President Truman’s decision to include African Americans in the Army Air Corps, and both Chauncey Sr. and White were key to the creation of the Tuskegee Airman and Red Tails. The exhibit also highlights other trailblazing aviators such as Bessie Coleman, John C. Robinson and others. The panoramic tour of images, timelines and stories of bravery will be on display through Labor Day.

The African Americans in Aviation traveling museum has partnered with the National College Resources Foundation to make this tour and educational and career opportunities possible for students. Merchandise supporting the exhibit will be available for purchase as well.

About the Lone Star Flight Museum

The Lone Star Flight Museum (LSFM) is a 501c3 aviation museum and STEM learning center with a mission to celebrate flight and achievements in Texas aviation, as well as educate and engage youth through science, technology, engineering and math. Located 20 minutes from downtown Houston, LSFM is open Wednesday-Saturday 10 a.m. – 5 p.m., and Sunday Noon – 5 p.m. Visit online at lonestarflight.org for discount tickets, memberships and more, or call [346-708-2517](tel:346-708-2517). □

NATA Opposes Administration's Onerous Business Aviation Tax Proposals

WASHINGTON, DC – The National Air Transportation Association (NATA) has expressed concern about general aviation tax provisions included in the Fiscal Year 2025 Budget released by the White House March 11, 2024.

“Business aviation is in the crosshairs again at a time when it is needed the most,” said NATA President and CEO Curt Castagna. “The White House budget includes multiple provisions that mischaracterize the value of – and would adversely affect – the business and general aviation sectors, jeopardizing the jobs they provide and disregarding the critical services they support.”

Nationally, the general aviation sector supports 1.2 million jobs, provides over \$247 billion in economic output, and contributes to America's competitiveness, growth, and continued innovation. General aviation airports, service businesses, and operators aid business development and job creation, while supporting law enforcement, medical care, disaster relief, firefighting, and other essential services. They also provide access to the air transportation system for thousands of communities the airlines don't serve.

“During last week's State of the Union address, President Biden spoke passionately about our country's freedom, future possibilities, and job growth – all attributes fostered by our essential industry. Rather than singling out general aviation, the Administration's first priority should be creating and preserving an environment in which aviation continues to facilitate business growth and contributes to the national economy,” stated Castagna.

Of particular concern is the Administration's proposed **five-fold increase in the jet fuel tax paid** by private and business aircraft operators, to be carried out over five years.

“NATA opposes such an increase in fuel taxes for these

private, noncommercial operators. In addition, we are concerned that the Biden Administration is failing to account for the billions of business aviation tax dollars that are diverted from the Airport and Airways Trust Fund (AATF) into the Highway Trust Fund (HTF). Such diversion weakens the National Airspace System and could place the safety of the industry at risk.

“Unfortunately, the Biden Administration mistakenly believes (the proposed tax increase) will benefit the national aviation system. This is not the case. For nearly two decades now, Congress and the IRS have failed to address provisions in the tax code that allow for the HTF to erroneously keep billions of aviation tax dollars that were intended for the AATF,” added Castagna.

In 2016, the GAO released a report on the impact of diversions of non-commercial jet fuel tax revenues from the AATF to the HTF. The report concluded the diversion of funds stemming from a 2005 change in tax law resulted in a loss to the aviation fund of between one and two billion dollars intended for airport improvements and system modernization. The diversion has continued since the 2016 report, costing the Airport and Airways Trust Fund billions of dollars.

“Should the Biden Administration seek to have a meaningful increase in funding to the AATF, fixing the multi-billion-dollar diversion to the HTF is where we suggest they begin,” concluded Castagna.

The National Air Transportation Association has served as the voice of aviation businesses since 1940. Representing nearly 3,700 aviation businesses, NATA's member companies provide a broad range of services to general aviation, the airlines and the military (www.nata.aero). □

Aviation-Labor Coalition Warns of Harm From Tax Proposals Targeting Business Aviation

WASHINGTON, DC – On March 14, 2024, a diverse coalition of aviation and labor organizations joined together in opposing proposals in the Biden Administration's fiscal year 2025 budget and regulatory changes that single out business aviation.

Following a troubling State of the Union reference to general aviation, President Biden recently unveiled an FY25 budget plan that includes a five-fold fuel tax increase on business aviation, as well as changes to the depreciation schedule for a purchased business aircraft, from five to seven years.

The groups' March 14 letter was sent to U.S. Senate Committee on Finance Chairman Ron Wyden (D-OR) and

Ranking Member Mike Crapo (R-ID), and U.S. House Committee on Ways and Means Chairman Jason Smith (R-8-MO) and Ranking Member Richard Neal (D-1-MA).

Signing the letter were the leaders of the Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), International Association of Machinists and Aerospace Workers (IAM), National Air Transportation Association (NATA), National Business Aviation Association (NBAA), NetJets Association of Shared Aircraft Pilots (NJASAP), and Vertical Aviation International (VAI).

“According to a 2018 Harris Poll, 85% of companies relying on an airplane to meet their transportation challenges

are small and mid-size enterprises,” the groups wrote. “The passengers aboard a business airplane are typically technicians, mid-level managers and customers, not C-suite executives.”

“Those companies use business aviation to optimize efficiency, productivity and flexibility,” the letter continued. “Additionally, further levies would harm communities that depend on business aviation for essential lift and to support law enforcement, medevac and humanitarian operations utilizing business aircraft.

“Negative tax proposals would also adversely impact an industry that supports 1.2 million jobs and contributes nearly \$250 billion to the country’s gross domestic product.” The coalition further warned of their impact to the industry’s

continued role as “an innovation incubator” driving the aviation industry’s advancement toward greater safety, sustainability and net-zero carbon emissions.

“The health and livelihood of our industry is dependent on having an effective, reliable, and conducive regulatory and business environment,” the coalition continued. “Harmful tax proposals go in the wrong direction.

“Rather than ill-considered tax proposals and regulatory changes, we urge Congress to partner with the business aviation community, which is leading the way in developing new and innovative safety and environmental technologies, connecting communities, creating jobs, and benefiting American businesses of all sizes,” the letter concluded. □

NBAA Hails Final Congressional Passage of Long Term, Forward-Looking FAA Reauthorization Bill

WASHINGTON, DC – The National Business Aviation Association (NBAA) welcomed the congressional passage of a comprehensive measure to reauthorize the Federal Aviation Administration (FAA) for five years, by a vote of 387 to 26, with 17 not voting, on May 15, 2024.

“Both sides of the aisle, on both sides of the Capitol, have come together and passed a bill that reflects the business aviation community’s priorities, provides a long-term roadmap for the agency and ensures that America will continue to lead the world in aviation safety, security, sustainability, innovation, workforce development and investment in airports and other critical infrastructure,” said NBAA President and CEO Ed Bolen.

Bolen noted that the bill contains a first-ever general aviation title, a key section of the legislation focused on enhancing safety, streamlining regulations and improving certification processes for general aviation aircraft, supporting certification for advanced air mobility (AAM) powered-lift aircraft and other technologies, and protecting flight privacy. Other welcomed aspects of the FAA reauthorization measure include numerous process and protocol improvements for the FAA office of aerospace medicine, including pilot mental

health, and removal of barriers for those seeking aviation careers while expanding the aviation workforce pipeline and improving training standards.

The U.S. House of Representatives passed its FAA reauthorization bill in July 2023, but debate over certain provisions in the U.S. Senate version of the measure delayed a vote in that chamber until now. The bill moved back to the House for reconciliation and final passage ahead of the May 17 expiration of a fourth extension to the FAA authorization package passed in 2018. The President signed the legislation on May 16.

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 ([nbaa.org](https://www.nbaa.org)). □

NATA Applauds Final Passage of Comprehensive FAA Legislation Addressing General & Business Aviation Issues

WASHINGTON, DC – The National Air Transportation Association (NATA) applauds the final passage of the Securing Growth and Robust Leadership in American Aviation Act (H.R. 3935) on May 15, 2024 – transformational legislation overwhelmingly approved by the U.S. Senate and U.S. House of Representatives.

The bipartisan, bicameral legislation reauthorizes the Federal Aviation Administration (FAA) for five years, providing the agency clear direction to maintain the gold standard in aviation safety during a time of both immense innovation and immense pressure on the National Airspace System (NAS). Final passage of the bill came ahead of the

May 17 expiration of the current short-term authorization.

NATA offers sincere appreciation to the Senate Commerce Committee and the House Transportation and Infrastructure Committee for carefully crafting a comprehensive bill that balances the needs of all users of the NAS.

“Senate Commerce Committee Chair Maria Cantwell (D, WA) and Ranking Member Ted Cruz (D, TX) worked with Senate Aviation Subcommittee Tammy Duckworth (D, IL) and Ranking Member Jerry Moran (R, KS) to successfully navigate complex issues in a bipartisan manner, while recognizing the input of diverse aviation industry stakeholders. House Transportation Chairman Sam Graves (R, MO), Ranking Member Rick Larsen (D, WA), Aviation Subcommittee Garret Graves (R, LA), and Ranking Member Steve Cohen (D, TN) demonstrated remarkable commitment to a timely, collaborative process that recognizes the significance of the general aviation sector to the overall aviation industry,” said NATA President and CEO Curt Castagna.

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). In addition, H.R. 3935 recognizes the general

aviation (GA) sector’s vital national role by including the first-ever GA title, which makes critical reforms to FAA services including aircraft registration and designated pilot examiners. Of note, the legislation includes NATA priorities to address FAA inefficiencies and inconsistencies related to Part 135 certification, aircraft conformity, and pilot checks.

“The FAA’s current certification backlog and lack of timely check pilot and aircraft conformity functions inhibit the growth of NATA’s aviation business members while creating barriers to legitimate new industry entrants and increasing the risk of illegal charter activity. H.R. 3935 addresses these concerns, reflecting the advocacy of NATA and our members on FAA policies to increase efficiencies, ensure consistency, and safely maintain the continuum of certification and conformity for Part 135 and 145 operations,” said Castagna.

The President signed the bipartisan legislation into law on May 16, 2024.

The National Air Transportation Association has served as the voice of aviation businesses since 1940. Representing nearly 3,700 aviation businesses, NATA’s member companies provide a broad range of services to general aviation, the airlines and the military and NATA serves as the public policy group representing the interests of aviation businesses before Congress and the federal agencies (www.nata.aero). □

The Alliance for Aviation Across America Applauds the Passage of FAA Reauthorization

WASHINGTON, DC – The Alliance for Aviation Across America commended the bipartisan passage of Federal Aviation Administration (FAA) reauthorization, the FAA Reauthorization Act of 2024 (H.R. 3935) on May 15, 2024. This vital legislation, reauthorizing the FAA through fiscal year 2028, was passed with robust bipartisan support: an 88-4 vote in the Senate, followed by a House vote of 387-26. The President signed the bill into law on May 16, 2024.

Devin Osting, the interim executive director of the Alliance for Aviation Across America, stated, “This FAA reauthorization is critically important for general aviation and our national air transportation infrastructure. It includes vital investments in our local airports, increasing the authorization of the Airport Improvement Program from \$3.4 billion to \$4 billion annually, and promotes significant advancements in areas such as workforce development and advanced air mobility, which are essential for the future growth of industry.

“We extend our gratitude to the committee leadership in both chambers, including House Transportation and Infrastructure Committee Chair Sam Graves (R-MO) and

Ranking Member Rick Larsen (D-WA), as well as Senate Committee on Commerce, Science and Transportation Chair Maria Cantwell (D-WA) and Ranking Member Ted Cruz (R-TX), for coming together in bipartisan, bicameral compromise and their commitment to ensuring the stable and predictable continuation of essential programs for the aviation sector in the United States.”

General Aviation supports \$247 billion in economic impact annually and 1.2 million American jobs. It provides critical services including access to medical care, disaster relief, law enforcement, and connects rural communities across the country.

Formed in 2007, the Alliance for Aviation Across America is a non-profit coalition of over 7,000 individuals, businesses, agricultural groups, FBOs, small airports, elected officials, charitable organizations, and leading business and aviation groups that support various public policy issues that impact the general aviation community and national air transportation infrastructure. □

AIAA Applauds Passage of FAA Reauthorization Act of 2024

RESTON VA. – American Institute of Aeronautics and Astronautics (AIAA) CEO Dan Dumbacher made the following statement concerning the passage of the FAA Reauthorization Act on May 16, 2024.

“On behalf of the Institute’s nearly 30,000 professional and student members, we are pleased with the passage of the FAA Reauthorization Act of 2024 that authorizes the FAA for the next five years. The legislation will boost the workforce, while protecting consumers and modernizing airports. The bill contains provisions intended to bolster air safety, improve consumer protections, and increase flights at the airport

closest to Capitol Hill.

“AIAA looks forward to continuing its support of the FAA as we strive to maintain our nation’s leadership in aviation, while also helping make critical advances in technology development and research to advance safer, smarter, and more sustainable flight.”

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 (www.aiaa.org). □

\$148.3 Million From Bipartisan Infrastructure Law To Fund Airport Projects In 28 States, Guam

WASHINGTON, D.C. – The U.S. Department of Transportation’s Federal Aviation Administration (FAA) is awarding \$148.3 million for 73 airport-related infrastructure projects in 28 states and Guam. These projects are funded exclusively under the Bipartisan Infrastructure Law Airport Infrastructure Grants (AIG) program, which provides about \$15 billion in total funding with \$3 billion available annually for 5 years.

“These grants help airports across the nation sustain and improve critical infrastructure to advance the safest, most efficient airport system in the world,” said FAA Associate Administrator for Airports, Shannetta R. Griffin, P.E.

Airports receiving funding include:

- \$61.9 million to Orlando International in Florida: This project expands the existing Terminal C apron and an additional 138,481 square yards to accommodate increased use of the Terminal C facilities.
- \$22.1 million to General Edward Lawrence Logan International in Boston, Massachusetts: These projects rehabilitate taxiway pavement, lighting systems, and enhances the Land and Hold Short Operations systems at four locations on the airport to meet FAA standards.
- \$13.6 million to Dallas Love Field in Texas: This project constructs a 36,000 square foot aircraft rescue and firefighting building to assist the airport in meeting safety requirements and extend the life of the equipment by protecting it from adverse weather conditions.
- \$12.0 million to Rhode Island T.F. Green International in Warwick, Rhode Island: This project constructs a new 60,000 square yard cargo apron to accommodate increased

use of the aviation facilities.

- \$3.2 million to Antonio B. Won Pat International Airport in Tamuning, Guam: This project rehabilitates the existing terminal building roof to include solar racking.
- \$3.2 million to Arnold Palmer Regional in Latrobe, Pennsylvania: This project expands the existing terminal building an additional 22,000 square feet, adding a new HVAC and related upgrades for the existing building, fire sprinklers for the addition, as well as fixed seating in the passenger hold room.
- \$3.0 million to North Platte Regional/Lee Bird Field in Nebraska: This project constructs a portion of the new 24,628-square-foot terminal building to increase passenger throughput and reduce passenger delay.
- \$2.5 million to Manassas Regional/Harry P. Davis Field in Virginia: This project modifies the existing airport access road to efficiently move passengers to and from the airport. Additionally, the road will be raised above the 100-year flood plain to decrease the likelihood of flooding.
- \$2.5 million to Northeast Philadelphia Airport in Pennsylvania: This project rehabilitates 5,150 feet of the existing Taxiway C to maintain the structural integrity of the pavement and to minimize foreign object debris.
- \$2.2 million to Montrose Regional in Colorado: This project reconstructs 1,180 feet of the existing access road. The access road is the only access for passengers to get to the terminal building. Reconstruction is essential to ensure passengers are able to safely and efficiently access the terminal.
- \$2.0 million to Chippewa Valley Regional in Eau Claire, Wisconsin: This project constructs a new 4,993 square foot

two-bay south general aviation hangar for aircraft storage, maintenance, or service to assist the airport to be as self-sustaining as possible by generating revenue.

- \$2.0 million to Friday Harbor Airport in Washington: This project constructs a new 10,000 square foot hangar No. 80 for aircraft storage, maintenance, or service to assist the airport to be as self-sustaining as possible by generating revenue.

- \$1.5 million to Chippewa County International in Sault Ste. Marie, Michigan: This project replaces the existing terminal building heating, ventilation, and air conditioning system.

- \$1.2 million to Springfield-Branson National in Missouri: This project reconstructs a portion of the existing 275,000 square foot terminal building to allow for the efficient movement of passengers and baggage.

- \$1.0 million to Pangborn Memorial Airport in East Wenatchee, Washington: This project provides the design of the reconstruction of 7,000 feet of the Runway 12/30 pavement to meet FAA design standards.

A full list of AIG grants being announced is available on the FAA website [faa.gov/bil](https://www.faa.gov/bil). □

AAAE/ACI-NA Legislative Conference



FAA Administrator Michael Whitaker (center) spoke at the AAAE/ACI-NA Legislative Conference in Washington, D.C., March 14-15, 2024 in a session moderated by AAAE Chair and Richmond International CEO Perry Miller, A.A.E., IAP (left) and ACI-NA Chair and Louis Armstrong New Orleans International Director of Aviation Kevin Dolliole (right).

WASHINGTON, DC – FAA Administrator Michael Whitaker spoke at the AAAE/ACI-NA Legislative Conference in Washington, D.C., March 14-15, 2024, in a session moderated by AAAE Chair and Richmond International CEO Perry Miller, A.A.E., IAP and ACI-NA Chair and Louis Armstrong New Orleans International Director of Aviation Kevin Dolliole. The Administrator spoke of FAA's top priorities, airport funding, and airport improvement grants.

Whitaker expressed support for proposals to increase AIP funding as part of the FAA reauthorization legislation. "There does seem to be a real understanding that we have some infrastructure challenges that we can't ignore," Whitaker said. He also noted that Bipartisan Infrastructure Law "money has gone out and has highlighted airport infrastructure needs."

"It is a really good down payment on what we need to do," he added, explaining that FAA itself has a large maintenance backlog, including on radar centers, air traffic control towers, etc.

"We have to have that investment, there is not really an alternative," he said. "It won't impact safety of the system, but will impact capacity of the system."

Whitaker, a former deputy administrator of the agency,

said when he was confirmed as administrator in October 2023, he came in planning to focus on the agency itself and risks in the system. "Identifying the safety risks in the system and focusing on building out the team and getting our house in order," he said. "That was the plan."

Longer term beyond safety, Whitaker said he plans to focus on what the next generation of technology looks like, how to deal with airspace congestion in the Northeast, and to look at small communities and their need for service and their loss of service since deregulation.

Speaking of the congested airspace in the Northeast, Whitaker said "we have a real shortage of air traffic controllers, which did get my immediate attention. We have at least a dozen initiatives teed up to focus on hiring and trying to bring in as many controllers as we can."

Among those initiatives are constant hiring of former military controllers and working closely with schools to "duplicate what we do at the (controller) academy in Oklahoma City to create a bigger pool of controllers who can go right into a facility." He said FAA next month will announce a cadre of schools who will produce controllers for the class of 2024/2025. □

A Path To Lead-Free Aviation Fuel

WASHINGTON, D.C. – Leaders of aviation and petroleum groups have committed to an initiative laying out a clear plan to transition piston-engine aircraft to lead-free aviation fuels by the end of 2030 – the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative. EAGLE calls for an industry and government partnership to expand and accelerate the actions and policies necessary for a viable high-octane unleaded replacement for the current 100 octane low-lead aviation gasoline (100LL), without compromising the existing U.S. transportation infrastructure system, aviation safety, and the economic and broader public benefits of general aviation.

The FAA hosted an industry stakeholder roundtable meeting in November 2021 to discuss a strategic plan toward an unleaded avgas future, culminating in the establishment of the EAGLE initiative, which is structured around four key pillars – Regulatory and Policy, Unleaded Fuel Testing and Qualification, Research and Development, and Business Infrastructure and Implementation. These activities, which will require full government support, provide the foundation toward safe unleaded aviation fuels for piston-engine aircraft. Industry stakeholders and the FAA will begin working on the

EAGLE initiative right away with a partnership symposium, to define a detailed workplan, which was planned for March. Groups committed to the EAGLE initiative include NATA (National Air Transportation Association), Aircraft Owners and Pilots Association (AOPA), American Association of Airport Executives (AAAE), American Petroleum Institute (API), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), and National Business Aviation Association (NBAA).

National Air Transportation Association President and CEO Curt Castagna stated, "Even though 2030 is the target to achieve a fleet authorization, lead-free alternative to 100LL, we hope to obtain that goal much sooner with industry and government working together," added Castagna. "As we collectively move toward a scalable solution, NATA and our members are continuing to demonstrate leadership in keeping a safety-first focus on infrastructure support, as well as on the development of resources and training for airports, FBOs, and other refueling operators." □

GAMA Applauds Confirmation of NTSB Chair Homendy

WASHINGTON, DC – The U.S. Senate has approved the confirmation of Jennifer Homendy to serve a second three-year term as Chair and another five-year term on the National Transportation Safety Board (NTSB). General Aviation Manufacturers Association (GAMA) President and CEO, Pete Bunce, released the following statement regarding the confirmation of Chair Homendy:

"GAMA congratulates Chair Homendy on her confirmation and reappointment to serve as NTSB Chair. The NTSB plays an essential role in protecting the U.S. transportation system and the Senate's sustained bipartisan and unanimous support of Chair Homendy is a testament to her devotion to public safety and recognition of her powerful

leadership. Chair Homendy has been a staunch advocate and champion for a safe and secure transportation system, and we look forward to continuing to work with her and her team to further enhance safety."

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. □

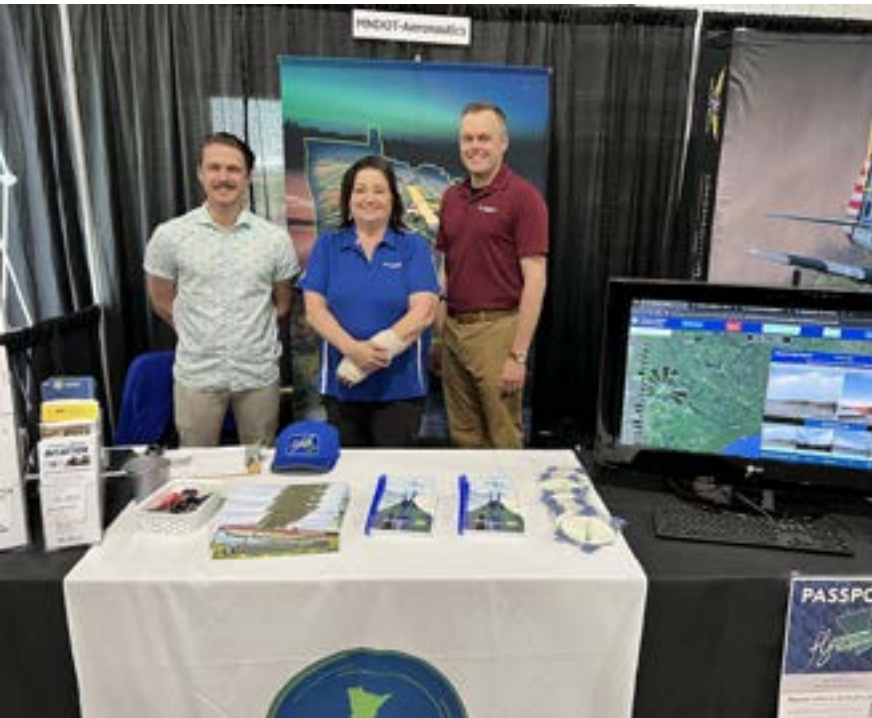
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or a specific article at midwestflyer.com - Archives**

The Great Minnesota Aviation Gathering (GMAG)

May 17 and 18, 2024

Buffalo Municipal Airport (KCFE), Buffalo, MN
Sponsored by the Minnesota Pilots Association

PHOTOS BY DAVE WEIMAN





The 2024 Great Minnesota Aviation Gathering (GMAG), May 17-18, 2024, is now history! The annual event had a record turnout and perfect weather, despite competing with the Duluth Air Show, with 64 airplanes flying into Buffalo Municipal Airport (KCFE), located on the western edge of the Minneapolis Terminal Control Area. Many pilots from the Twin Cities drove in to hear the stellar lineup of speakers. Among the speakers were historians Jim Johns, David Schall MD, and Brian Utley, who provided amazing insights into the “Doolittle Raiders” and the “Jump From Space.” Kyle Lewis of the Aircraft Owners & Pilots Association, Doug Evink of Tanis Aircraft, and many other exhibitors and sponsors, were featured as well.

The awards ceremony was particularly impactful. The Minnesota Pilots Association (MPA), which sponsors GMAG, recognized the recipients of the FAA’s Master Pilot and Mechanic Awards; scholarship recipients; and Chris Fredrick, the manager of Buffalo Municipal Airport.

Hosting GMAG involved the cooperation of the airport, Mike Wiskus and West Metro Aviation, and local pilots and members of the Civil Air Patrol who parked cars, marshalled in aircraft, and assisted pilots in fueling their aircraft. Members of EAA Chapter 878 helped keep guests well fed throughout the event.

The Great Minnesota Aviation Gathering was created by Minnesota Pilots Association President Randy Corfman, his wife, Julie, and the MPA Board of Directors. □

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.

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

JUNE 2024

- 1* AMERY (KAHH), Wis. - Pancake Breakfast 7-11am.
- 1* ALEXANDRIA (KAXN), MINN. - Omelet Bar Fly-In Breakfast at Alexandria Airport - Chandler Field 9am-1pm. Alexandria Aviation at 320-762-2111. Overnight camping area available for pilots!
- 2* REEDSBURG (C35), Wis. - Pancake Breakfast 7am-12:30pm. Rain or shine. info@raf-club.com
- 8 MILWAUKEE (KMWC), Wis. - Flour Drop Contest at Timmerman Airport starting at 10am. [414-461-3222](tel:414-461-3222) timmermanairport.com
- 8 KEOSAUQUA (6K9), IOWA - All-You-Can-Eat Pancakes Sausage 7-10am. info@villagesofvanburen.com
- 8* OTTAWA (KOWI), KANS. - Breakfast fly-in 8-10 am. by Aviation Explorers Post 8000. explore@airscouts.club
- 9 RUSH CITY, MINN. - Fly-In Breakfast, & Car Show, 8am-Noon. Contact Mark Nelson, Airport Manager: [320-358-3665](tel:320-358-3665).
- 9 BUFFALO (KCFE), MINN. - EAA 878 Pancake Breakfast 7:30am-Noon. Car Show 9am-2pm. [763-670-6021](tel:763-670-6021). wflury@outlook.com
- 9 MONTEVIDEO (KMVE), MINN. - Pancake Breakfast 8am-Noon at the Chippewa County Airport.
- 9* FERGUS FALLS (KFFM), MINN. - EAA Chapter 1174 Fly-In and Belgian Waffle Breakfast 8am-1pm.
- 9* PRINCETON (KPNM), MINN. - All you can eat Brunch: Eggs, Hash Browns, Pancakes, Kielbasa, Orange Juice, milk and coffee. [763-568-3360](tel:763-568-3360)
- 15* MOOSE LAKE (KMZH), MINN. - Pancake Breakfast 7:30-11am. [218-485-4441](tel:218-485-4441).
- 15* FRIENDSHIP (63C), Wis. - Numerous Food Truck Fly-In/Drive-In at the Adams County Legion Field. Also craft vendors & activities throughout the day. 9:30am-2pm. airport.manager@co.adams.wi.us
- 15* PINE RIVER (KPWC) MINN. - EAA Chapter 1610 Pine River Airport Open House, Fly-In and Food Truck Venue serving a variety of breakfast, lunch, and dessert 8am-2pm. djkoenig512@gmail.com
- 15-16* BEMIDJI (KBJJ), MINN. - The B-25 "Miss Mitchell" will be at Bemidji Regional Airport for Father's Day weekend. [651-455-6942](tel:651-455-6942). <https://www.cafmn.org/store/p102/Bemidji2024.html>
- 16* LAKEVILLE (KLVN), MINN. - Father's Day Pancake Breakfast 730-1130am. Proceeds benefit EAA 25. [651-373-3779](tel:651-373-3779) jeschmidt@hotmail.com
- 16* WAUPACA (KPCZ), Wis. - Father's Day Fly-In/Drive-In Pancake Breakfast 7am-Noon.
- 16* DODGE CENTER (KTOB), MINN. - Father's Day Pancake breakfast at Dodge Center Airport.
- 16* HOLMEN (36WI), Wis. - EAA Chapter 307 Chicken Que 11am-3pm. Tasty chicken grilled over charcoal. Great food, drink, and the trimmings! Holland Air Park - Hangar: N8676, west side of Runway 18/36.
- 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.wausauvents.org
- 22 STANTON (KSYN), MINN. - Summer Solstice Celebration Fly-In at the Stanton Airfield, live bands, and more. [507-645-4030](tel:507-645-4030).

- 22* KILLDEER (9Y1), ND - 9th Annual Dunn County Airport Fly-In 10am-2pm (MST).
- 23 REDWOOD FALLS, (KRWF) MINN. - Pancake Breakfast 8am-Noon redwoodfallsrotary@gmail.com
- 23* FAIRMONT (KFRM), MINN. - Fairmont Lions Fly-In pancakes, scrambled eggs, sausage, coffee, orange juice, milk breakfast 7am-Noon. [507-236-3604](tel:507-236-3604).
- 30* WELLS (68Y), MINN. - Wings and Wheels Fly-In Breakfast 7am-Noon. [507-553-3100](tel:507-553-3100).
- 30* EMMETSBURG (KEGQ), IOWA - Emmetsburg Kiwanis Annual Flight Pancake Breakfast 7am-12:30pm. [712-320-0447](tel:712-320-0447).
- 30* CALEDONIA (KCHU), MINN. - Houston County Airport Fly-In/Drive-In Breakfast 7am-Noon.

JULY 2024

- 4* OREGON (C55), ILL. - Ogle County Airport Pancake Breakfast 7-11am. [319-830-0982](tel:319-830-0982).
- 6* STARBUCK (D32), MINN. - Chris Cakes pancakes, sausage, and a beverage breakfast 7am-Noon. Take a short walk downtown along the shore of Lake Minnewaska to take part in the Heritage Days Festivities. Craft fair, car show, kid's games, zoo exhibit, climbing wall, pedal pull, color run, parade, fireworks, depot and museum open house, and more. Stay for the day or camp under your wing and extend your visit. [612-715-1995](tel:612-715-1995)
- 7 MIDDLETON (C29), Wis. - EAA Chapter 93 Pancake Breakfast 7:30am-Noon at the Middleton Municipal/Morey Field Airport. [608-335-3322](tel:608-335-3322).
- 13* OTTAWA (KOWI), KANS. - Breakfast fly-in 8-10 am. by Aviation Explorers Post 8000. explore@airscouts.club
- 13* PRAIRIE DU CHIEN (KPDC), Wis. - "Wings Over PDC" Fly-in. Breakfast featuring Brisket 'N Eggs w/ hashbrowns & more 7-11am.
- 20* TEA (Y14), SD - Stop before AirVenture! EAA 289 Wings & Wheels breakfast, 8--10 AM. Contact Dar [605-359-8657](tel:605-359-8657).
- 22-28 OSHKOSH, Wis. - EAA AirVenture Oshkosh 2024 eaa.org/airventure
- 27-29* MILWAUKEE, Wis. - Milwaukee Air & Water Show. Some of the performers will include the USAF Thunderbirds Jet Demonstration Squadron, Italian Air Force, and the US Army Golden Knights Parachute Team. <https://www.airshowcenter.com/2024-airshows/us-wi/132/milwaukee-air-and-water-show-2024>

AUGUST 2024

- 3* PELICAN RAPIDS (47Y), MINN. - Pancake Breakfast 8am-1pm.
- 4* BAY CITY (KRGK), Wis. - Sturdiwheat Pancake Breakfast at the Red Wing Regional Airport 8am-Noon.
- 6* MILACA (18Y), MINN. - Fly-In Breakfast 8am-Noon. [320-266-3822](tel:320-266-3822)
- 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](tel:888-465-3474).
- 10* OTTAWA (KOWI), KANS. - Breakfast fly-in 8-10 am. by Aviation Explorers Post 8000. explore@airscouts.club
- 10* NEENAH (79C) Wis. - Brennand Airport Fly-In 9am-3pm. [920-215-0088](tel:920-215-0088) aaa41.org

- 11 LINO LAKES (MN24), MINN. - Minnesota Seaplane Association Pig Roast at Surfside. mnseaplanes.com/
- 11* MAHONOMEN (3N8), MINN. - Pancakes, Strawberries, Toppings, Sausage, Ice Cream, Juice & Coffee Breakfast 8am-1pm. [218-280-1585](tel:218-280-1585).
- 11* LAKE ELMO (21D), MINN. - PANCAKE BREAKFAST 8AM-NOON.
- 13* LINO LAKES (8Y4), MINN. - MSPA Pig Roast at Surfside Seaplane Base at Noon. [952-484-9457](tel:952-484-9457).
- 24* PAYNESVILLE, MINN. - 2024 Airshow. Visit <https://www.pexfriends.com> for more information.
- 31* GLENCOE (KGYL), MINN. - EAA 1658 Sweet Corn & Bratwurst Fly-In/Drive-In, 11:00 a.m. to 2:00 p.m. [763-218-9568](tel:763-218-9568) or [320-583-8367](tel:320-583-8367). www.eaaul92.weebly.com.

SEPTEMBER 2024

- 7 OSCEOLA, Wis. - Osceola Wheels & Wings Fly-In, Air Show & Car Show: wheelsandwings.org [317-965-3578](tel:317-965-3578)
- 7-11 PITTSBURGH, PENN. - National Association of State Aviation Officials (NASAO) 93rd Annual Convention at the Sheraton Pittsburgh Hotel at Station Square: nasao.org
- 14* OTTAWA (KOWI), KANS. - Breakfast fly-in 8-10 am. by Aviation Explorers Post 8000. explore@airscouts.club

- 20-22 BRAINERD, MINN. - Minnesota Seaplane Pilots Association Safety Seminar at Madden's on Gull Lake: mnseaplanes.com/steve@penguinflight.net
 - 21* FULTON (KFTT), MO - Kingdom Pilots Association Annual Pancake Breakfast and Fly-In 7-11am. [573-220-8450](tel:573-220-8450).
 - 21* EDEN PRAIRIE (KFCM), MINN. - *Girls in Aviation Day* at Jet Linx, Flying Cloud Airport 10am-3pm. Contact: Mina Carlson at Mina.Carlson@starsofthenorth.org
 - 24 MILWAUKEE (KMWC), Wis. - Spot Landing Contest at Timmerman Airport starting at 10am. [414-461-3222](tel:414-461-3222) 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.
 - 12* OTTAWA (KOWI), KANS. - Breakfast fly-in 8-10 am by Aviation Explorers Post 8000. explore@airscouts.club
 - 22-24* LAS VEGAS, NEV. - 2024 NBAA Business Aviation Convention & Exhibition (NBAA-BACE). [202-783-9000](tel:202-783-9000) info@nbaa.org

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>



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August 6-10 MIMINISKA LODGE, ONTARIO (CPS5) - Canada Fishing Fly-Out. Arrive on the 6th and depart on the 10th. (4 nights/3 days).

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August 6-11 MIMINISKA LODGE, ONTARIO (CPS5) - Canada Fishing Fly-Out. Arrive on the 6th and depart on the 11th. (5 nights/4 days).

Call or Email Krista for rates and availability: [1-888-465-3474](tel:1-888-465-3474) or krista.cheeseman@wildernessnorth.com

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2021

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2020

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2019

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2018

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2017

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