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A Day @ The Airport

by Dave Weiman

It was July 3, and I was waiting for my flight instructor to arrive at my airport once the fog lifted at his airport to give me my biennial flight review. While I waited, I reviewed some performance data for my Cessna 182, including emergency and short-field takeoff and landing procedures, best angle and rate of climb speeds, etc. It was a good review, and you never know what your instructor might ask you. Of course, when my instructor arrived and I told him what I had reviewed, he didn’t ask me any of those things. He concentrated instead on stuff he was certain I was not familiar with, so I would learn something new. Little did we know that we would be faced with several problems to solve over the course of the day.

It was a Tuesday, and the wind was calm – ideal whether for aerial applicators (i.e., crop-dusters) to get work done.

There were three turbo Ag Cats operating, and several support vehicles parked nearby. One by one each aircraft took off and within 20 minutes, they would return to refill with chemicals.

Before my flight instructor arrived, I messaged him to make him aware of the crop-duster operations at the airport. I messaged him a second time to let him know that the dusters were using whatever runway was most convenient for them when taking off and landing. All the while I was hoping the pilots were making announcements in the pattern, but I knew they oftentimes do not.

When my instructor landed his Bonanza, I introduced him to a friend who happens to have great notoriety in and out of aviation, who just happened to fly in to refuel his brightly yellow painted Aviat Husky. One thing led to another, and there was talk that they may now go floatplane flying together in my instructor's J3 Cub. How cool is that? We can never have too many friends in the world of aviation and elsewhere.

My instructor and I then boarded my Cessna 182, and rather than do my runup by my hangar which I thought would be frown upon, I backtaxied the active runway to do my runup there, as there is no parallel taxiway. As I taxied into the runup area, I noticed an aircraft on short final, and the pilot was not making his announcements on unicorn. At the same time, the pilot of a Cessna 195 on the far end of the runway announced his intentions to back-taxi for takeoff. I then informed him of the aircraft on short final, and suggested that he hold short, which he did. I then proceeded to do my runup and complete my pre-takeoff checklist. When the inbound aircraft landed, we saw that it was one of the crop-dusters. Anxious to takeoff, the C195 pilot again announced his intentions to back-taxi, even though space was limited in the runup area. I announced that I was completing my runup and would advise on takeoff. The C195 pilot then expressed concern with overheating his radial engine, so I announced that we would wait so he could back-taxi. Of course, that required that we wait for him not only to back-taxi and takeoff, but also to clear the area before we could takeoff.

The biennial flight review went well, which included doing some stalls; 45-degree bank turns 720 degrees to the left and right without losing 100 feet of altitude; time under the hood and an instrument approach and hold; and some tips on programming my Garmins. We then entered the pattern at my home airport, made our announcements, landed, and after a review, I got signed off for another two years.

That evening, I read up on C195 operations and learned that pilots are advised not to operate at busy airports which oftentimes require long taxis and delays such as the one that occurred that day. While our airport can be classified as “rural,” that does not mean it’s not busy. In addition to the crop-duster operations, the airport sees a lot of cross-country traffic, corporate jets and freighters stopping in to buy fuel which is reasonably priced. Obviously, that’s why the C195 pilot had flown in… to buy cheap fuel!

Once my instructor signed my logbook, he wanted to fuel his Bonanza before flying home, so together, we completed that task amidst the crop-duster activity on the ramp. I needed fuel as well, but right behind my instructor, another C182 had just landed to fuel, followed by a C172. Finally, about a half-hour later, it was my turn. I fueled and taxied back to my hangar to wash off the bugs and put the plane away for the day, hoping to fly again later in the week.

The moral to this editorial is fourfold: 1) Despite the time restraints and necessary work aerial applicators do, they should be making the same traffic pattern announcements as everyone else. That day at least one of the three pilots was not, which could have resulted in tragedy had the C195 pilot backtaxied when first announced. 2) Owners of C195s should be selective in the airports they fly into to fuel and avoid busy airports. In this C195 pilot’s defense, however, he flew in that morning during the week, when the airport usually isn’t that busy. 3) While it may be advised that it is best to complete your runup in the hold area after taxiing to the active just before takeoff, one needs to consider the amount of activity at the airport and maybe do your runup before taxiing. You can still do a final check of your flight controls just prior to takeoff. 4) Like when driving your car, mentally, you need to be flying the other person’s airplane at the same time to avoid an accident, and maybe to save lives.

You are encouraged to email your comments to me at dave@midwestflyer.com

Thank you!

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Several recent incidents reported in the media prompted a number of airmen to ask the question: May the FAA search my aircraft? To answer that question, we need to initially distinguish between the terms “search” and “inspect.”

A “search” is conducted to investigate whether criminal activity/conduct has occurred. The FAA does not, nor is it authorized to, conduct “searches.” An “inspection” is conducted to confirm compliance with regulations/laws including aircraft airworthiness and operation.

A “ramp inspection” occurs when the FAA conducts “surveillance of an airman, operator, air agency, or aircraft, which may include conducting maintenance record inspections sufficient to show compliance with 14 CFR during actual operations at an airport or heliport.”

During a ramp inspection, the FAA inspector conducting the inspection may not open or enter the aircraft unless the inspector receives consent from either the crew (as an agent of the owner/operator) or from the owner/operator. And neither the crew nor the owner/operator are required to give consent.

However, in contexts other than a ramp inspection (e.g., during a 49 U.S.C. §44709 request for reexamination of an aircraft’s airworthiness), the aircraft owner/operator may be required to give consent in order to avoid suspension/revocation of the aircraft’s registration by the FAA.

But what happens when the FAA shows up and its inspectors are not alone? In some instances, the FAA inspector(s) will be accompanied by representatives from other agencies and/or law enforcement. Does this change anything for the FAA? Fortunately, no, it does not. The FAA is still bound by the rules limiting its authority to open or enter an aircraft. However, the FAA’s limitations do not extend to those other agencies.

For example, if a ramp inspection is conducted in connection with an aircraft’s arrival from outside the U.S., Customs and Border Protection (CBP) personnel may also be participating. CBP does have the authority to search an aircraft if it has reasonable cause to suspect the aircraft contains merchandise which was imported contrary to law, which is subject to duty, or that was unlawfully introduced into the U.S.

Interestingly, CBP is also now investigating “illegal charter” for purposes of assessing fines based upon information FAA has provided regarding what FAA believes constitutes “illegal charter” and duties that must be paid in connection with “commercial flights.”

Similarly, the Drug Enforcement Agency (DEA) is another agency that may conduct searches. Either the FAA or DEA may receive anonymous tips or other information regarding use of an aircraft that may be criminal in nature. A ramp inspection may then be conducted to investigate, although it must be conducted within the limitations of each agency’s authority. So, while the FAA may not “search” the aircraft, that does not preclude DEA or another agency with similar authority to conduct a “search.”

With DEA and other law enforcement agencies, a “vehicle exception” applies to the 4th amendment prohibition on unreasonable search and seizure. Under this exception, a search of a vehicle, including an aircraft, without a warrant is permissible if probable cause exists to believe the vehicle contains contraband or other evidence of a crime.

If DEA (or any other law enforcement agency for that matter) asks for permission to search, it likely means they do not have a reasonable basis to search and are thus trying to do so with consent. If they had probable cause, they wouldn’t ask – they would just conduct the search. So, if you are withholding consent, you need to make it very clear that you do not consent to any searches of your aircraft.

Also, do not try to argue with the FAA inspector or law enforcement officer. Very rarely will you win that argument. On the contrary, an argument may well get you in deeper trouble. You could provide information that helps make a case against you, or you could be viewed as exhibiting a “poor compliance attitude,” or you could be considered to be viewed as obstructing the process and/or judgment. Don’t do it.

Discretion and respect will serve you better.

If the FAA or law enforcement did not have the proper authority for their actions or they did not follow appropriate procedures, you will generally have an opportunity to fight that battle at a later date in a different forum (e.g., with an FAA or prosecuting attorney or in a courtroom).

Ramp inspections can be stressful. When the “rest of the gang” (e.g., CBP, DEA, or law enforcement, etc.) are also present, it can be even worse. Understanding the authority possessed by each agency for conducting inspections and/or searches of aircraft will allow you to respond in a way that protects your rights and is respectful and compliant.

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Our eyes are one of our most important sensors. They provide us with important information about our visual environment. Among other things, this includes detail, side vision, shape, depth perception and color discrimination. Our color vision ability is innate. We are born with it. It does not change during life unless age, disease or medication side effects intervene. Color vision enables us to identify colors and discriminate shades. It can be used to give us information. This can be in traffic signals, on computer screens, aircraft instruments, to attract our attention in advertising, art, etc.

How color vision works is fascinating. It starts in the retina in specialized cells called “cones” because of their shape. The cones contain photosensitive pigments which start the process of converting the light energy into electrical signals which make their way to the brain. Different cones contain different pigments which respond maximally to different colors of light. Some peoples’ cones contain abnormal pigments which cause that person to perceive some shades differently, compared with someone with normal cone pigments. People with abnormal cone pigments are sometimes called color blind. This is a misnomer. Color deficient is a better term. They do not see the world in black and white. They see colors. They see the sky as blue and the grass as green. People with certain defects would have trouble, for example, differentiating between dark red and dark green.

From a functional point of view, there are two-color processing systems: red-green and blue-yellow. Defects can occur in either system. In both cases they are inherited. In aviation we are most concerned about pilots with abnormalities in the red-green system because these colors are frequently used in aviation. When the aviation system was designed, no thought was given to adapting to the needs of people with red-green deficiencies. The idea was to weed them out. Back then glasses weren’t permitted for professional pilots either. The same thing occurred in the selection of the colors used on sectional charts. I sometimes joke that the tower light gun is the “modern” equivalent of smoke signals. When light signals were introduced, cell phones hadn’t been invented. Cell phones were becoming popular by the mid-1980s.

The color defects I have discussed are inherited. The red-green defect is inherited from your mother. It is generally seen in males. In most cases ladies don’t demonstrate it. They would need to inherit the defect from both parents to demonstrate it clinically. In all of my years as an ophthalmologist, I have only seen one lady with it. In people of northern European extraction, the incidence is approximately 8%. It is uncommon in people of African or Asian heredity. People with blue-yellow defects are extremely rare. So far, it has not been shown to have any aeromedical significance.

I wrote this article because I suspect the FAA is about to change how and when applicants for flight physicals need to have their color vision tested. I don’t want to speculate on the details. From what I hear, it will be a mixed bag. I wouldn’t be surprised if it causes an uproar. This may become a subject for another article.

Until next time, happy flying!

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So why would anyone want to do a “localizer back course approach” with area navigation route (RNAV) global positioning system (GPS) approaches now serving almost every public airport runway? I even hear this question when I suggest we do an instrument landing system (ILS) approach on an instrument proficiency check (IPC). There are numerous back course approaches available in the area where I train pilots for instrument ratings, and pilot examiners love to include one on the check-ride if it is in the area where the check-ride is given.

To begin this article, I should explain what a back course is and why I was inspired to choose this as a topic for my column in this issue.

First, every instrument landing system (ILS) or localizer (LOC) approach generates a back course as part of the radio signal that makes up the front courses of these approaches. However, not every one of the signals from a back course are usable to create an approach.

Going back a decade or more before the advent of GPS navigators (nav/coms), pilots had a better understanding of the ILS and back course approaches. If we did not have a horizontal situation indicator (HSI), we had a rule that flying inbound on a back course or outbound on the front course had reverse needle sensing. So, we fly away from the course deviation needle, rather than towards the needle. It sounds easy, but the human brain intervened, and pilots got confused.

Then along came the Terra “tri-nav indicator” with a back course button. I had one in my Bonanza, but took it out with my last avionics upgrade (a mistake). If your pocketbook could afford an HSI, which costs about five aviation monetary units (AMU = $1000.00), which was real money at the time, you had it made. With an HSI, you input the front course of the localizer, and you could never get reverse needle sensing. Today, we have modern GPS navigators that take the
guesswork out of setting up the approaches we fly.

A few days ago, I had the opportunity to fly with a pilot in his beautiful Piper Lance, and while instructing him for his instrument rating, I became inspired to write this article.

Prior to seeing and using the avionics in the student’s airplane, setting up a GPS navigator and autopilot to fly a back course approach was a “button-ology” disaster.

First, the GPS needed to have the airport and then the approach selected in the navigator box, followed by the initial approach fix (IAF) or a published transition for the back course approach. The frequency for the localizer needed to be in the active frequency box on the navigator, and the approach was activated.

All went well until the aircraft was established inbound with GPS-S (steering) engaged. It was now necessary to set the heading bug to the inbound back course track and select “heading” on the autopilot to keep the aircraft from turning while button-ology was in progress. The pilot now needed to switch the navigator from GPS to the VLOC (VOR/Localizer) frequency, rotate the HSI needle 180 degrees manually to the direction of the front course, and select the reverse nav button on the autopilot. This process was so different than on any other type of approach, so pilots screwed this up more times than they got it right.

Enter in updated avionics and firmware and repeat the above approach. The avionics used were a Garmin GNS 430, two Garmin G-5 indicators and a Garmin GFC-500 autopilot with envelope protection.

The approach was entered into the Garmin 430 navigator with an initial approach fix (IAF) or transition as previously described above, followed by moving the localizer frequency to the active window. The autopilot was engaged in the NAV mode, and the route was flown, until we found ourselves established inbound to the airport on the back course. We then switched the GPS navigator from GPS to VLOC and pushed the NAV button on the GFC-500 autopilot. What is different is that pushing the GPS/VLOC button causes the Garmin G5 to auto slew 180 degrees, which is correct. The autopilot is disconnected automatically and when re-engaged, it is flying the LOC signal correctly with reverse input sensing.

I am happy to see that some much-needed improvements are taking place in our avionics to simplify doing a back course approach. For those readers who think they will never do a back course approach, there still is a lesson to be learned.

In many GPS navigators, the pilot has the option to have the GPS navigator auto select VLOC without pilot input. I do not recommend this as some autopilots will turn off during the switching process as I mentioned above, catching the pilot off-guard and the aircraft off-course.

Every pilot needs to know what is going to happen in the exact aircraft they fly. A Garmin GFC-500 in a Bonanza may behave differently in a Cessna 182 with identical supporting avionics. In the Piper Lance, a missed approach begins with the pilot pushing the go-around button and pushing the throttle full forward simultaneously. The autopilot, if on, will not disconnect,
and the aircraft will pitch to a factory preset angle, and the autopilot envelope protection will not let the aircraft stall if the pilot forgets the throttle (not forgivable). The go-around button does disconnect autopilot navigation, so pushing the NAV button on the GFC-500 autopilot will cause the aircraft to fly outbound on the front course. If the pilot switches from VLOC to GPS prior to engaging NAV on the autopilot, it will fly the published missed approach with the hold. If the pilot had set the altitude bug on the autopilot to the missed approach/holding altitude prior to or after pushing the go-around button, the aircraft would level at that altitude. If a turn was part of the missed approach procedure prior to reaching the holding fix and altitude and the aircraft was equipped with an air-data computer, a turn would be made at that point. All of these items should be checked by the pilot prior to flying in instrument meteorological conditions (IMC) with each aircraft he/she flies or when coming out of any maintenance.

From my article in the June/July 2024 issue of Midwest Flyer Magazine, we have not found any issue that had caused us to put the autopilot on probation.

I have continued to work with the ForeFlight app using the Apple Vision Pro under a very safe and controlled environment. It is very promising at this point. I see a future for use in the cockpit and may be a future signoff or checkride item, as there is for night vision goggles or heads-up displays. I urge you to exercise good judgement and have a safety pilot or instructor onboard should you decide to experiment. When we went from paper to electronic charts, it took a while for them to be accepted as a safe alternative.

Please fly safe and look for more updates in the next issue of Midwest Flyer Magazine.

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

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“Learn from the mistakes of others. You won’t live long enough to make all of them yourself.” – An Anonymous Pilot

If ever presented with a choice between living and dying, any sane pilot would choose to live. Yet, many pilots, when confronted with these two stark alternatives, make the wrong decision. How can that be? It happens because, at the time the choices are initially presented, one outcome is not clear. But it should be.

With foresight, thoughtful planning, and good judgment, you can eliminate or mitigate some risks prior to departure and make your flying safer.

The host of a popular YouTube general aviation channel repeatedly emphasizes to his audience four real-world conditions less experienced, lower-time general aviation pilots encounter, often intentionally or without adequate planning, that frequently take their lives.

What are these conditions?

Night

A Piper Cherokee Six was operated by a low-time non-instrument rated pilot. It was a night departure over water. Visibility was 10 miles. The moon had not yet risen. The aircraft’s track after takeoff quickly became erratic, culminating in a spiral turn to the right, a rapid descent, and a fatal crash into the ocean. The aircraft was two-and-a-half miles from the departure end of the runway.

IMC

The 300-hour non-instrument-rated pilot and his passenger departed under visual flight rules (VFR) in a Beech Sundowner and entered instrument meteorological conditions (IMC) after weather conditions degraded. The pilot pressed on, resulting in flying erratically in the soup, with several large heading and altitude excursions. He called “Mayday” and reported issues with his primary instruments. With no instrument rating, the pilot quickly succumbed to spatial disorientation, killing himself, his passenger, and destroying the airplane.

Terrain

A VFR-only pilot commenced a flight in a Cessna Skyhawk in marginal VFR conditions. The route of the flight would take her over uneven, rising terrain. The ceiling was approximately 1,000 feet AGL at departure. The aircraft was observed flying just under the cloud base. As the flight progressed, the clouds started to come down. Visibility also started to deteriorate. The highest terrain along or immediately adjacent to the route was shown as 1,048 feet MSL. The aircraft struck trees near the summit of a hill at an
A Cessna 206 was not equipped with any form of airframe ice protection. Instrument conditions prevailed. A center weather advisory and AIRMETS for the accident site and surrounding area advertised freezing rain, freezing drizzle, and light snow along with moderate or greater icing conditions. The instrument-rated pilot attempted to make the flight. The pilot was fatally injured in the crash. The aircraft wreckage still retained several inches of ice when first responders arrived.

As the host of the YouTube channel sensibly advises, “Night. IMC. Terrain. Ice. – Pick one.” And, by clear implication, the one you choose should be within your capabilities, your airplane’s capabilities, and consistent with your total hours, certificate, experience, currency, and proficiency.

Some low-time, less experienced pilots manage to select all four conditions for a single flight – with predictably fatal results. It is often difficult to manage the risk of any one of these four conditions. Challenging a lower-time pilot with one, two, three, or four at once likely seals the pilot’s (and any passengers’) fate.

Piling on risks in a flight is similar to the concept of “compound interest” in the financial world. Compound interest is interest accumulated from a principal sum and previously accumulated interest. In other words, interest on interest is interest accumulated from a principal sum and previously accumulated interest. In the financial world, compounding interest is interest accumulated from a principal sum and previously accumulated interest. In other words, interest on interest is interest accumulated from a principal sum and previously accumulated interest.

In flying, compounding risks is bad. That is why it is so important, long before “wheels up,” to identify any potential risk, recognize if multiple risks exist, objectively weigh them, determine if there are mitigating strategies that can be employed, and realistically assess your own skills, experience, and the capabilities of your aircraft.

Unselecting risks by staying on the ground can keep you alive.

Night flying presents a series of challenges, most having to do with your vision and perception. As you gain hours and experience, you gradually obtain the skills necessary to work through these challenges. However, until familiarity is acquired, the risks are real and serious. Because it is harder to see at night, more preparation is needed prior to the flight.

If you have few logged hours at night, or lack night currency or proficiency, do you really have to make a night flight? Can you defer the flight until daylight or ask an instructor or a more night-experienced or IFR-rated pilot to accompany you on the flight?

Before you fly at night, there are some simple steps you can take to ensure a safe flight: 1) Re-familiarize yourself with night flying illusions; 2) Plan your flight for a higher cruise altitude; 3) Choose a route that stays well above terrain and closer to airports; and 4) Review the FAA’s Practical Risk Management for Night VFR Flying.

The best instructor is experience. If you have few night hours in your logbook, make the effort to add more, ideally with an instructor or a more experienced pilot in the right seat.

If you are departing from an unfamiliar airport at night, check to see if there are Obstacle Departure Procedures (“ODPs”) for any of the runways. ODPs are prescribed headings and altitudes to fly when taking off. They provide a safe means to depart an airport in IMC when there are obstructions or terrain within the vicinity of the airport. VFR and IFR-rated pilots can take advantage of these same ODPs when departing in VFR conditions at night.

If there are no ODPs, familiarize yourself with the surrounding terrain using a sectional chart, an aerial photo of the airport, or Google Earth. Know and understand the best headings and altitudes to fly prior to departure. The local FBO and local pilots may be able to assist you.

When attempting to land at night, pilots can and do take advantage of visual aids, such as PAPIs and VASIs. In addition, even if you are not IFR-rated, with a little instruction and experience, you can (if available) tune the appropriate frequency for an ILS localizer and glideslope or load and activate a GPS-RNAV approach for the active runway and use the horizontal and vertical course guidance to assist you to remain on centerline and glidepath in night VFR conditions.

IMC

VFR flight into IMC has historically been fatal to many GA pilots. The statistics are conclusive – and grim. One study showed, if you are a VFR-rated pilot, you have 178 seconds after entering IMC before you lose control of your aircraft.

Avoiding this risk starts with a thorough understanding of the weather conditions, including at the departure airport, along the planned route, and at the arrival airport. The weather picture presents the classic “Go/No Go” decision. With few hours and little experience, and no instrument rating, the wise pilot chooses “No Go” if the weather is not forecast good VFR for the entire trip.

What if the trip started in VFR conditions and IMC that were not forecast are encountered in flight? The best course is a 180-degree turn back to VFR weather. With the myriad of weather products available now to pilots in the cockpit, such as ADS-B In, Nexrad, Foreflight, etc., pilots should have a much better picture of developing weather in the air and, if IMC is encountered, the ability to review in almost real time where the VFR weather and closest VFR airports are located.

If IMC is encountered, do not press on hoping for the best. Hope is not a strategy. If your aircraft has an autopilot, and you know how to use it (and you should), engage it to
hold heading and altitude, and then allow “George” to turn the airplane and keep it level for you. Many VFR-only pilots wrongly believed that they could “see” through the clouds, or they could “sense” the motion and attitude of the aircraft, or they could descend and safely fly under the cloud base. These false hopes are buried with them.

Long term, if you are a VFR pilot, your plan should be to acquire an instrument rating. The rating is no guarantee of your personal safety, but it clearly provides you with knowledge, skills, and experience you were lacking as a VFR pilot. The rating may shift some odds in your favor, and it may help you mitigate some risks. However, instrument-rated pilots are not immune from accidents and incidents. As the old saying goes, “A pilot does not fly an airplane with his hands and feet… he flies it with his brain.” Never stop thinking about risks and how to manage them.

Terrain

Two keys for successfully navigating terrain are (1) planning and (2) maintaining situational awareness.

Planning starts with the route you intend to fly. Is the terrain relatively flat, over water, hilly, or mountainous? What is the maximum elevation of each sector you will fly over along the route? What is the highest obstruction in each sector you could encounter? This information will assist you to determine the best altitudes to fly at. Also helpful are the Minimum Obstruction Clearance Altitudes (MOCAs) found on IFR low altitude enroute charts. Given the capabilities of the airplane and weather conditions, can your airplane maintain the altitude(s) necessary for the flight? Foreflight, Garmin Pilot, or your GPS can also be of significant assistance as they can show you a graphic profile of your selected route and altitude over the terrain for the entire flight. With this information, you can determine the minimum acceptable altitude for each segment prior to departure that you must fly to avoid terrain.

You will also want to review carefully the destination airport and the terrain surrounding the airport. This is particularly important if your arrival is at night or in marginal VFR conditions. Knowing in advance where the mountains, hills, and obstructions are in relation to the runway(s) in use, prior to attempting an approach and landing, may allow you to avoid what you cannot easily see, and live to fly another day.

Once in the air, a pilot must always maintain “situational awareness.” Where am I? What is my altitude? What is the highest terrain or obstruction in front of me? How low can I safely go? Do I have sufficient distance above me to any cloud base, and do I have sufficient space below me and the terrain?

As the clouds come down, and the terrain rises up, and/or visibility deteriorates, some VFR pilots, without much thought (but with increasing anxiety), will choose to continue the flight. This is “scud running.” Bad idea. If you have planned the flight, and have pre-determined a minimum acceptable altitude to fly, reaching or busting that minimum should be a huge red flag. You cannot simply continue. You must act.

What can you do? Know where the airports are along your route and land at the closest one. If you choose to follow a highway, fly directly over the right lane, as there may be another unfortunate pilot caught in the same circumstances traveling in the opposite direction. Keep the aircraft trimmed correctly. Even small deviations in altitude close to the ground can be deadly. Be aware of tower guy-lines, power lines, and telephone wires strung across valleys, rivers, roads, and highways. If you do not see them, they can snag you in a flash. If out of options, and visibility and terrain permit, the urgency of the situation may require an emergency landing off airport.

Ice

Ice is the easiest condition to eliminate when planning a flight. If your aircraft does not have anti-ice or de-ice capabilities, and icing conditions are forecast, i.e., an AIRMET ZULU or PIRES are shown, there can be problems choosing this course of action. The warmer air may be above you, but if you climb into solid overcast and you are not instrument rated, you could lose control of your aircraft. If you are forced to make a long, slow climb, you may continue to encounter icing conditions, which could very quickly load your aircraft up. Also, studies have shown that when a wing and tail start icing at a higher angle of attack, greater amounts of ice accumulate.

Best decision – monitor airspeed, add power if necessary, and if you know it is clear behind you, make a 180-degree turn back to where there was no ice. Contact ATC. Simultaneously descend as altitude and terrain permit.

Of course, many pilots safely and routinely fly at night, in IMC, over inhospitable terrain, and in ice. The airlines, Part 135 air carriers, corporate flight departments, the military, and well-experienced, IFR-rated GA pilots in capable aircraft,
do it every day. But, can you do it and, more importantly, should you do it?

In view of the risks presented, your ability to realistically self-assess your proficiency at all times is critical.

In the GA world, there is never a compelling reason to take on known serious risks such as night, IMC, inhospitable terrain, or ice if you are not proficient or your aircraft is not capable. Birthdays, job responsibilities, vacations, anniversaries, graduations, sporting events, or family gatherings are not worth your life and the lives of any passengers who may accompany you.

When planning a flight, unselect all risks that are not appropriate for your hours, your certificate, your experience, your proficiency, and your airplane. The right decisions today will allow you to enjoy many tomorrows.

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.
**Ask Pete**

### $500.00 For An Oil Change? Blame It On Technology!

by Pete Schoeninger  
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_Q) A guy told me it might be possible to takeoff from a grass strip (no snow, summer) in an airplane equipped with straight skis. I could not find any information on this anywhere, not even on the internet, so I am asking you._

_A) Thanks for the skiplane question during this current heatwave we have going for us. YES, it has been done. Dale Crites, aviation pioneer from Waukesha, Wisconsin, did it a couple of times. Dale used a Cub with an 85 hp engine. He persuaded the local fire department to hose down a couple hundred feet of grass at Capitol Drive Airport, and put lots of grease on the bottom of the Cub’s skis, and off he went, dressed in a Santa Claus suit. He flew about 5 miles to make a surprise pass at a July airshow at his home airport in Waukesha, Wisconsin, flying a few feet above a paved runway, and waving at the crowd from the open Cub door. The crowd was astonished that Santa showed up on a hot July day in a Cub on skis! He returned to Capitol Drive Airport and landed on the still wet portion of their grass runway._

_Sidebar: Many pilots have landed ski-only-equipped airplanes on grass runways, usually after taking off from a frozen lake at the end of winter, almost always early in the morning when the grass was still wet. It’s somewhat dangerous, and not a job for amateurs. Expect a very, very short slide to an abrupt stop._

_Q) What do you hear from airplane sales representatives and bluebooks regarding the current market?_  
_A) The rush at the end of Covid is over, and sales are back to nearly normal with a few quirks still involved: 1. Inventory is still low. 2. Interest rates are still high if a loan is required. 3. Many new airplanes are exported, and so the supply of even new airplanes is somewhat tight._

_Q) I am considering purchasing an airplane for $50,000 from my local FBO. To persuade me to do the deal, the FBO manager is offering me a 60-day buyback guarantee as follows: He will buy the airplane back for 10% less than my purchase price, less $25 per hour I put on it, and if returned in the same condition as I bought it. This sounds like a pretty good deal. What do you think?_  
_A) That hints to me that the FBO manager is relatively confident that you will like the airplane. But the deal is not as good for you as it appears. Remember, you will lose $5,000 on the value of the airplane, but don’t forget the 7% or so sales tax you will also lose, and the short rate refund you may get from your insurance company if you cancel soon after buying a policy. I would guess overall your cash loss would be closer to $10,000, rather than the $5,000 you mentioned._

_Q) You mentioned that Charles Lindbergh was one of your heroes. Where can I find out more information about the engineering and technical part of his flight from New York to Paris?_  
_A) A great source is Technical Preparation of the Airplane “Spirit of St. Louis.” Do an internet search for this, and you will find a NASA copy of the original paper, written by engineer Donald Hall. There are many pages, and it is fascinating. Interesting was that the stall speed of the airplane on takeoff was calculated to be 71 mph, but at trip’s end at lightweight, the stall speed was calculated to be only 49 mph. Toward the end of the paper are several pages of performance graphs. It showed that when very heavy after takeoff, his most economical fuel consumption was about 15 gph at a cruising speed of 96 mph. As he burned off fuel, at about halfway through his trip, he could reduce power to a fuel consumption of about 10 gph at 87 mph. At about the end of the flight having burned off more than 1800 lbs. of gasoline, his most economical power setting burned only 5 gph, at the slow speed of 69 mph._

_In the years following the trip in 1927, Lindbergh showed American military pilots how to get more range out of their airplanes by varying airspeed with weight changes and leaning more with power reductions. This was hard for pilots to accept, that as they got closer to their destination, they had to slow down to have enough fuel to get home._

_Q) I read that recently a guy paid $480 for an oil and filter change on a late model Cessna 182. Is that possible or a misprint?_  
_A) It sure is possible, especially if the airplane had a three-bladed prop. Two to three hours of labor to drop the cowl, change oil and filter, do a quick engine inspection, and reassemble._

_Let’s say 2.5 hours at $120/hour = $300, 10 quarts of oil at $10.00 each, plus a filter, plus tax and bingo, not much change left from $500. Note that in the “old days” when most Cessna 182s had a two-bladed prop versus the current three-bladed versions, removing the bottom cowl if needed was much easier. Three-bladed props look good and are quieter than two-bladed versions, but they do slow cowl removal and therefore increase the cost of maintenance._

_Q) A well-known and respected local airplane mechanic told me he was the cheapest lawyer on the field. What in the world did he mean by that?_
Join us at the Madison Marriott West this October for the 68th annual Wisconsin Aviation Conference (WAC), the premier educational and networking opportunity for those involved in aviation in the Upper Midwest.

Conference attendees represent a broad cross-section of aviation, including airport officials, aviation business owners and managers, pilots and aircraft owners, consultants, and more.

**Why You Should Attend**
- **Robust agenda** covering more than a dozen airport and aviation topics
- **Opportunity to showcase** your aviation products and services as an exhibitor or sponsor
- **Time to network** with attendees and guest speakers during social events

**WAC 68 Topic Highlights**
- Crosswind runway determinations
- Airport building eligibility
- General aviation and commercial aviation roundtable discussions

WAC 68 is brought to you by the Wisconsin Airport Management Association and conference partners. A special thank you to our host, Dane County Regional Airport.

Visit [wiama.org](http://wiama.org) to learn more about the conference, including sponsorship and exhibitor opportunities, and to register.
A) Airframe & Powerplant (A&P) mechanics, who hold the additional Inspection Authorization (IA) certification, often need to read and interpret FAA regulations, and airworthiness directives. Additionally, they need to be able to read and understand previous airplane log entries, some written by folks who are great with a wrench, but not so much with a pen. I am sure your local mechanic was joking, but perhaps only halfway.

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 PeterSchoeningLLC@gmail.com

DISCLAIMER: The information contained in this column is the expressed opinion of the author. Readers are urged to seek the advice of others, including flight instructors, licensed aircraft technicians, airport managers, fixed base operators, and state and federal officials. Neither the author, Midwest Flyer Magazine, Flyer Publications, Inc., their staffs, employees or advertisers assume any liability for the accuracy or content of this column or any other column or article in this publication.
As I write to you this month, I am heartened that after years of negotiations, wrangling, waiting, deliberations, and then waiting some more, we finally have an FAA reauthorization bill.

Things looked like they were moving swiftly when the House overwhelmingly passed its bill in July 2023, but then hit a roadblock when the Senate just could not get past some sticking points. Weeks became months, and months became more months.

But it was worth the wait (although we would have preferred a shorter wait time), because the FAA bill contains some provisions that greatly benefit our members and general aviation. These are provisions for which we fought hard, knowing how important GA is to you, me, local communities, and this nation.

Our advocacy team, one of the best in Washington, D.C., worked tirelessly every day to ensure GA’s interests were front and center. Jim Coon, AOPA senior vice president for government affairs and advocacy, who leads that team, goes into more detail on the important elements of the legislation. But I just wanted to reinforce how dedicated and focused our work was on your behalf, and how special the final product is.

We worked with allies in Congress to include such important measures as the expansion of BasicMed; modernizing and clarifying the medical certification process; ensuring a supply of 100LL is available at your airport during the safe transition to unleaded fuel; making sure that GA airports are properly funded and protected; and paving the way to develop a strong aviation workforce through programs like our innovative “You Can Fly High School Aviation STEM” initiative.

Never before has FAA reauthorization legislation contained so much for general aviation, and that’s because it never before included a standalone GA title, language that recognizes the importance of general aviation to our nation, especially its economic and societal contributions.

Thanks to the leadership and vision of U.S. Rep. Sam Graves (R-Mo.) and his House Transportation and Infrastructure Committee, as well as allies in the Senate, GA’s interests are fully represented. It really helps when you have a leader like Rep. Graves who understands and lives general aviation, and you can get things done in a bipartisan way that benefits everyone.

Protecting your freedom to fly is our mission at AOPA. That’s why we fought so hard for the important provisions in FAA reauthorization. And it’s why we’ve made the expansion of light sport aircraft and sport pilot privileges through the Modernization of Special Airworthiness Certification (MOSAIC) a priority for the past several years. AOPA and other GA associations provided detailed input and comments through the FAA rulemaking process. With more than 1,300 comments to review, we expect the FAA to come back with a final rule some time in 2025. That rule should increase access to aircraft and be a big win for GA and pilots. It’s taking some time, but we expect the results to pay big dividends for general aviation.

As you know, the AOPA team never rests and the work on your behalf never stops. Protecting and promoting general aviation, and your freedom to fly, is a 24/7 job. It is one that we relish, to ensure that all of you will always have blue skies ahead.
In May, Peggy and I planned a flight from Madison, Wisconsin (KMSN) to Sulfur Springs, Texas (KSLR), to attend a family wedding at nearby Emery, Texas. Unlike most of our hops in our Cessna 182, the 645 nm flight would require a fuel stop, and depending on the weather, we built in some alternates, mostly based on distance, but also on the availability of rental cars, restaurants and fuel prices. While I enjoy stopping in at small rural airports, few offer the amenities you need if stranded, so we tried to select mid to executive-size airports. And of course, we don’t leave home without Foreflight which is loaded with good information.

Despite all the planning that went into this flight, we experienced a mechanical that could not be fixed quickly, and we had to book a flight with the airlines. With the torrential rains and hail that week in Texas, we didn’t mind. But we have flown to Texas in the past, and look forward to flying there again.

Sulfur Springs, Texas is 73 nm northeast of Dallas Ft Worth International (KDFW), very much clear of congested airspace.

Courtesy cars are available for short jaunts around the area or for lunch at the Red Barn Café across the highway. Enterprise is the closest car rental company in the area, and there’s plenty of hotels within a few miles of the airport. The reviews of the airport are spot on, with a modern terminal and friendly people. The common denominator is our association with the Aircraft Owners & Pilots Association (AOPA).

Sulphur Springs is a unique community 90 minutes from downtown Dallas. The community offers a variety of specialty shops and dining opportunities. Downtown weekends include movies on the square, concerts, and a Saturday evening market.

A big Texas draw to the area are its lakes. Cooper Lake State Park includes 2,560 acres of terrain and a 19,300-acre lake, offering a variety of water and land-based recreation for outdoor enthusiasts. Watersport fans can enjoy skiing, fishing, boating and sightseeing for wild game on the lake’s more than 25 miles of shoreline. Experiences here range from nature study and educational programs, to horseback
riding, picnicking, primitive to RV and cabin camping, bike and nature trails, bird watching, and swimming and sunbathing on one of two designated beaches.

Lake Fork, world renown for trophy bass fishing, is located just 15 miles south of Sulphur Springs. The lake covers 27,000 acres, not only good for bass fishing, but crappie, catfish and bluegill, as well.

Completed in 1980, Lake Fork gained the reputation for being the hottest bass fishing lake in Texas after its first state record bass was caught in 1986. The current state record bass was caught there in 1992 weighing in at 18.18 lbs.

Other nearby attractions include the Sam Bell Maxey House, a historic house in nearby Paris, Texas. Samuel Bell Maxey, a prominent local attorney and later two-term U.S. senator, built the large two-story house in 1868 after serving as a major general in the Confederate Army. The house is built in the High Victorian Italianate style. The house was added to the National Register of Historic Places in Lamar County, Texas on March 18, 1971, and is now open to the public on a tour basis.

The “Texas Eiffel Tower” is a landmark in Paris, Texas. The tower was constructed in 1993 next to the Love Civic Center, and is a model of the Eiffel Tower in Paris, France. Another replica of the Eiffel Tower was built in 1993 in Paris, Tennessee.

We were most impressed with the “Red River Valley Veterans Memorial,” also built next to the Love Civic Center in Paris. This memorial was conceived and built by Rochester, Minnesota native and pilot, Doug Weiberg, to honor all veterans who have served our country in the past, and those who are currently serving in our military.

Doug joined the U.S. Air Force at the age of 17 and worked on B-52 and KC-135 fuel systems. After four years of service, he returned to Rochester to begin his career as a field engineer for IBM. Upon his retirement from IBM, he moved to Paris, Texas and became the owner of Professional Business Systems. It was after he returned to Rochester for his 50th high school class reunion, and seeing a veteran’s memorial there, that he was inspired to build a veteran’s memorial in Paris, Texas. Doug spoke with friends and leaders in the area, presented his vision for the memorial, and met with David Denney of Denney Architect, Inc., who helped make his dream come true, working side by side with the City of Paris which granted him a 99-year lease south of the Love Civic Center. In addition to the many hours donated by Denney Architect, Inc., the first cash donation was $10,000.00 from
First Federal Community Bank. The bank's president, Richard (Dick) Amis, encouraged others to likewise donate money.

Engraved in granite is this message:

“The Red River Valley Veterans Memorial is a place for reflection, remembrance and gratitude. It is our hope that this will also be a place to educate present and future generations of the sacrifice made by members of their own families and their community to secure the freedoms we all enjoy. May it be a reminder that ‘Freedom Is Not Free.’”

The memorial’s centerpiece is the Ring of Honor, an elevated ring of granite walls containing the names of all men and women from the five county Red River Valley area who made the ultimate sacrifice in a combat zone while in service to our country. Surrounding the Ring of Honor are double-sided granite Conflict Walls etched with information and graphic depictions of each war or conflict beginning with the Texas Revolution, up to the present war with Global War on Terror, with room for depictions of future conflicts. Leading up to and surrounding the Ring of Honor are walkways with 1 x 2 ft. granite pavers engraved with the names of the men and women who served and were fortunate to return home, or those who are currently serving our country.

What first attracted me to the memorial was the U.S. Army Cobra helicopter on display. Refer to this website for additional information on the memorial [https://www.rrvvm.org/](https://www.rrvvm.org/).

If you are into Civil War history, the Lamar County Historical Society has preserved artifacts and historic sites...
The Brazos River runs through Waco, Texas.
Photo Courtesy of Waco Convention & Visitors Bureau

One of six boutique shops at the Magnolia Silos.
Photo Courtesy of Magnolia Network/CleanPix.com
within the county. Its museum exhibits uniforms used during the Civil War, replicas of pioneer homes, a blacksmith shop and shoes.

Another attraction is “The Trail de Paris” bike trail which runs for just over three miles from downtown Paris east into the countryside. The paved route follows a lovely corridor of shade trees and crossing bridges as it heads along a former railroad right-of-way. The trail includes benches, viewing platforms, mile markers, and interpretive signs. It offers access to a butterfly garden, junior college, neighborhoods, and parks. On its eastern end, it connects to the “Reno Rail-Trail,” which extends your ride another five miles. Both trails are part of the growing Northeast Texas Trail, which will stretch 132 miles across seven counties from New Boston to Farmersville. Other trails in the system include the Chaparral Rail Trail and DeKalb Trace.

After the wedding, we went down to Waco to see television home remodel personalities, Chip and Joanna “Jo” Gaines’ “Magnolia Manifesto” empire consisting of shops, restaurants and a hotel. Each one of their six shops has been curated by Jo with a specific style and theme in mind, ranging from bath + body, men’s provisions, bags + jewelry, Magnolia-branded goods, and books + paper. While the market will continue to host their more robust home decor and kitchen selection, the shops at the “Silos” offer a more intimate shopping experience and product selection.
A historic church in the same area as the shops at the silos.

Peggy Weiman Photos

A note from Jo: “When we first began the expansion plan at the Silos, my biggest hope was that we could create the feeling of something quaint and nostalgic. I wanted little shops that people could go in and out of as they strolled along tree-lined sidewalks at their leisure. For all the years that I’ve worked in retail, that’s the experience I’ve wanted to share with people. The seed
of the idea was planted many years ago when I lived in New York City.

“Even though lots of time has passed, I still acutely remember the joy of passing in and out of my favorite shops there. In a season when I longed for familiarity and missed the comforts of home, the stories and curation of the products in those shops would speak to me. Perhaps it sounds odd, but they made me feel known and seen. I would leave with the renewed desire to create something beautiful myself – to risk and dream.”

Included in the Magnolia Manifesto is a baseball field. The Gaines wanted to share their belief that “it’s time for the pendulum of trend to swing back to the basics,” and they believe baseball is a reflection of just that. For so many of us, playing or going to a game is a nostalgic, community-led experience that fosters connection and, of course, a lot of fun. The rich history of this location (dating back to 1905) also inspired the Gaines to bring the idea of “home plate” back to this section of the Silos grounds. Not to mention, as a lifelong baseball fan, Chip was incredibly excited and involved in the planning of the field! Speaking of the history, the Gaines created a timeline to show the history of baseball at Katy Park and how it has evolved.

As a couple who also created a business from scratch, we understand the challenges, personal rewards and long hours required to make such a dream reality, and applaud the Gaines for what they have accomplished, both in the media, in building a major attraction in Waco, and in preserving history.

The Magnolia Manifesto and the Silos are located at 601 Webster Avenue, Waco, Texas. They are open Monday – Saturday, 9:00 am - 6:00 pm, and closed on Sunday.

Waco is blessed with several general aviation airports. I urge you to go on Foreflight and explore and choose the one that best meets your travel needs!
When Darrel Gibson's son, Darrel Gibson, Jr., of Menominee and Eau Claire, Wisconsin, called me a year ago to inform me that his dad, who was a longtime friend and business associate, had some major health issues, I didn't waste any time to call him. Darrel was in good spirits and rather than dwell on his health issues, I asked him for his help in solving an aircraft maintenance issue, something he was really, really good at doing. He liked the challenge and welcomed the opportunity.

I hadn't spoken with Darrel and Cleo since 2015 when they invited Peggy and I to join them when he was inducted into the Wisconsin Aviation Hall of Fame. In fact, they had so many family members and friends going, they booked a bus from Eau Claire to Oshkosh for the ceremony. Coming from southern Wisconsin, we drove ourselves, although it was tempting to fly to Eau Claire and take the bus with them to Oshkosh.

Darrel was born in 1933 in Durand, Wisconsin, where his father owned an auto service station. After serving in the U.S. Army (1953-55), Darrel and Cleo moved to Chicago where Darrel attended airframe and powerplant mechanics school on Midway Airport and Darrel worked at United Airlines.

Darrel took his first flight lesson in 1951 at Badger Aviation in Eau Claire, attended Stout State University in Menomonie, Wisconsin, and vocational school in Eau Claire, where he took shop classes before joining the Army. Darrel went to work for Badger Aviation in 1959 and bought the business in 1961, when he and Cleo cofounded Gibson Aviation.

After that, Darrel became a commercial pilot with instrument and multi-engine ratings and obtained his aircraft inspection authorization. Gibson Aviation provided flight instruction and charter, and became a Cessna dealer in 1962, and a Piper dealer in 1973.

As many fixed base operators do at general aviation airports, Darrel also served as airport manager in Eau Claire (KEAU) from 1961-1976, and made many improvements to the airport.

The Gibsons raised six children (four girls and two boys) who were all involved in the family business while growing up. Add to that 13 grandchildren.

Although Darrel and Cleo retired from aviation in 1989, the Gibson Aviation legacy continued when their son, Darrel, Jr., started Gibson Aviation in Menomonie, and now once again in Eau Claire.

Upon retirement, Darrel built a few airboats, and he and Cleo purchased and restored a 54-foot cruiser in Page, Arizona. The boat eventually made its way to Lake Superior.

Never to remain still for long, Darrel and Cleo got into the resort business on Red Cedar Lake, near Rice Lake, Wisconsin, and restored its 1906-vintage buildings. When not working at the resort, Darrel helped out his son at his shop in Menomonie.

When Darrel Gibson passed away on May 24, 2024, he was 91.
WASHINGTON, DC – The aviation community mourns the death of general aviation pilot and champion, former U.S. Senator James Inhofe of Oklahoma, who died July 9, 2024, after suffering a stroke on July 4. He was 89.

During President Donald Trump’s Administration, Inhofe served as Chair of the Senate Armed Services Committee following the death of Republican Senator John McCain of Arizona.

Inhofe supported massive infrastructure projects, was a relentless advocate for American energy dominance, and believed in modernizing the U.S. military to strengthen the security of the entire free world.

Born James Mountain Inhofe on November 17, 1934, in Des Moines, Iowa, Inhofe grew up in Tulsa, Oklahoma, and received a bachelor’s degree in economics from the University of Tulsa in 1959. He served in the U.S. Army between 1956 and 1958, was a businessman for decades, won state legislative seats in the 1960s, and unsuccessfully ran for governor and Congress in the 1970s. In 1978, he became the Mayor of Tulsa in which he served for three terms.

Inhofe went on to win two terms in the U.S. House of Representatives in the 1980s before winning the U.S. Senate seat in 1994, in which he was reelected five times. He underwent quadruple bypass heart surgery in 2013 before being elected to a fourth term, then stepped down in early 2023 after being elected to a fifth term in 2020.

The National Business Aviation Association (NBAA) marked the passing of Inhofe, who tirelessly fought on behalf of the industry throughout his decades of public service.

“Sen. Inhofe was a master legislator and general aviation’s great champion,” said NBAA President and CEO Ed Bolen. “Those two truths are reflected in every aviation bill that has passed Congress and been signed into law over the past 35 years.

“His Discharge Petition, General Aviation Revitalization Act, Pilots Bill of Rights, Basic Med and numerous FAA Reauthorization bills that have protected general aviation’s access to airspace and airports, represent just a fraction of what Jim Inhofe has done to promote aviation,” Bolen added. “There is no one who has done more to help the United States have the largest, safest, most diverse and most efficient aviation system in the world. We will miss him greatly.”

Likewise, the National Air Transportation Association (NATA) issued the following statement:

“NATA mourns the passing of Senator Jim Inhofe, an avid aviator and steadfast stalwart for general aviation throughout his nearly four decades of public service,” said NATA President and CEO Curt Castagna. “Sen. Inhofe’s legislative skill and deep understanding of the importance of general aviation, left an indelible mark on our nation’s aviation infrastructure and skilled workforce. We are a stronger, more resilient industry because of the Senator’s wisdom, leadership, and dedication.

“Just last week, NATA hosted its annual Air Charter Summit in Sen. Inhofe’s home state of Oklahoma, where we saw firsthand how his passion for his constituents and for our industry shaped a vibrant, innovative aviation landscape that continues to flourish. We are confident that his legacy will inspire future aviation advocates and professionals for generations to come.”

As an accomplished aviator, Sen. Inhofe brought a deep appreciation and understanding of the industry to policy debates on Capitol Hill. Over the course of his career, he supported legislation that ensured general aviation would continue connecting communities and remain a vital contributor to the nation’s economy, including through his work as a key proponent of legislation creating aviation workforce grants.

Sen. Inhofe was an 11,000-hour pilot and owner of numerous general aviation aircraft, including an RV-8, Cessna 340, and Grumman Tiger.

Sen. Inhofe enjoyed camping with his sons, next to his aircraft at EAA AirVenture Oshkosh. He attended 40 consecutive fly-ins where he hosted an annual Congressional Forum, updating attendees on his legislative activities supporting general aviation.
WASHINGTON, DC – The National Aeronautic Association (NAA) joins a grateful nation in honoring the legacy of Major General Joe Henry Engle, USAF.

"Joe was not only an astronaut, but one of the finest engineers I ever worked with," said Jim Albaugh, NAA Board Chair. "He was a giant in the industry and a friend to everyone he met."

As a youth in Kansas, Engle always wanted to fly, but flying was hard to come by in his hometown of Chapman. Driven to do all he could to become a pilot, Engle spent college summers working at Cessna, sweeping hangars to be close to aircraft and learned all he could. Eventually, his boss, and later mentor, recognized the deep passion in Engle and started teaching him about airplanes. Upon graduating from the University of Kansas with a degree in aeronautical engineering and a ROTC Commission, Engle was accepted to flight school at George AFB. In the nine months between graduation and leaving for flight school, Engle and his mentor built a kit airplane that Engle flew around Wichita.

"From then on, Joe's career reads like a Hollywood movie," said Amy Spowart, NAA President and CEO. "At fighter pilot training, he caught the attention of Chuck Yeager, who championed Joe's assignment to the X-15 program. In 1965, Joe flew the X-15 to an altitude of 280,600 ft. and became the youngest astronaut pilot. The next year, he was a natural choice for NASA as the only candidate with spaceflight experience."

Despite training for the Apollo program, Engle never reached the moon and shifted to NASA's next big program. In 1977, he was one of two crews launched from a modified Boeing 747 to conduct approach and landing tests with the Space Shuttle Enterprise for the shuttle program's development and testing. In 1981, he commanded the second flight of the Shuttle Columbia and manually flew the re-entry, performing 29 flight test maneuvers from Mach 25 through the landing rollout.

Engle's career was marked by unique achievements that set him apart in aviation. He flew over 185 different types of aircraft and amassed over 14,700 flying hours.

"His distinction as the first astronaut pilot to fly two entirely different winged vehicles into space, the X-15 and the Space Shuttle, is a testament to his unparalleled skills and dedication," said Spowart.

In 1981, Joe Engle received the NAA's Robert J. Collier Award, the highest award given in the United States in aeronautics, for the improvement of the concept of manned reusable spacecraft with fellow astronauts John Young, Robert Crippen and Richard Truly. That same year, he was awarded NAA's National Harmon Trophy by President Ronald Reagan.

"When I give presentations about aviation's greatest heroes, I begin by asking for a show of hands of people who know who Joe Engle is," said Spowart. "That so few have heard of Joe is astonishing and a testament to his humility. He was a force of nature when it came to piloting aircraft, and his passion to soar was greater than his desire to be known. I will share his accomplishments as long as people listen. He was an extraordinary pilot and an inspirational human. Now, he is forever legendary."

Major General Joe Engle passed away on July 10, 2024, with his loving wife, Jeanie, and daughter, Katie, at his side. Jeanie shared a family statement: "...His passing leaves a tremendous loss in our hearts. We take comfort that he has joined Tom (Stafford) and George (Abbey), two of the best friends anyone could ask for."
WASHINGTON, DC – The organizers of the Arsenal of Democracy Flyover were saddened to learn that Brig. Gen. Clarence E. “Bud” Anderson passed away on May 17, at the age of 102.

Anderson was a decorated U.S. Army Air Force and U.S. Air Force pilot, who was one of America’s top World War II aces, scoring over 16 victories in a P-51 Mustang. During World War II, he was assigned to the 357th Fighter Group, where he flew 116 missions. Anderson earned several military honors throughout his 30 years of service, including two Legion of Merits, five Distinguished Flying Crosses, the Bronze Star, 16 Air Medals, the French Legion of Honor, the French Croix de Guerre, and numerous campaign and service ribbons. He was also inducted into the National Aviation Hall of Fame in 2008, the International Air & Space Hall of Fame at the San Diego Air & Space Museum in 2013, and awarded the Congressional Gold Medal in 2015.

Anderson was honored for his service during both the 2015 and 2020 Arsenal of Democracy Flyovers commemorating the 70th and 75th anniversaries of the end of World War II.

“Bud Anderson was a true American hero who selflessly served our nation with distinction and honor during World War II. As a triple ace, Bud’s storied military career coupled with his promotion of patriotism and service to country is something to truly be admired and makes him an astounding legend,” said Pete Bunce, President and CEO of the General Aviation Manufacturers Association (GAMA), and Arsenal of Democracy Executive Committee member. “We extend our deepest and heartfelt condolences to his family and friends. Brig. Gen. Anderson will forever be remembered for his bravery and sacrifice, which humbly exemplified America’s Greatest Generation.”

“In addition to his service to our country as a fighter pilot and Air Force officer, Bud was a beloved member of the air show and warbird communities for decades. His recollections of his career in the military and especially of his time as a P-51 pilot in World War II, have educated, inspired, and entertained tens of thousands,” said John Cudahy, President of the International Council of Air Shows (ICAS), and Arsenal of Democracy Executive Committee member.

Hank Coates, President of the Commemorative Air Force (CAF) and Arsenal of Democracy Executive Committee member, said, “We are saddened by the news of Brig. Gen. Anderson’s passing. He was truly one of America’s greatest heroes. Please join us in honoring his legacy by cherishing the freedoms he fought so hard to secure for us.”

During the 2015 Arsenal of Democracy Flyover Gala, Brig. Gen. Anderson participated in a World War II Combat Veterans panel.


The leaders of the Arsenal of Democracy consortium planned to execute a World War II aircraft flyover at Mount Rushmore on Memorial Day to commemorate the 80th anniversary of D-Day. Unfortunately, the National Parks Service refused to approve the necessary permits, and regrettably, the planned flyover of historic military aircraft had to be canceled.

“We worked hard to put together an extraordinary event that would honor our World War II heroes, on the day that we remember those that made the ultimate sacrifice serving our nation. We are grateful for the support that we received from the FAA, members of Congress, and committed sponsors. Unfortunately, National Parks Service bureaucrats would not let us proceed with our commemoration of the Greatest Generation despite having previously received clearances and held a successful event in our nation’s capital – the most protected airspace in the nation. It is extremely disappointing that we could not move forward with this commemoration, but we appreciate the ongoing support to pay homage to our World War II heroes,” said the leaders of the Arsenal of Democracy Flyover.

Plans for a future Arsenal of Democracy Flyover are currently being considered and discussed.
Superior, Wis. — Airport manager, fixed base operator, and aviation educator, William (Bill) Amorde, retired as airport manager effective June 1. The City of Superior, Wisconsin, named its airport after World War II Medal of Honor recipient, Richard I. Bong (SUW), and its terminal, the “William Amorde Terminal.”

Aodore received his Private Pilot Certificate in 1963 and holds all certificates and ratings through Airline Transport Pilot. He is also an FAA Designated Pilot Examiner and has given thousands of flight tests over the years.

Aodore founded Twin Ports Flying Service in 1966 at the age of 23. He has been manager of Richard I. Bong Airport since 1969, and has made numerous improvements to the airport over the years.

Aodore has conducted flight training for the Air Force Reserve Officer Training Corps (AFROTC) at University of Wisconsin-Superior and University of Minnesota-Duluth, as well as for Marine ROTC. He has also provided flight instruction for Lake Superior College in Duluth, Minnesota.

Aodore’s promotion of aviation includes organizing flying clubs, including Great Lakes Flying, Inc., Superior Sailplanes, Inc., and Lake Superior Balloon, Inc. In addition, Amorde has given many local schools tours of the airport over the years.

EAA Chapter 272 has also benefited from Amorde’s support over the years from assisting with fly-ins and EAA Young Eagles flights, to the construction of a new EAA Chapter hangar and club house at the airport.

Best wishes Bill for a long and happy retirement!

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FREDERICK, MD — Mike Ginter, a leading general aviation advocate and retired U.S. Navy pilot, has been appointed to a new post, leading the AOPA Air Safety Institute.

“For more than 70 years, the AOPA Air Safety Institute has delivered lifesaving information and education to pilots, and I am honored to be part of continuing that legacy,” said Ginter. “It’s important to meet pilots where they are with practical tools and information they can really use, and no organization does that better than ASI.”

Since 2018, Ginter has served as AOPA’s vice president of airports and state advocacy, spearheading efforts to protect airports, bringing 1,000 new volunteers into the AOPA Airport Support Network, and helping to successfully resolve more than 700 airport issues on behalf of AOPA members.

Most recently, he led the effort to plan and execute the successful National Celebration of General Aviation Flyover of Washington, D.C., which highlighted the history and utility of GA aircraft.

Prior to joining AOPA, Ginter spent 27 years in the U.S. Navy, retiring with the rank of captain. During that time, he accrued more than 5,300 flight hours and 555 carrier landings, completed four deployments to the Persian Gulf, commanded a jet squadron, and served as operations officer for the USS John F. Kennedy. In 2003, he led the demonstration team responsible for showcasing the capabilities of the Lockheed S-3 Viking. That same year, his squadron won the Chief of Naval Operations Aviation Safety Award.

Throughout his Navy career, Ginter, who earned his private pilot certificate at age 18, continued to fly GA aircraft. He previously owned a North American T-6 Texan, and currently owns a 1972 Beechcraft A36 Bonanza and a Cessna 172, which his wife, Donna, is using for flight training.

“Mike is an active flyer who understands the real-world challenges GA pilots face,” said AOPA President Mark Baker. “His down-to-earth approach to making every flight safer resonates with pilots of all experience levels.”

The past few years have been among the safest in GA history, and in his new role as senior vice president of the Air Safety Institute, Ginter is committed to ensuring that trend continues by expanding the reach of ASI’s safety content, delivering data-driven analysis, and exploring new ways to support pilots.

With more than 10 million touches each year, ASI provides award-winning videos, podcasts, publications, reports, online courses, quizzes, CFI renewal programs, and other tools to help pilots fly safely. The institute’s work is supported by generous donations to the AOPA Foundation.
by Pete Rosenbery

CARBONDALE, ILL. – Southern Illinois University Carbondale’s Flying Salukis might be young, but youth didn’t stop the team from continuing its legacy of victory in collegiate aviation.

Paced by top pilot and recent graduate Dayne Snodgrass, the Flying Salukis finished second at the National Intercollegiate Flying Association (NIFA) Championships May 18, 2024, at Southern Wisconsin Regional Airport in Janesville. The finish marks the 15th straight year that the nine-time national champions have finished in the top five nationally and 12th time in 13 years SIU has been in the top three overall.

With five team members scoring among the top 21 competitors, Coach Nathan J. Lincoln, a senior lecturer in aviation management and flight in the School of Aviation, was pleased with the team’s performance. In the May 13-18 competition with 31 teams, the University of North Dakota won the title, followed by SIU Carbondale just 17 points behind in flight events and Embry-Riddle Aeronautical University-Prescott.

With just two graduating seniors on the team, Lincoln said the team’s performance was “awesome.”

“We have a very young team, so having the ability to place second out of 31 teams was an amazing accomplishment,” he said. “Everyone should hold their head high knowing they represented SIU so well.”

Snodgrass, from Byron, Illinois, who graduated with a degree in aviation management on May 11, was the top scoring contestant with 155.5 points. He won the short-field landing competition along with the traditional navigation event where he was the pilot and Samuel Cogan was the safety observer.

“Dayne’s performance this year was outstanding,” Lincoln said. “Winning two events and placing so well in others is extremely difficult at the national level. His dedication over the last few years has shown with this amazing accomplishment.”

Snodgrass, who has earned a minor in air traffic control and an associate degree in aviation flight, also works as a certified flight instructor at SIU. He said he “couldn’t have asked for a much better performance.”

“Being able to keep the mental focus to place in the top three in each flying event is extremely difficult to accomplish,” Snodgrass said. “It is not easy to prepare for eight total events and then actually place and perform well in most of them.”

The Flying Salukis placed in all 11 events they competed in, with seven team members scoring points in the competition. Weather issues in the weeks leading up to the competition limited flight practices, but Lincoln noted the team’s ability to quickly adapt.

“The most difficult part in preparing for the competition is the unknown,” Snodgrass said. “For any given event, there are multiple variables that can easily change the outcome. For example, in the landing events, the wind speed, gusts,
turbulence, aircraft performance and even the performance of the aircraft in front of you must be considered. For the navigation event, the same applies except now your route, turn points and secrets may be tougher or harder to find than the other routes.”

Snodgrass noted that the team also finished second in the Judges Trophy competition, which he noted “shows that the team’s overall performance is consistent with our placement. “We relied on some new members for many events. I am very excited to see how the team grows in the years to come.”

After Snodgrass, Samuel Cogan, an aviation management graduate from Alton, Illinois, was seventh overall with 78 points.

Other Flying Salukis who scored points were:
• Grant Gillespie, senior, aviation technologies and aviation flight, Fort Worth, Texas, 66.5 points, ninth place.
• Mateo Torres, senior, aviation technologies, Park Ridge, Illinois, 5 points, 13th place.
• Benjamin Campbell, junior, aviation management and flight, Richmond, Illinois, 42 points, tied for 21st.
• Liam Harrison, sophomore, aviation management and flight, Libertyville, Illinois, 14 points, tied for 79th.
• Jeremy Murray, sophomore, aviation management and flight, Lockport, Illinois, 5 points, tied for 120th.

Other Flying Salukis who competed are:
• Vassilios Georges, senior, aviation flight, Chesterfield, Missouri.
• Kyra Hilsabeck, sophomore, aviation management and flight, Edelstein, Illinois.
• Jake Mack, senior, aviation technologies, Lake Zurich, Illinois.
• Thomas Nguyen, junior, aviation management and flight, Broomfield, Colorado.
• Luke Trout, senior, aviation flight, Holland, Indiana.
• Adriana Alvarez, sophomore, aviation management and flight.
• Michael Chebuske, sophomore, aviation flight, Louis, Missouri.
• James Cone, sophomore, aviation flight, Byron, Illinois.
• Alana Stahl, sophomore, aviation management and flight, Sandwich, Illinois.

The team’s legacy of success — which includes nine national titles, 12 straight Region VIII titles and 54 NIFA championship appearances — isn’t easily dismissed and brings “an immense amount of pressure,” Snodgrass said.

“The legacy left behind by the many generations before us is not something to be taken lightly. Out in the industry, and especially at NIFA competitions, you meet alumni who are watching and rooting for your success. As co-captain, this pressure is compounded because now your team members also look to you as a teacher, leader, role model and a top performer. Nevertheless, captains have to be able to manage their own workload, as well as adapt to the needs of each individual member to improve overall performance.”

Lincoln, who was a 1997 and 1998 team member, said being able to represent SIU at these competitions is a great honor!

“I take so much pride in being able to show SIU and everyone in the industry what a wonderful flight program we have,” he said.

Lincoln noted the work of assistant coaches Mike LeFevre, Sydney Reijmer and Matteus Thompson in getting the team prepared for success. All are former Flying Salukis.

“For years I have been blessed with some of the best coaching staff in the country,” he said. “It truly takes everyone’s commitment to make this possible.”

Student success has always been the focus for Southern Illinois University Carbondale Aviation’s Lorelei and José Ruiz.

Each worked more than 30 years for the nationally recognized program, and they account for hundreds of aviation professionals in varying careers within the industry.

“Looking back, I have been so blessed in the opportunities that were presented to me,” said Lorelei, who like her husband will often get texts and photos from their former students. On one recent day, Lorelei, who retired as an associate professor in aviation flight in 2021, received a selfie from a former student and now first officer with United Airlines, along with Lorelei’s very first flight instructor at SIU, who has worked with United for decades and is a captain with the airline.

“I really enjoyed working with the students. They don’t all stay in touch, but it’s so gratifying to hear back from them and see them succeed,” she said.

Her husband, José, a professor in aviation management, will retire in September. He also looks to his students’ successes within the aviation industry, which run the gamut and include working with airlines, as air traffic controllers, military pilots, the Federal Aviation Administration and National Transportation Safety Board. The key is being able to “connect with the kids,” said Jose.

The Ruizes — who married in 1997 after meeting at SIU — have been a “powerful ‘one-two’ combination” for the
School of Aviation since the late 1990s, said Dave NewMyer, who came to SIU Aviation in 1977 and retired as aviation management and flight chair in 2014. The School of Aviation consists of aviation management, aviation flight and aviation technologies degree programs.

José arrived at SIU in 1995 “because of his strong qualifications with nearly 20 years in air traffic control with the U.S. Air Force,” NewMyer said, noting José’s focus was to upgrade air traffic control-related offerings and aviation safety-related teaching and research.

Lorelei, who grew up in Murphysboro, Illinois with a love for aviation, came to SIU to major in mathematics and Spanish with the goal of becoming a teacher. She changed her major one day after walking by Faner Hall and hearing the engines of a plane piloted by an aviation student overhead. Along the way, she became a certified flight instructor and started teaching full time in January 1995.

José credits Dr. NewMyer and other colleagues with mentoring him once he arrived. He was familiar with teaching and service and was able to augment those areas with research, including, as NewMyer notes, “significant research on the career success of students who participated in airline-oriented internships while enrolled in undergraduate aviation programs.”

José became department chair upon NewMyer’s retirement, and he later served as interim director of the revamped School of Aviation from 2022 to 2023. José was also selected by his national aviation education peers to serve one year as University Aviation Association president in 2012-2013.

Lorelei, meanwhile, also managed the original application for accreditation by the Aviation Accreditation Board International (AABI), the organization that accredits undergraduate aviation programs, NewMyer said. “Lorelei’s work was so wide-ranging and significant that the faculty voted for the first time ever to have her name placed on one of the new Cessna 172 aircraft just delivered to SIU.”

Lorelei also worked to restart the summer aviation camps, including a NASA Wings Camp for eight to 10 high school students, funded by the space agency; the Summer Wings Aviation Camp for high school students; and Junior Aviator Camps for students in first through eighth grades, and various outreach aviation programs to local schools.

It was a “complete surprise” when Lorelei learned a former student and SIU alumna recommended that a $500 aviation scholarship for women, the “Lorelei Ruiz Women in Aviation AAUW Scholarship,” be named in her honor. The first award was presented this spring.

“It’s a huge honor, but even more than that, it is a great opportunity for women moving forward to have another scholarship opportunity that is specific to women and the program,” Lorelei said.

José said Lorelei is a “trailblazer.” She was the first woman to become a tenured faculty member within SIU’s aviation program in a male-dominated industry.

Lorelei noted that she may return to the program soon as an FAA test proctor for the testing center within the Glenn Poshard Transportation Education Center. Pilots and mechanics are required to take FAA knowledge tests to attain different ratings and certifications.

In addition to also housing SIU Automotive and the aviation technologies program, the TEC also includes the first and only full tower-based air traffic control simulation center in Illinois, which José and a former aviation faculty member helped create.

“We’ve gone from being a department located within a college to having a tremendous facility,” said José, who will be looking into volunteer opportunities and working on the family’s farm after retiring. “If you look at collegiate aviation programs around the country, few of them rival what we have here in Carbondale.”
CEDAR RAPIDS, IOWA – On the wings of a pilot and aviation staffing shortage threatening aircraft, airlines and the flights they schedule, Coe College is stepping into the flight school crunch in collaboration with The Eastern Iowa Airport.

Having submitted an application to the Higher Learning Commission, Coe aims by fall 2025 — or sooner, depending on demand and approvals — to start offering a flight school and aviation management program out of its Stead Department of Business Administration and Economics.

Students who enroll in the program can complete certification to become a professional pilot within Coe’s new aviation management concentration, or forego the flight school portion and take classes preparing them for non-flying roles in the aviation industry.

“Cedar Rapids has a rich aviation history, from global and national companies that lead the way in aerospace businesses, to the Wright brothers living here during their early days in their childhood, to the ongoing and dynamic airport expansion,” Coe President David Hayes said during an event to unveil the program and partnership. “There is no better place to build an aviation management curriculum and a commercial pilot flight school.”

In addition to partnering with The Eastern Iowa Airport, the Cedar Rapids college has tapped Revv Aviation to run the flight school portion. Revv – a Council Bluffs-based business that started using its current name in 2022 but was founded in 1997 under “aviation pioneers” like Roy Carver Sr. and Roy Carver Jr. – has more than 100 employees in 11 locations, including four in Iowa, three in Illinois and one in Nebraska.

Its Council Bluffs location – similar to its new Cedar Rapids collaboration – partners with the University of Nebraska-Omaha’s Aviation Institute, which offers a Bachelor
of Science degree in aviation with a concentration in professional flight.

Revv, which offers flight training, aircraft maintenance and air charter, has produced more than 3,000 flight school graduates over its education tenure.

Courses in Coe’s new aviation management program will be taught both on its main campus and at its dedicated aeronautical field station operated out of the airport. “It’s wonderful partnering with one of Cedar Rapids’ original and foundational institutions, Coe College, with over 170 years in Cedar Rapids educating tomorrow’s workforce, while also attracting national and international students to the corridor,” airport director Marty Lenss said. “This announcement is very exciting for the airport, the community, the region and really the aviation industry.”

The aviator shortage in the United States has created a 17,000-pilot gap that’s expected to grow as more than half of current commercial pilots are older than 50 and facing a looming retirement age mandate of 65.

The starting pay for most pilots is near $90,000 a year, with seasoned pilots earning $400,000 with major airlines.

Students who complete the new Coe program could walk away as commercial pilots with a Bachelor of Arts degree in business administration, with a concentration in aviation management, “which is preferred by major carriers and creates higher earning and career promotion potential.”

A Coe donor is investing $200,000 to jump-start the initiative, and the college is pursuing additional federal funding in collaboration with the airport.

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**Revv Aviation Vice President of Flight Training & Chief Instructor Jerome Howard.**

(Jim Slosiarek/The Gazette)

**Cedar Rapids Mayor Tiffany O’Donnell.**

(Jim Slosiarek/The Gazette)

**Eastern Iowa Airport Director Marty Lenss spoke during a ceremony announcing the new aviation management program available through Coe College.** “This announcement is very exciting for the airport, the community, the region and really the aviation industry,” Lenss said.

“The career earnings for pilots with a four-year degree is significant,” according to Coe College officials. “After earning your license, you could potentially be employed to serve as a flight instructor, gaining both a paycheck and knocking out qualifying hours without cost.”

(Jim Slosiarek/The Gazette)
EAA Ray Aviation Scholarship Program Reaches 500 Pilots

More than 80 percent completion rate since 2019

OSHKOSH, WIS. (May 16, 2024) – The EAA Ray Aviation Scholarship program continues to make a difference for young people pursuing aviation dreams, as 500 scholarship recipients have completed flight training and earned their pilot certificates. The program is funded by the Ray Foundation, managed by EAA, and administered through the EAA chapter network. Through the program, EAA can provide deserving youth up to $11,000 to help cover flight training expenses. EAA received $1.8 million from the Ray Foundation for 2024.

Since the program’s introduction in 2019, more than 880 scholarships have been provided to young people with a passion for aviation. The current pilot certificate completion rate for Ray scholars is 81 percent, with approximately 270 more scholars currently in flight training.

“Many aspiring pilots fall short of their goal due to the cost of flight training, so EAA, working with the Ray Foundation, helps relieve some of the financial pressure and make the goal of becoming a pilot even more accessible for future generations,” says Rick Larsen, EAA’s vice president of communities and member programming. “The high completion rate of our scholars demonstrates the impact of a supportive environment provided by EAA chapters.”

There are EAA chapter and scholar eligibility requirements for the Ray Aviation Scholarship that indicate a commitment to success. Once a chapter is approved for the program, it nominates the chosen scholar for EAA’s final review. Many chapters are granted the full $11,000 for their selected scholar, but some chapters have committed 25 percent of the award, to secure their slot in the program. All EAA and divisional chapters in the United States and Canada are eligible for a grant up to $11,000.

The Lightspeed Aviation Foundation and EAA award a Zulu 3 headset to each scholar after they complete solo flight training. EAA chapter nominators have the option to provide flight training at their local airport if they so choose.

GAMA Announces 2024 Aviation Design Challenge Winners

WASHINGTON, D.C. – The General Aviation Manufacturers Association (GAMA) announced June 17, 2024, that the team from Raisbeck Aviation High School in Tukwila, Washington, is the winner of the 2024 GAMA Aviation Design Challenge. The team from Porter High School in Porter, Texas, was awarded second place, and the team from Gonzaga College High School in Washington, D.C. was awarded third place.

“Once again, the teams participating in the GAMA Aviation Design Challenge continue to amaze us with their dedication and enthusiasm for aviation and unique perspectives on aircraft design. We congratulate the Raisbeck Aviation High School team for their outstanding first-place submission and also recognize the teams from Porter High School and Gonzaga College High School for their respective second and third-place submissions. We applaud all the schools for participating and are particularly proud of the hard work that they all put into their submissions. We look forward to furthering the reach of the program and sparking student interest into the rewarding opportunities within general aviation,” said Pete Bunce, GAMA President and CEO.

Over 60 high school teams, representing 28 states, entered the 2024 GAMA Aviation Design Challenge. During the first portion of the challenge, teams used complimentary “Fly to Learn” curriculum to learn the principles of flight and airplane design, consistent with national STEM standards. During the second portion of the competition, teams applied their knowledge to virtually modify an airplane design and compete in a fly-off using X-Plane software.

This year’s mission was to modify a Cessna 208 Caravan to fly from Homer to Seaward, Alaska, as quickly and efficiently as possible. The teams needed to design their aircraft to maximize speed and efficiency and successfully navigate between two remote locations with high terrain.

Judges scored the teams based on performance parameters, a checklist of steps involved in the demonstration flight, and a video submission in which the team summarized what they learned.

Members of the first-place team from Raisbeck Aviation High School include Charles Atchison, Kenji Gonzales, Colin Harrison, Brent Jansen, August Johnson, Gavin Johnson, Alex Mill, AJ Poon, Colin Renberg, Oliver Swanson and Emile Woo. Their entry optimized the aircraft to carry a maximum payload in the shortest time with an elaborate design process which included low two-section wings with fast airfoils, a streamlined fuselage and increased horsepower. The team’s first-place prize includes a CubCrafters Manufacturing Experience, demonstration flight opportunities and much more.

When asked about this year’s competition, the Raisbeck Aviation team advisors said, “The GAMA Challenge is one of the highlights of the school year for team members at Raisbeck. This year’s team really had a fun leaning experience with the bigger turbine powered Caravan flying in Alaska. They were really excited to learn their design had won first place and are looking forward to the CubCrafters Manufacturing Experience.” With the team adding, “No plane, no gain.”

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The Lightspeed Aviation Foundation and EAA award a Zulu 3 headset to each scholar after they complete solo flight training.
flight or, if they soloed pre-scholarship, after passing the written exam. This recognizes the scholar as they progress and ultimately complete flight training.

Aviation Summer Academy Inspires Youth To Choose Aviation For Career

CAHOKIA HEIGHTS, ILL. – Saint Louis University’s (SLU) Oliver L. Parks Department of Aviation hosted its annual Aviation Summer Academy the week of June 10, connecting students to the world of aviation and the exciting careers within it. More than 20 high school seniors from eight states gathered at SLU’s hangar at St. Louis Downtown Airport to kick things off and explore the aviation industry both in and out of the classroom. They learned flight basics using simulators, heard from guest speakers about aviation careers, and climbed into different aircraft, while also experiencing the thrill of flight.

The program features a variety of workshops and training through which students are taught aviation operation basics using innovative technology. Campers gain extensive knowledge about flight science, aviation management, aerial navigation, aircraft design, unmanned aerial vehicles and air traffic control, and become familiar with the aviation industry and the careers it offers. Flight simulators introduce them to flying concepts, but it is the opportunity to take to the skies themselves that makes this camp a life-changing experience.

Cason Brinkely is a 15-year-old student from Cleveland Central High School in Cleveland, Mississippi. On June 10, he took his turn in the cockpit on a 20-minute flight in a Diamond DA/20 aircraft high above downtown St. Louis. “I really enjoyed my flight,” said Cason. “It was my first time flying with the joystick, so it was all new to me. The academy has allowed me to learn and experience so many new things.”

Guided by a certified SLU instructor, each student had the opportunity to take off from St. Louis Downtown Airport and fly over the Mississippi River, where they were presented with a stunning view of St. Louis City and the Gateway Arch. They also got to navigate the flight training aircraft as instructed by their guide.

Several current SLU students help with the academy activities each year, offering experience and advice to the aspiring aviators. Rising senior Tyler DeBettrignies is a flight science major at SLU who spoke on the benefit of early flight experience:

“There’s a lot of people that come here who have never flown before, and it is good for them to try it out,” he said. “I had a flight before I decided to come here, and that was why I decided to choose aviation.” Over the course of the week, academy attendees learned key aviation skills, such as how to preflight an aircraft, read and create aerial maps, use several flight instruments and log hours, and learn basic aerodynamics. They also participated in tours at Spirit of St. Louis Airport and at St. Louis Lambert International Airport on the Missouri side of the Mississippi River, seeing behind-the-scenes operations, including a visit to the Air Traffic Control tower. Another highlight of the week included a static display of U.S. Navy aircraft at St. Louis Downtown Airport and the opportunity to chat with Navy Pilots about their career paths. The skills learned are important to any aviator, but it is the experience of the camp itself that Assistant Chief Flight Instructor Ryan Boyer feels matters most. Boyer has been with SLU’s Oliver L. Parks Department of Aviation Science since graduating from it in 2009, but he has been flying since he was 13 years old:

“Some students have previous aviation experience but most of them have never been in the cockpit,” Boyer said. “We expose them to what it’s like if they were to be pursuing flight training in the future. It’s a great career to get into, especially nowadays where we have so many opportunities present in the industry.”

The aviation industry currently is rich with opportunities for employment and those opportunities are only going to expand as a continuing shortage of workers becomes more prominent with the expected increase in the number of retirements. Those trends make programs like SLU’s academy even more important. St. Louis Downtown Airport Director Sandra Shore was pleased to have the students back at the SLU hangar to kick things off this year.

“This immersive camp is an outstanding opportunity for students to really get to know the aviation industry,” said Shore. “With the continuing and growing demand for workers across all aspects of the industry, there’s never been a better time to inspire interest in what a future in aviation could mean for them.”

The states represented among this year’s campers included Illinois, Missouri, Mississippi, California, Kansas, Ohio, Tennessee and Texas. Student Nathan Chien, who traveled from San Jose, California, spoke highly of the camp and SLU’s program. “What drew me to this camp was my interest in Parks College’s aviation program, as I’ve always wanted to become a professional pilot,” Chien said. “This seemed like a great place to start that journey.”

St. Louis Downtown Airport is owned and operated by Bi-State Development and is located just east of downtown St. Louis on more than 1,000 acres in Cahokia Heights and Sauget, Illinois.
WASHINGTON, DC – The National Aeronautic Association (NAA) has announced that Ben Baldanza is the recipient of the “2024 Wright Brothers Memorial Trophy.” Baldanza, who has nearly four decades of experience in the airline industry, is considered a leading visionary for introducing the ultra-low-cost model to the United States, which expanded air travel access to millions of Americans.

In 1986, Baldanza began his career at American Airlines and helped to develop the first hub-and-spoke and frequent flier system. In 2005, Baldanza joined Spirit Airlines as President and CEO, intending to drive down prices for travelers and create an avenue for middle-class and working-class Americans to fly to leisure destinations. His success in promoting the “unbundling” airplane model made travel more accessible to millions.

“I know I speak for the entire Wright Brothers Trophy selection committee when I say how thrilled we are with Ben being this year’s trophy winner,” said NAA Board Chair Jim Albaugh. “Ben’s career is a storied one. He is universally respected for what he has done, not just at Spirit Airlines, but for how he has impacted the industry over the last several decades. We look forward to celebrating his selection later this year.” Since stepping down as CEO of Spirit Airlines in 2016, Baldanza has continued to be a leading voice in aviation. He currently serves on the board of JetBlue, is Chairman of Six Flags Entertainment, and co-hosts the Airlines Confidential podcast, further cementing his status as a respected figure in the industry.

“The Wright Brothers Memorial Trophy, established by NAA in 1948, is a prestigious honor commemorating the memory of Orville and Wilbur Wright,” said Amy Spowart, President and CEO, NAA. “It is awarded annually to a living American who has made significant contributions of enduring value to aviation in the United States. This esteemed trophy serves as a timeline of the most innovative inventors, explorers, industrialists, and public servants in aeronautics and astronautics, making Ben Baldanza’s selection a testament to his remarkable career.”

“Words can’t express how humbled and honored I feel about this amazing award,” said Baldanza. “To be thought of in this broad aviation field that includes business luminaries, visionaries, government officials, top military officers, and astronauts is truly an honor that I never expected. I’d like to thank the committee and all my friends and colleagues who personally supported my nomination.”

Baldanza will receive the Wright Trophy at the Aero Club of Washington’s 76th Annual Wright Memorial Dinner on December 13, 2024, in Washington, DC. For more information about the award or a list of past recipients, visit www.naa.aero. For updated information regarding the presentation of the Wright Trophy, visit www.aeroclub.org.

The 2024 Selection Committee consists of James Albaugh, Board Chair, National Aeronautic Association; Nicole Battjes, Chair, Vertical Aviation International; Marion Blakey, 2013 Wright Trophy Recipient; Andy Cebula, Vice President, Air Traffic Management & Operations, Airlines for America; Eileen Collins, 2022 Wright Trophy Recipient; Daniel Dumbacher, Executive Director, American Institute of Aeronautics and Astronautics; Jon Ostrower, Editor-in-Chief, The Air Current; Dorothy Reimold, Vice President, Civil Aviation, Aerospace Industries Association; and David Richardson, President, Aero Club of Washington.

The National Aeronautic Association (NAA) 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).

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Minnesota Aviation Hall of Fame Announces 2025 Inductees

The Minnesota Aviation Hall of Fame (MAHF) has selected seven people to be inducted at its Spring 2025 Annual Induction Banquet.

Mark R. Baker was born and learned to fly in Minnesota. Baker is a longtime aircraft owner, aircraft restorer, and corporate pilot, who in addition to managing several major national corporations, has served as President and CEO of the Aircraft Owners and Pilots Association (AOPA), the organization that represents general aviation before the U.S. Congress and advocates for general aviation safety and education.

Robert D. Cabana: A Minnesotan who as a Naval Aviator, Cabana managed many Navy programs and flew on four space shuttle missions before being named Director of...
the Kennedy Space Center, Manager of the Astronaut Office, and Associate Administrator for the National Air & Space Administration.

**Randle S. Corfman:** Born in Kansas, Corfman earned degrees in Obstetrics and Gynecology, moving to Minnesota in 1989. He had administered flight examinations and established the Center for Reproductive Health in Minneapolis. He lectures and writes on related topics and helped create the Minnesota Pilots Association in 2013.

**James C. Goodall:** Came to Minnesota in 1971 after 10 years of active duty with the U.S. Air Force, Goodall is a member of the Minnesota Air National Guard and helped start the Minnesota Air National Guard Museum. He has worked on restoring display aircraft and was solely responsible for acquiring the A-12 (SR-71) for the museum. Goodall has written 29 books on stealth aircraft and modern submarines.

**Clarence J. Krotz:** Came to Minnesota after serving in the Air Corps in World War II, Krotz purchased a fishing lodge in Grand Marais, and had the property licensed as an airport, which later became Grand Marais Municipal Airport. He served on the airport commission, and for his service in making the airport into one of Minnesota’s finest, it is named after him.

**Amanda Lee:** A native Minnesotan, Lee was a high school athlete and enlisted in the Navy after attending the University of Minnesota - Duluth. Trained in the F/A-18 Hornet, she served two combat deployments, and became an instructor pilot. Lee was the first woman to fly as a member of the U.S. Navy Blue Angels. In her Navy career, Lee made 225 arrested carrier landings and earned four Navy Achievement Medals.

**Pioneer Nick Mamer:** A Hastings, Minnesota native, Mamer enlisted in the Army Air Service in 1916, served in World War I, and is credited with downing three German aircraft. Mamer participated in the 1927 National Air Derby, held a record in 1929 for a non-stop flight from Spokane to New York and back, refueling in the air and spending over five days aloft. He started his own airline, Mamer Air Transport, which was bought by Northwest Airlines, which kept him on the payroll.

The **Minnesota Aviation Hall of Fame 2025** banquet and investiture ceremonies will be held April 12, 2025, at the Mystic Lake Center in Prior Lake, Minnesota (https://mahof.org/).
The Kansas Aviation Museum has announced that Tim Rogers has been named the first inductee to the 2024 Kansas Aviation Hall of Fame. Rogers has been the director of the Salina Airport Authority since 1985. During his tenure, Salina has seen an increase of economic growth along the Airport Authority property that has led to over 7,500 new jobs and 130 new businesses for Salina and the region. Additionally, Rogers has played a crucial role in the “GlobalFlyer” mission, from Steve Fossett’s record-setting flight.

Rogers has also established a strong relationship with the Kansas National Guard, creating the Great Plains Training Center. He has been awarded the Kansas National Guard Patriot Medal, and the AAE Distinguished Service Award. Along with his faithful service to the Salina Airport Authority, Rogers has made a lasting impact on Kansas Aviation.

The Kansas Aviation Hall of Fame is set for November 19, 2024 at the Kansas Aviation Museum. Get your seat for the ceremony now. https://kansasaviationmuseum.org

Yellow Ribbon Honor Flight Honors Veterans As Part of EAA AirVenture Oshkosh 2024 Activities

EAA AVIATION CENTER, OSHKOSH, Wisconsin (May 31, 2024) – At press time, one of the most emotional and poignant moments of EAA AirVenture Oshkosh each year was scheduled to return in 2024 as 100 Vietnam War vets took a Yellow Ribbon Honor Flight to Washington, D.C. on July 26, as part of AirVenture’s annual salute to veterans. The 71st annual Experimental Aircraft Association fly-in convention was July 22-28 at Wittman Regional Airport in Oshkosh.

Veterans from the Vietnam War were honored as they traveled to the nation’s capital to tour war memorials at no cost to them. The veterans returned to Oshkosh at the conclusion of the Friday afternoon air show and thousands of people welcomed them back home and gave them the recognition they deserve.

“The events and emotion connected to the Yellow Ribbon Honor Flight traditionally makes it one of the most memorable events of AirVenture week and our Salute to Veterans activities,” said Rick Larsen, EAA’s vice president of communities and member programming. “We are proud to produce an event that honors what Vietnam veterans did for this country and be able to provide them an experience of a lifetime.”

This is the 10th year that the Yellow Ribbon Honor Flight has originated at EAA AirVenture Oshkosh under the auspices of Old Glory Honor Flight of Appleton, Wisconsin. That non-profit organization has organized dozens of Honor Flights since 2009 with a dedicated group of volunteers. Those flights have included special flights to Pearl Harbor and to Vietnam.

“Each Honor Flight mission is a special occasion, but the ability to be a part of EAA AirVenture always creates unforgettable moments,” said Diane MacDonald, the Executive Director of Old Glory Honor Flight. “Honoring our local Vietnam veterans out of EAA AirVenture is such a highlight; being witness to the enthusiasm, respect, and appreciation from the world’s aviation enthusiasts when the flight returns to Oshkosh is such an incredible sight to see and it means the world to the men and women who get to experience it.”

American Airlines again supplied an aircraft for the flight, which was flown by an all-volunteer crew of American Airlines pilots and cabin attendants.

More information is available online regarding Old Glory Honor Flight or to make donations to the organization.
The Yellow Ribbon Honor Flight returns to Oshkosh, Wisconsin in 2023.

Jamie Cordova Photo Courtesy of EAA
An airport inspector is a critical role at the Minnesota Department of Transportation (MnDOT) Aeronautics office. Airport inspectors maintain the safety and operational standards of airports across the state. These inspectors ensure that all airport facilities, ranging from large public airports to small private airstrips, comply with the Federal Aviation Administration (FAA) regulations and Minnesota state rules. The typical inspection season runs from spring to fall, during which inspectors travel extensively to evaluate around 100 airports annually. Let’s look at what an inspection day might look like for our inspectors.

Early Morning: Planning and Preparation

The springtime begins our in-person inspection season. But we begin our planning in mid-winter. We plan the

locations of the season, work through software integrations, prioritize the visit list, and logistical help. Every inspection depends on the weather since the survey tools are not very friendly of rainy and chilly conditions, which we are glad for! Usually, the team knows the locations of inspections in advance. Still, occasionally we must modify the strategy.

On inspection day, we start early. To get to the airport, the travel schedule could call for flying, driving, or grabbing a ride with the Minnesota Department of Natural Resources. Along with seaplane bases and heliports, the other airports to be checked include public, private, and personal airports. Every inspector carries documentation, checklists, and appropriate survey instruments. Pens, for instance, are among the best inspection tools available as they are used for measuring a lot of objects. Minnesota State Rules and FAA Advisory Circular criteria form the foundation of the 5010-inspection checklist.

Mid-Morning: Conducting Inspections

Upon arrival at the airport, the inspection is thorough. The assessment includes both the ground and imaginary
Afternoon: Documentation and Reporting

The team gathers data points and constantly pushes them to a mapping program. Every inspector is verifying that all data has been successfully uploaded before leaving any site. Apart from verifying receipt, thorough notes and pictures also serve as another source of information. Should any disparities or infractions be found, immediate hazards are highlighted for critical focus.

Conclusion: Ensuring Aviation Safety

The day often concludes with traveling back to the office or moving on to the next inspection site.

Although rigorous, the job of an airport 5010 inspector is essential for maintaining aviation safety all over Minnesota. By means of their thorough inspections and adherence to FAA and state policies, these officials help to preserve high safety standards for different aviation facilities. Their work includes long trips, thorough evaluations, and constant correspondence with airport officials, and as a result, greatly enhancing the general safety and effectiveness of the aviation system for our state. Every day offers different opportunities to significantly impact the field of aviation safety.

Girls In Aviation Day @ KFCM

EDEN PRAIRIE, MINN. – Join the Stars of the North for the annual “Girls In Aviation Day” at Jet Linx, Flying Cloud Airport (KFCM). This is a free event for youth to learn about Science, Technology, Engineering, and Math (STEM) programs and careers in aviation. Exhibitors will include the airlines, branches of the military, universities, flight schools, pilots, engineers, and others. The event is geared toward girls ages 8-17, however, everyone is welcomed to attend. Contact: Mina Carlson at Mina.Carlson@starsofthenorth.org
The 7th Annual Timmerman Airport Flour Drop Competition took place on Saturday, June 8, 2024. A mandatory safety briefing was conducted for all teams at 10:00 A.M. on the morning of the contest. Each contestant was given two attempts to drop a bag of flour onto a target painted on the airfield. Despite some light precipitation and cooler temperatures on the day of the contest, over 20 pilot and passenger teams participated and tested their precision skills. Families, aviation enthusiasts and others also joined as spectators to observe the contest.

This year’s target featured a bullseye marking and three rings set at 20 feet, 40 feet, and 60 feet out from the center. Flour bags were marked with the aircraft N number so they could be identified by the judges as most bags break apart upon impact. While many attempts landed well outside of the target, a few pilot and passenger teams managed to make it inside of the rings. The grand prize was a $200 Spring City Aviation gift certificate provided by the Milwaukee airport. Lunch was free for all attendees.

Here are the contest winners:
1st place: Josh Woodard and Jeff Madunich with a drop at 20 feet.
2nd place: Todd Niles and Chris Hickman with a drop at 24 feet.
3rd place: Andy Kanehl and Michelle Blask with a drop at 38 feet.

(L/R) The winners this year were Josh Woodard and Jeff Madunich (First Place), and Todd Niles and Chris Hickman (Second Place). Todd Niles placed first in the contest in 2023.
FAIRFAX, MINN. – The Citation jet, named “Cloudkisser II,” is as clean and slick as the new 100-foot by 100-foot hangar where it resides at Southern Wisconsin Regional Airport in Janesville, Wis.

Owned by Gary and Sondra Bertrand of Ataraxis Holdings LLC, the hangar is equipped with a remote opening 80-foot by 22-foot liftstrap/autolatch bifold door, wind-rated at 115 mph. Inside the hangar is a 25-foot by 55-foot pilot and tenant office, a main central TV lounge, galley, restrooms, and storage and utility rooms, with a mezzanine overlooking it all.

The 11,375-square-foot hangar is finished with Proliner insulation, yielding an R-38 rating for the roof and an R-30 for the walls and bifold door.

After the Bertrands moved in, they sent a letter of thanks and praise to the builder, Norm Paulson of Paulson Kimball Construction.

“We celebrate the completion of our hangar and the wonderful job that was done by Paulson Kimball Construction and the many excellent subcontractors and everyone's ability to work in harmony with Greg Cullen and his fine folks at Southern Wisconsin Regional Airport,” they wrote. “I must hasten to say that as we arrived on ‘Cloudkisser’ from Arizona, it was, and will continue to be, an exceptional feeling of gratitude to approach and pull into our beautiful hangar in Janesville for the first time. Thank you for making that happen!”

Janesville, located near the Wisconsin-Illinois border, has a population of more than 65,000. Paulson says the staff at Schweiss Doors was helpful and the installation crews are always good.

“We’ve done five of these big bifold doors and it always amazes me when we run one up for the first time,” Paulson says. “It was my recommendation to go with the Schweiss bifold door on this project.

“We had the Schweiss crew come out and install the door. That always goes well…that’s why there is no reason to reinvent the wheel. With us, the guy that makes the door is always the guy that is going to put it in. They are in and out in a couple of days.

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

This beautiful 100-foot by 100-foot hangar, built by Paulson Kimball Construction at Southern Wisconsin Regional Airport in Janesville, Wisconsin, has an 80-foot by 22-foot bifold liftstrap door from Schweiss Doors.

A Cessna Citation fits nicely in the 11,375-square-foot hangar with room to spare. Included in the hangar is office space, a central TV lounge, galley, restrooms, utility and storage rooms, and an above-floor mezzanine.

Wisconsin ‘Cloudkisser’ Hangar… A Luxurious Home For A Citation

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Wiley Properties

AUGUST/SEPTEMBER 2024  MIDWEST FLYER MAGAZINE  47
by Sandra Shore, A.A.E.

Spring has been a busy time for our team at St. Louis Downtown Airport (KCPS), and we are gearing up for an active summer as things heat up across the region.

We’re excited to share that KCPS recently achieved designation by the Federal Aviation Administration as a National General Aviation Airport. That’s a milestone with positive impacts for KCPS and our tenants.

In March, we attended the annual NBAA Schedulers and Dispatchers Conference in Fort Worth, Texas, where we learned about the latest technologies and business practices advancing the aviation industry.

Assistant Airport Director Colin Rolerkite and I were also pleased to recently gather in Chicago with other aviation leaders from across the state to work on the Illinois Advanced Air Mobility System Plan.

Closer to home, we have a comprehensive study getting underway to develop an updated Airport Layout Plan for St. Louis Downtown Airport. We’ll be seeking input from stakeholders as we work on this important initiative in the coming months to lay the foundation for continued growth at KCPS over the next 10 to 15 years.

We also had the pleasure of collaborating with St. Louis University on the 2024 Aviation Summer Academy the week of June 10th, welcoming more than 20 high school seniors to KCPS and the wonderful world of aviation.

If you would like additional information about our operations, please don’t hesitate to reach out.

seshore@stlouisdowntownairport.com

Detroit Airport Set To Soar With Avflight Partnership & Major Revitalization Efforts

DETROIT, Mich. – Avflight, along with the City of Detroit, have announced the first significant initiative in 50 years to rejuvenate Coleman A. Young International Airport (KDET), marking a new chapter in Detroit’s aviation history.

Last year, the city received FAA approval to institute a 20-year airport development and strategy design plan, enabling the airport to apply for federal funding to subsidize infrastructure upgrades. Now, as an integral component
of the rejuvenation effort, the city offered Avflight a 30-year-leasehold, the first such long-term lease in the airport’s history.

The long-term lease not only reflects the city’s confidence in Avflight as the airport’s sole FBO, but also allows the company a path forward to significantly invest in the property.

Beginning this summer, Avflight will construct a modern terminal measuring—at a minimum—3,000 square feet, along with a 15,000-square-foot heated hangar next to the existing terminal. The structures will greatly enhance the airport’s amenities, services and security, making KDET an enticing option for transient visitors, airport tenants, charter operators and more.

“There is so much potential at the Coleman A. Young International Airport, and after several years of hard work, residents and visitors alike will begin to see signs of the enormous change to come as Avflight kicks off construction this summer,” said Detroit’s chief operating officer, Brad Dick. “I look forward to a few years from now, when Detroit once again has a truly state-of-the-art airport within our city limits.”

Avflight has provided essential services to the airport’s flight operations since moving onto the field in 2011. It has operated on the airfield since then under short-term leases, earning a reputation over the past 13 years for safely providing care to aircraft, pilots and passengers. Avflight also aids the city in providing maintenance for the airport’s infrastructure. In doing so, the company has and continues to greatly assist the city in preserving the operational integrity of the airport.

“We’re proud of our operation at KDET,” said Avflight’s vice president of operations, Joe Meszaros. “We’ve always seen the value in preserving Coleman A. Young International Airport’s operations and have worked hard the last decade and a half to not only keep it operational, but also make it a successful enterprise—one that supports the city’s economy by serving as a gateway to Detroit business and as an employer of Detroit’s citizens.”

Other enhancements to the Coleman A. Young Municipal Airport include a recently completed $350,000 LED taxi lighting upgrade and $3.5 million runway renovation. Upcoming projects include a $1.2 million ramp pavement improvement project and $8.1 million engineered material arresting system.

Further city-planned initiatives include constructing a new control tower with the FAA beginning in 2026, an airport beautification initiative, upgraded snow removal equipment, and establishing educational and community organizations at the airport to promote and host educational opportunities for Detroit citizens. In time, proponents hope the airport revitalization project provides a pathway to move the Davis Aerospace Technical High School back to the airfield.

“We couldn’t be more excited to finally bring this project to fruition,” said Meszaros. “With its location near the city’s business district, and close to many automotive companies and suppliers, our new terminal will provide a shining beacon to welcome commerce to Detroit. It will be a facility citizens can be proud of, and one that will support many livelihoods as we look to double our staff with an increase in traffic, expand our service offerings and provide greater educational opportunities on the airfield. With the city and Avflight’s investments, we’re making significant strides to revitalize Coleman A. Young International Airport, carrying the city into a new generation of aviation.”

Avflight’s multimillion-dollar complex is a long-anticipated investment for the company. The FBO has successfully executed many such projects with long leaseholds throughout its 26-location network across North America and Europe, including newly constructed FBOs and hangars at Michigan’s Traverse City (KTVC), Grand Rapids (KGRR) and Willow Run (KYIP) airports.

“This transformative partnership with Avflight marks a pivotal moment in KDET’s history,” said Jason Watt, director of Coleman A. Young Municipal Airport. “With a shared vision for innovation and excellence, we are poised to elevate KDET as a premier aviation hub, driving economic growth and opportunity for the City of Detroit and our region.”

The Coleman A. Young International Airport has long been an important transportation hub for the region. It supports a wealth of public services for Detroit citizens, including Certified Aircraft Rescue Firefighting (ARFF), Civil Air Patrol, and the Detroit Police Department’s aviation unit. It also supports Detroit’s economy by facilitating business travel and promoting tourism with tenants like MyFlight Tours Detroit.

In addition, the airport is a hub for sustainable innovations. KDET is home to Airspace Experience Technologies (ASX), which develops next-generation electric vertical take-off and landing (eVTOL) aircraft. The company has built more than 55 eVTOL aircraft for defense, emergency response and other sectors. ASX now sets its sights on large-scale eVTOL aircraft to commercialize electric aircraft—which produce low to no emissions—for public use.

Avflight shares the commitment of City of Detroit Mayor Duggan’s administration to sustainable causes, with vast experience in installing electric charging stations for aircraft, ground equipment and personal vehicles within its FBO network, as well as experience procuring and handling sustainable aviation fuel (SAF), opening the door to further sustainable opportunities for the airport.

Avflight operates a network of strategically-located, full-service FBOs across North America and Europe. All Avflight locations provide full fueling and line-service operations as well as a wide variety of amenities. Customers range from corporate jet traffic to freight and cargo companies, as well as charter operators and small aircraft. Each Avflight location is staffed by experienced professionals who undergo continual training to ensure that each customer and aircraft receive the safest, most efficient and friendliest service. Avflight is part of the Avfuel-Branded Network of 675+ FBOs around the globe.
From The Frying Pan, Into The Fire:
PFAS/PFOS Concerns For Airport Operators

by Brad Maurer, JD, CPCU

EDITOR’S NOTE: The following article was originally published in the August/September 2020 issue of Midwest Flyer Magazine, but the topic of perfluoroalkyl substances (PFASs) and their effect on the environment is not going away, nor do we yet know how to replace them as fire-retardant chemicals.

Airports have long been concerned about environmental quality. Ever since we have understood the impact of fuel and degreasing solvent releases to the ground and the groundwater, airports have taken extra measures to prevent them as best as they reasonably can.

There is a surprising recent development in the world of environmental protection, and it directly impacts airport operations – the adverse health effects and omnipresence of perfluoroalkyl substances (PFASs), mainly Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid (PFOS). Collectively deemed the “forever chemicals,” PFASs have been used for decades in common consumer products due to both their durability and surfactant qualities.

PFOS is the main ingredient in waterproofing/stain resistant chemicals applied to carpet and furniture, as well as clothing items like raincoats and shoes. PFOA is used commonly in food-contact materials, such as fast-food wrappers, pizza boxes, microwave popcorn bags and even as a component of non-stick cookware. It is no wonder that nine (9) out of every 10 Americans have some level of PFOA/PFOS in their bloodstream with all of the products that use these materials.

For those in the aircraft industry, there are two important facts about PFASs that you need to be aware of: 1) Together, they are ingredients for aqueous film forming foam (AFFF); and 2) They are currently being considered by the United States Environmental Protection Agency (USEPA) to be regulated as hazardous substances.

AFFF is an effective fire suppressant, particularly for high intensity fires, such as those involving jet fuel and aircraft. The surfactant qualities of PFASs make them so effective that only AFFF that contains it meets military specifications (MIL-PRF-24385). This compounds the problem for airports that operate under a Part 139 Certificate, as they must provide Aircraft Rescue and Fire Fighting (ARFF) services that must be routinely tested.

While fires at airports are infrequent, training and testing of ARFF capabilities are not, and the training currently involves the dispersal of AFFF.

In January 2019, the FAA issued guidance for certificated airports to meet the ARFF training requirements using non-fluorinated AFFF alternatives. This is a smart move for environmental protection, as it reduces the amount of PFASs that is released into the environment, while at the same time maintaining ARFF readiness. Even non-certificated airports should consider this practice for the firefighting services they employ. When PFOA/PFOS-containing foam is necessary for training, its containment and removal is worth the effort, considering the next important fact about these substances.

USEPA is starting to regulate PFASs. Human PFAS exposure has been linked to six major health impacts: kidney cancer, testicular cancer, ulcerative colitis, thyroid disease, hypercholesterolemia (high cholesterol), and pregnancy-induced hypertension. Despite years of information about the adverse health effects of PFASs, it wasn’t until February 2019 that USEPA officially announced a plan to deal with these substances. Even as of today, there is no federal drinking water standard for PFASs, but it is coming soon.

Currently, USEPA has issued a health advisory of 70 parts per trillion for drinking water. This is an extraordinarily small amount, as most drinking water standards are measured in parts per billion. In the absence of a federal standard, many states have issued their own – some as low as 20 parts per trillion. It is estimated that 16 million Americans have above-standard PFASs in their drinking water, and this number will increase as more communities test their water supplies.

What Does This Mean For The Airport Industry?

The most important concern is the inevitability that USEPA will classify PFASs as “hazardous substances.” That is item number two in its 2019 February 2019 Action Plan. There is an administrative process for this to occur, but once it does, all PFAS contamination will be subject to the Comprehensive Environmental Response, Compensation, and Liability Act (AKA “Superfund”). The Superfund Law holds parties liable for, among other things, the cleanup costs of hazardous substances that are released at a facility that they own or operate. The key word here for fixed base operators is the term “operate.” You need not own the airport to be responsible for PFAS contamination cleanup under the Superfund Law.

The frightening thing about the Superfund Law is that it applies not only to events from now on, but also in the past. Past releases of AFFF and hazardous substances, no matter how lawful they were at the time of the release, can become the source of liability for both past airport owners and operators, as well as the current ones.

Many airports may be familiar with the Superfund Law because, although it exempts petroleum, it applies to volatile organic solvents which are used extensively in aircraft repair and maintenance.

Many airports, particularly large commercial and military bases, have incurred some sort of cleanup under the Superfund Law. Smaller airports will likely not escape responsibility under the Superfund Law for PFASs, since they are likely to be located closer to drinking water sources than major airports. A site does not need to be declared a
Considerations & Summary

It’s a Catch-22 for an airport to be required to use AFFF and yet be held liable for its release. The best practice is to eliminate or at least contain and limit the use of PFAS containing AFFF that is dispersed at the airport for training. Insurance-wise, almost all insurance policies have an exclusion for “pollutants.” Even though PFASs are not currently regulated as a hazardous substance, it is reasonable to presume that it would qualify as a “pollutant” for insurance purposes.

There are special types of insurance that do cover liability for PFASs. Contractors Pollution Liability (CPL) insurance can be purchased for businesses that provide services at airports, as well as services anywhere else.

Environmental Impairment Liability (EIL) insurance can be purchased by owners and operators of airport facilities.

The restriction with CPL coverage is its use of a retroactive date – typically the date the airport or operator first purchase the insurance, which is carried through the subsequent years the policy is renewed. EIL insurance can either have a retroactive date (and then only cover pollution conditions that first occur from the first date of purchase forward), or it can be devised to insure against past releases that may have happened, but are unknown as of yet. This is called EIL insurance with full retroactive coverage – something airport operators may wish to consider with the impending laws that will soon regulate PFASs.

The time to manage risk is now! While those of us in the environmental protection industry have known about these contaminants for a little while now, the 2019 major motion picture “Dark Waters” starring Mark Ruffalo has raised national attention to the issue. In that movie, local landowners sued a product manufacturer for various claims arising from PFOA that it manufactured at its plant. Another PFAS manufacturer has settled with the State of Minnesota for $850 million for PFASs issued in the state and currently is in litigation with six other states – just for PFAS products in general. That manufacturer and other PFAS manufacturers now face 190 class action lawsuits arising from their manufacture of AFFF.

And there you have it. While the manufacturers are the first to face litigation, soon those who released the products will follow. When a community discovers PFASs in their drinking water, where are they first to look if there aren’t any manufacturers of the product nearby? Airports.

About the Author

Brad Maurer (JD CPCU) is an environmental insurance expert with American Risk Management Resources Network LLC based in Middleton, Wisconsin. As a former environmental scientist working on Superfund sites, Mr. Maurer has been specializing in managing environmental risk for clients for over 25 years. Maurer@ARMR.Net (www.ARMR.Net).
BRODHEAD, WIS. – Bobbie Wagner, cofounder of Wag-Aero in Lyons, Wisconsin, and her family, officially opened the "Wagner Welcome Atrium" at the Kelch Museum in ceremonies held June 9, 2024.

Kelch Museum President Ann Marie Elmer provided welcoming remarks, recognizing the hundreds of contributions that made the museum possible, and highlighting the museum’s ongoing commitment to welcome one and all to the wonderful world of vintage aviation.

Bobbie Wagner of the Wagner Foundation cut the ribbon, surrounded by museum board members and members of the Wagner family.

The new Wagner Welcome Atrium will serve as a central hub for museumgoers, enhancing their overall experience. The space features a rotating gallery, currently displaying "Viewpoints," an exhibit of aerial photography; an immersive exhibit dedicated to Wisconsin aviation photographer Leo Kohn; local artwork, artifacts, and information displayed throughout; a lounge area with runway views; a children’s activity table; gift shop and reception area; and the museum’s Rose Parrakeet biplane, hanging in a dramatic "in flight" view.

Bobbie Wagner cofounded Wag-Aero with her husband, Dick Wagner, who passed away in 2012. They were both inducted into the Wisconsin Aviation Hall of Fame in 2008. Thanks to support from the Wagner Foundation, the museum’s three-building facility is now finally complete!
HOUSTON, TEXAS – The Board of Directors of the Lone Star Flight Museum has named Anna Hawley its new President and Chief Executive Officer. Currently serving as the museum’s Chief Operating Officer, Hawley succeeds Lt. Gen. Doug Owens USAF (ret.), who has led the organization for the past eight years. She assumed the leadership role June 1, 2024.

Owens was instrumental in the museum’s move from Galveston Island to Ellington Airport in 2017. Under his leadership, the newly imagined flight museum opened with a vision and mission that focused on celebrating aviation history, as well as promoting Science, Technology, Engineering, and Math (STEM) education through the science and wonder of flight. Leading the organization toward incredible successes and navigating weather and pandemic-related challenges, Owens now leaves the museum growing and thriving.

Owens said, “I am very proud of where the museum is today, and my thanks go to our board of directors and wonderful team of staff and volunteers that made it happen. With their collective vision and support, the museum is poised for even greater growth and impact. I am excited for Anna and the leadership she will bring to the position and wish her and the staff nothing but success!”

Chairman of the Board of Directors and former U.S. Congressman Pete Olson added, “Anna has worked alongside Doug for more than five years and has been an integral part of the museum’s increased visitors, growth of our education programs and impact in the community. She will continue the work initiated by Doug and lead the museum toward even greater success with innovative experiences not seen at other aviation museums. Her almost three decades of non-profit leadership, marketing, operations, tourism, and museum industry experience is exactly what the Lone Star Flight Museum needs in this next phase of our strategic plan. Anna is the right person at the right time to keep our museum soaring higher.”

Hawley said, “I am thrilled to begin my new role as president and CEO and honored to have the support and confidence of the board of directors. As a native Houstonian, I am excited to lead what I believe is one of the best museum experiences in a city with dozens of great museums. I’m proud to be part of this museum and to have worked alongside General Owens. I wish him well and thank him for his leadership.”

Hawley will lead a staff of 43 full and part-time employees and more than 100 volunteers. Jerry Scott, an aviation-industry veteran and the current Director of Flight Operations at the museum, has been named Chief Operating Officer and likewise assumed this new role on June 1.

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 STEM. In addition to the Texas Aviation Hall of Fame, the 130,000 square foot museum is home to a flying collection of rare and historic commercial, general aviation and military aircraft. Guests can experience the wonder of flight in a warbird ride and get hands-on in the high-tech Aviation Learning Center and Flight Academy. Multiple public and STEM-focused education programs create an unforgettable museum experience for visitors of all ages. Located at Ellington Airport, just 20 minutes from downtown Houston, LSFM is open Monday-Saturday 10 a.m.-5 p.m. and Sundays Noon – 5 p.m. Tickets start at $12 with senior and military discounts. Memberships are also available. For details, visit lonestarflight.org or call 346-708-2517, and follow us on Facebook, Instagram.
San Marcos, Texas – The Commemorative Air Force (CAF) announced on June 25, 2024, the triumphant return of the C-47 aircraft “That’s All, Brother,” to the United States. After an unforgettable journey to Europe to commemorate the 80th Anniversary of D-Day and the 75th Anniversary of the Berlin Airlift, this iconic airplane is on its way home.

“That’s All, Brother” is no ordinary aircraft. This C-47 led the main airborne invasion of Normandy on June 6, 1944, carrying paratroopers of the 101st Airborne Division into battle on D-Day. Its journey to Europe this year honored the brave individuals who served during these pivotal moments in history.

During its European tour with the D-Day Squadron, “That’s All, Brother” participated in numerous commemorative events, reenactments, and educational programs. These events were designed to honor the sacrifices of those who served and to educate new generations about the significance of D-Day and the Berlin Airlift.

A series of events in Normandy, France, marked the 80th Anniversary of D-Day. “That’s All, Brother” played a central role in these ceremonies, including participating in a commemorative flight over the Normandy beaches, reenactment jumps with paratroopers dressed in World War II-era uniforms, and a flight carrying five World War II veterans over Utah and Omaha beaches. These activities served as a powerful reminder of the courage and dedication of Allied forces during Operation Overlord.

Following the D-Day commemorations, “That’s All, Brother” continued its tour to Germany to honor the 75th Anniversary of the Berlin Airlift. This humanitarian mission, which took place from 1948 to 1949, saw Allied aircraft delivering vital supplies to the citizens of Berlin during the Soviet blockade. The presence of “That’s All, Brother” in Germany was a tribute to the spirit of cooperation and resilience that defined the Airlift.

“That’s All, Brother” landed in Presque Isle, Maine, on June 25, 2024. From there, it will continue flying back to its San Marcos, Texas, home base. Upon its return to the U.S., the aircraft will be available for public tours, educational programs, and special events nationwide.
“We are thrilled to welcome ‘That’s All, Brother’ back home,” said Deena Clausen, Wing Leader of the Commemorative Air Force Central Texas Wing. “This aircraft is a flying museum and a testament to the bravery of those who served during World War II. Its journey to Europe and back has allowed us to honor and remember their sacrifices in a profound way.”

The Commemorative Air Force (CAF) is the world’s largest flying military aircraft museum, dedicated to educating, inspiring, and honoring with flight and living history experiences. With over 65 years of operation, the CAF maintains an airworthy fleet of vintage military aircraft for people to experience firsthand. The organization boasts more than 11,000 members and a fleet of over 175 vintage military aircraft distributed throughout the United States (www.Commemorativeairforce.org).

The D-Day Squadron

Born from the 2019 mission to Normandy, the D-Day Squadron (DDS) is a large program of the Tunision Foundation, an established 501(c)3 nonprofit organization. Its focus is on DC-3 operators, WWII commemorations, education, and outreach programming. Programs that function under the DDS are education and outreach, a Young Historians Program and the membership arm of the DDS, the DC-3 Society. The overall purpose of the DDS is to promote DC-3 type aircraft airworthiness, serve members of the DC-3 Society and promote static and flying displays for future generations. The DC-3 Society was born to organize the collective efforts of enthusiasts, pilots, mechanics, and operators to involve the next generation in “FLYING FREEDOM.” In May and June 2024, the D-Day Squadron completed its second mission to Europe commemorating DDay80 and Berlin75.

For more information about the C-47 “That’s All, Brother,” including upcoming events, or to support the Commemorative Air Force, visit www.ThatsAllBrother.org or contact Leah Block at (877) 767-7175, ext. 300.

80 YEARS AGO ON JUNE 6, 1944, Allied troops landed on the beaches of Normandy, France, under the protective fire of British and American warships and overwhelming airpower, to fight Nazi Germany, which occupied the region. Commonly known as “D-Day,” the operation’s codename was “Operation Overlord.” D-Day gave the Allies the foothold they needed to defeat Nazi Germany the following year, and aviation played an important role in the operation. Some 156,000 Allied soldiers landed on the beaches by the end of the day. Despite their success, 4,000 Allied troops were killed by German soldiers defending the beaches.

At the time, the D-Day invasion was the largest naval, air and land operation in history, and within a few days about 326,000 troops, more than 50,000 vehicles and some 100,000 tons of equipment had landed. By August 1944, all of northern France had been liberated, and in the spring of 1945, the Allies had defeated the Germans. D-Day was the beginning of the end of World War II.

Floating above most of the ships in the ocean, stretching into the distance, were silver oval shaped balloons. These “barrage balloons” were vital to the operation and were brought ashore in the invasion’s first wave by the brave men of the 320th Barrage Balloon Battalion, the only unit comprised entirely of African American soldiers to storm the beach that day. The balloons provided critical protection to the ships and soldiers below them.

The C-47’s Role In D-Day

The night before the D-Day invasion, thousands of paratroopers boarded C-47 aircraft marked with large black and white invasion stripes in hopes of cutting off Nazi reinforcements from reaching the Normandy beachheads. By the end of the first full day of combat, more than 23,000 paratroopers had landed by parachute from Douglas C-47 Skytrain aircraft or gliders.

The C-47 was crewed by three or four people and could carry 28 troops or 6,000 lbs. of cargo. The aircraft is 63 feet 9 inches long, 17 feet tall, and has a wingspan of 95 feet 6 inches. The aircraft’s empty weight is 18,135 lbs., its gross weight is 26,000 lbs., and it has a maximum takeoff weight is 31,000 lbs.

The C-47 is powered by two Pratt & Whitney R-1830-90C Twin Wasp 14-cylinder air-cooled radial piston engines with 1,200 horsepower. The aircraft has three-bladed constant-speed propellers. Top speed is 220 to 225 mph. Range is 1,500 to 1,600 miles. Service ceiling is 26,400 feet. And the aircraft can climb at 1,052 feet per minute.

Also participating in the invasion was the Martin B-26 Marauder Flak-Bait, which is on display at the National Air and Space Museum, along with a C-47. The museum is located at 6th St. and Independence Avenue, S.W., Washington, DC. The Steven F. Udvar-Hazy Center is located at 14390 Air and Space Museum Parkway, Chantilly, Virginia.
EAA AVIATION CENTER, OSHKOSH, WIS. – The EAA Aviation Museum’s Eagle Hangar received a significant addition on May 23, as the B-17 “Aluminum Overcast” was brought in to be displayed for the first time in 30 years, as plans for its future preservation and restoration are finalized.

“Aluminum Overcast has one of the most enthusiastic fan bases of any aircraft in EAA’s collection,” said Chris Henry, EAA Aviation Museum Manager. “Bringing the airplane to the Eagle Hangar offers an opportunity for everyone to enjoy the airplane while we explore all the options available for the airplane’s future.”

Measuring more than 74 feet in length and weighing more than 36,000 pounds, the B-17 is a true heavyweight amongst World War II aircraft. The B-17 was primarily used as a bomber in World War II but also served other uses including transport, antisubmarine, and search-and-rescue. More than 12,000 B-17s were built, with only a handful that remain on display or are airworthy.

EAA’s B-17 Aluminum Overcast was delivered to the U.S. Army Air Corps on May 18, 1945. The airplane was sold as surplus the following year and served many uses including as a cargo hauler, aerial mapping platform, and in pest control and forest dusting applications. In 1978, Aluminum Overcast was sold to a group of investors known as “B-17s Around the World” who sought to return the airplane to its military roots. The economic challenges of owning a vintage bomber led the group to donate the airplane to EAA in 1983. The airplane was on display in the EAA Aviation Museum until 1993 when it was moved to start preparation for its first national tour in 1994. Aluminum Overcast carries the colors of the 398th Bomb Group of World War II, which flew hundreds of missions over Nazi-held territory during the war. Veterans of the 398th helped finance the B-17’s restoration (www.EAA.org/museum).
EAA AVIATION CENTER, OSHKOSH, WISCONSIN – Aviation history enthusiasts will have the opportunity to own a piece of one of EAA’s most iconic airplanes, as PlaneTags made from the skin of the B-17 Aluminum Overcast, are now available through EAA’s online store and Barnstormer Boutique, the EAA Aviation Museum’s gift shop.

PlaneTags, made by MotoArt, are unique limited-edition aviation mementos made from the skin of an aircraft. PlaneTags can be used as an ID tag, keychain, or displayed as a collectible. Each PlaneTag is hand cut, stamped, and individually etched, making them all one-of-a-kind. The Aluminum Overcast skin used for the PlaneTags comes from the upper wing when the aircraft was re-skinned in March 2014. The B-17 Aluminum Overcast collection is limited to 5,000 pieces with prices starting at $110.

A portion of the proceeds from each purchase of these PlaneTags will assist in the preservation of EAA’s B-17 Aluminum Overcast.

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Aluminum Overcast carries the colors of the 398th Bomb Group of World War II, which flew hundreds of missions over Nazi-held territory during the war. Veterans of the 398th helped finance the B-17’s restoration.

OSHKOSH, WIS. – At press time, five aircraft representing the U.S. Air Force Materiel Command (AFMC), were scheduled to highlight static displays on Boeing Plaza at EAA AirVenture Oshkosh, July 22-28, at Wittman Regional Airport.

The five airplanes to be displayed exhibit the mission of the Materiel Command, which handles the discovery, development, and testing of weapons systems used by the Air Force on all of its aircraft. Those aircraft include the B-52H Bomber Stratofortress – a long range, strategic bomber that can trace its origins all the way back to 1945. The bomber can carry up to 80,000 pounds of ordinance and has a combat-range of up to 8,800 miles. This particular B-52H is based out of Edwards Air Force Base in California.

Also scheduled to appear was the F-15EX Eagle II – a variant of the F-15E “Strike Eagle,” designed to further improve upon and update the F-15E, including better avionics and a revised wing structure that increased service life to 20,000 hours; and the C-17 Globemaster III, a large cargo aircraft capable of airlifting heavy-duty military equipment and has been used to aid in humanitarian efforts in the aftermath of numerous natural disasters. Each of the
four Pratt and Whitney engines produce 40,400 pounds of thrust, leading to an operational range of nearly 3,000 miles. Also scheduled to appear was a Beechcraft C-12 Huron, the military designation for a series of twin-prop aircraft based on the Beechcraft 1900 and Super King Air, used for various purposes such as light cargo transport, embassy support, and medical evacuation; and the X-40 Space Maneuver Vehicle – an unmanned, unpowered glide test vehicle created as a test platform for the X-37 Future-X reusable launch vehicle, originally created by Boeing and was then transferred to NASA, which modified it to conduct further testing.

AFMC was to bring a number of personnel who would describe their mission and plans for the future. AFMC was also scheduled to be featured during an evening program at Theater in the Woods July 27, where the focus was on test pilot school and the impact on global aviation.

EAA AirVenture Oshkosh is “The World’s Greatest Aviation Celebration” and EAA’s membership convention (www.EAA.org/airventure).

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**Reasons to Fly: EAA events, activities added to ForeFlight capability**

OSHKOSH, WIS. — (June 24, 2024) — Thousands of EAA events and aviation activities are now easy to access on ForeFlight, one of the world’s most popular flight databases, via an agreement between ForeFlight and the Experimental Aircraft Association.

“Adding EAA’s more than 14,000 annual aviation events makes the ForeFlight database even more comprehensive for the thousands of pilots who rely on it for flight information,” said Ren Scott, EAA’s director of business development. “ForeFlight has always been an excellent source of flight planning and safety, but with EAA’s information it will add more reasons to fly and destinations to discover.”

The cooperative effort is now officially live, giving EAA chapters an opportunity to update their upcoming activities on EAA’s calendar of events. That calendar will regularly and automatically be loaded into the ForeFlight database for pilot reference.

“EAA shares The Spirit of Aviation like no other organization, from mega-events such as Oshkosh, to the thousands of local chapter fly-ins, rallies, and airport pancake breakfasts held every year,” said Ryan McBride, ForeFlight’s Head of Community. “This joint project with EAA will make our new capability more comprehensive and useful as it brings information on the aviation gatherings that add so much to the pilot experience.”

Local EAA events must be listed on the online EAA calendar of events to be included in the upcoming ForeFlight capability. More details on listing local events are available through the EAA chapter office.

ForeFlight, a Boeing company, is the leading provider of advanced integrated software for the General, Business and Military Aviation markets worldwide. Founded in 2007 and joining the Boeing family in 2019, ForeFlight now offers ForeFlight Mobile EFB and Military Flight Bag for pilots, ForeFlight Dispatch for flight planners, Sentry portable ADS-B receivers, and a range of additional integrated products and capabilities serving the needs of pilots and flight departments around the world. Learn more at foreflight.com.

For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or go to www.eaa.org.

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**Public Debut of Skyryse One At 2024 EAA AirVenture**

EL SEGUNDO, CALIF. – At press time, Skyryse was planning on participating for the first time at EAA AirVenture Oshkosh 2024 in Oshkosh, Wisconsin. The show marked the in-person public debut of Skyryse One™, the world’s first production aircraft operated with just a single control stick and two touch screens.

Powering the revolutionary controls of the Skyryse One is SkyOS™, the first operating system for flight with simplified control and an aircraft-agnostic, triply-redundant fly-by-wire system. By replacing the decades-old mechanical controls and creating the first digital backbone for an entire aircraft, Skyryse completely rethought cockpit design from a blank slate to create the most integrated, elevated, and simplified aircraft in the world.

The booth was located in between the control tower and EAA’s main merchandise tent.

Visitors also had the chance to experience what it’s like to fly the groundbreaking SkyOS universal flight operating system with a demonstration in a conforming simulator.

Founded in 2016, the mission of Los Angeles-based Skyryse” is to bring about a new era in flight, where zero fatalities is its goal, and where piloting any aircraft is simple and safe. Their proprietary SkyOS™ system – which powers their first aircraft, the Skyryse One™ – gives pilots
greater control by simplifying the management of an aircraft during standard flight operations, inclement weather, and emergencies.

Skyryse has raised more than $290 million from leading investors, including Fidelity Management & Research Company, Monashee Investment Management, Positive Sum, ArrowMark Partners, Venrock, Eclipse Ventures, Cantos, Stanford University, and Bill Ford, Executive Chair, Ford Motor Company. For more information, visit www.Skyryse.com or watch videos of Skyryse in action on YouTube.
VERO BEACH, FLA. – Piper Aircraft, Inc. announced May 28, 2024, that it has received Flight Into Known Icing (FIKI) certification from the Federal Aviation Administration (FAA) for its new flagship aircraft, the M700 FURY.

“The M700 FURY – boasting a max cruise speed of 301 kts and a max range of 1,852 nm – includes some of the most advanced safety features in the industry,” stated John Calcagno, President & CEO of Piper Aircraft. “The certification of FIKI is a crucial part of the overall value proposition of the M700 FURY, as well as a key safety feature for the operator.”

The FIKI system comes standard on all M700 FURY aircraft, and is an electromechanical expulsion deicing system located on the tail, as well as the leading edge of the wing. International certifications for the M700 and FIKI are progressing as planned and on track for deliveries to those regions beginning in Q3, 2024.

The Piper M700 FURY was certified in March of 2024 and comes standard with the HALO Safety System, featuring Garmin Emergency Autoland. This revolutionary system includes digital technology that safely lands the aircraft at the nearest suitable airport in the event the pilot is incapacitated. Additionally, the M700 FURY G3000* avionics suite includes Autothrottle, Emergency Descent Mode, Electronic Stability Protection (ESP”), SurfaceWatch™, SafeTaxi®, and Garmin PlaneSync™, all of which are designed to enhance safe operation of the aircraft. Beyond the flight deck, the six-seat M700 FURY is powered by a Pratt & Whitney PT6a-52 700 SHP engine. The aircraft has a maximum cruise speed of 301 ktas/557 km/hr, a max range of 1852 nm/3,430 km, and a standard useful load of 2,320 lbs/1,052 kg.

Piper Aircraft Inc., headquartered in Vero Beach, Fla., offers aviators throughout the world efficient and reliable single and twin-engine aircraft and is the first general aviation aircraft manufacturer in the world to certify Garmin Autoland. The single-engine M-Class series – the M700 FURY, M500, and M350 – offers businesses and individuals elegant performance, value and a superior ownership experience. The Personal Class, Archer LX and Archer DLX balance proven performance, efficiency, and simplicity in a piston-powered aircraft. The Trainer Class Pilot 100i, Archer TX, Archer DX, and Seminole form the most complete technically advanced line of pilot training aircraft in the world. Piper is a member of the General Aviation Manufacturers Association. To learn more about Piper Aircraft, visit the company’s website at www.piper.com.
Elixir Aircraft Receives Order For Four Aircraft From A Luxembourg Leasing Company

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

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

With its low fuel consumption, averaging 12L/h and simplified maintenance, the low operating costs of the Elixir convinced the Luxembourg company.

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

Elixir Aircraft is offering an extremely modern, safer, greener aircraft that also cuts maintenance time by almost 60%. This is of major interest to a flying school that operates a large fleet on the other side of the planet. “The parts catalogue for an Elixir consists of between 20 to 30 times less references than existing older generation aircraft, so it’s an incredible opportunity for a flying school to manage its spare parts and day-to-day operations,” says Mike Tonkin, head of sales for Elixir.
A LAST-MINUTE flurry of bids from a German sewing machine maker and Linden Blue, co-owner and vice chairman of General Atomics – the makers of Predator drones – culminated June 18 with a bankruptcy judge signing off on the sale of ICON Aircraft for a fraction of what it might once have been worth.

ICON Aircraft filed for Chapter 11 bankruptcy protection in April, seeking a buyer for the company’s assets including its California headquarters; manufacturing facility in Tijuana, Mexico; and a facility in Florida. The terms approved by Judge Craig Goldblatt include a purchase price of $15.79 million for all of the company’s assets.

The sale could allow the company to continue making airplanes, though the intent of the purchaser was not made clear in court documents, or during the brief hearing held June 18 to approve the sale.

Minority shareholders including company founder Kirk Hawkins, who sued ICON’s majority owner, Pudong Science and Technology Investment Co. Ltd., in Delaware state court in 2021 challenging an alleged “expropriation of … intellectual property in aircraft design, aircraft manufacturing, and advanced carbon-fiber structures manufacturing to China,” withdrew an objection to the sale. Attorney Sean Mitchell, representing those shareholders, told the court June 18 that revisions to the sale agreement preserve his clients’ rights to continue to pursue their claims, and that negotiations between those parties are ongoing. He added that if those negotiations fail to produce an agreement, his clients may return to the bankruptcy court seeking an order allowing them to proceed with pre-petition claims.


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

“Congratulations to the SpaceX team on today’s (June 6, 2024) test flight of Starship from Starbase, Texas. The live images from onboard the vehicle give everyone a breathtaking view of these test flights.

“We are excited to witness this new launch vehicle continuing its development toward commercial operation. The art and science of engineering requires testing. From today’s flight, we know the team is gaining valuable data they will learn from as they keep improving Starship’s design.

“It is important 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.

“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.”

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

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RESTON, VA. (June 5, 2024) – The American Institute of Aeronautics and Astronautics (AIAA) issued the following statement from AIAA CEO Dan Dumbatcher:

“Congratulations to the entire Starliner team and NASA Astronauts Barry ‘Butch’ Wilmore and Sunita Williams on their launch from Cape Canaveral, Florida. We are excited to witness this new capability coming online. The entire team has worked diligently to address the challenges in reaching this day. We will be eagerly following the crew’s journey.

“This mission demonstrates the powerful collaboration that is part of NASA's Commercial Crew Program, including the launch of Boeing's Starliner capsule on an Atlas V rocket provided by United Launch Alliance (ULA). This program is important to open up access to space for more human activities. The Starliner mission is helping extend the human neighborhood beyond planet Earth.

“On behalf of the 30,000 professional and student members of AIAA, congratulations to the entire Starliner team on their accomplishment. AIAA recognizes the countless industry professionals who have helped design, build, test, and operate Starliner. We applaud NASA and AIAA Corporate Members – The Boeing Company and ULA – along with the entire Starliner team for taking this step forward in shaping the future of aerospace.”
WASHINGTON, DC – CLIMBING. FAST., which represents a dozen international stakeholders across the full value chain of business aviation, issued the following consensus statement in response to the establishment of the Congressional Sustainable Aviation Caucus:

“The organizations supporting the CLIMBING. FAST. advocacy initiative applaud Reps. Sharice Davids (D-03-Kan.) and Dusty Johnson (R-At-Large-SD) for their leadership in taking the important step to form the Congressional Sustainable Aviation Caucus, supporting business aviation’s path to reach net-zero carbon emissions by 2050.

“Despite being one of the toughest industries to decarbonize, business aviation is pushing ahead, expanding access to sustainable aviation fuel (SAF) and integrating technologies that improve the fuel efficiency of aircraft to reduce emissions. At the same time, enhanced policymaker awareness and support is key. This new caucus provides an opportunity for additional policymaker engagement, and we look forward to working with the members of the caucus to continue our industry’s momentum.”

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FAA & EASA Pledge Strong Cooperation

To Address Aviation Challenges of the Next Decade

WASHINGTON, DC – The Federal Aviation Administration (FAA) and European Union Aviation Safety Agency (EASA) have pledged to work together to meet the challenges of a fast-changing and evolving aviation industry and the increasing speed of development of future technologies. Leaders from the FAA and EASA discussed the renewed commitment at the 2024 International Aviation Safety Conference.

“Our aim is to promote a cooperative and collective approach to aviation safety and modernization,” said FAA Administrator Mike Whitaker. “As we look to the next decade, establishing a unified strategic direction based on information sharing and collaboration with our international partners will meet the needs of our global aviation system of the future.”

“The aviation industry is in the fastest period of change since commercial flights began. New technologies are urgently needed to make the industry more sustainable. Other innovations, for example in artificial intelligence, are emerging rapidly and we have a generational change in the workforce,” said Florian Guillermet, Executive Director of EASA. “It is more important than ever that international aviation regulators work together to accompany the changes and ensure safety needs are always met.”

Discussions in plenary sessions and side meetings at the three-day conference centered around the theme “Building foundations: Preparing for the next decade together” reinforced that strong collaboration between regulators is essential to keep pace with this rapid evolution.

The FAA and EASA pledge to:

• Prioritize enhancing cooperative efforts at all working levels between our organizations.

• Strengthen the focus and information exchange on safety oversight to promote a strong safety culture.

• Optimize our resources and fully leverage the US-EU Aviation Safety Agreement, encouraging our technical experts to work together and rely on one another to reduce duplication of effort, taking a risk-based approach.

• Deepen proactive collaboration on certification activities and on operational frameworks for new and innovative technologies.
The transatlantic partnership is foundational to a safe, efficient and sustainable global aviation industry. The undersigned associations, representing key European and American stakeholders in the aviation industry, welcome the call for even greater US-EU coordination on aviation safety and innovation priorities made during the 2024 FAA-EASA International Aviation Safety Conference. It is more critical than ever that the EU and US ensure a coordinated approach with these priorities in mind.

**Improve Safety & Industry Efficiency**

Our collective priority is to ensure the highest level of aviation safety, with clear and consistent standards, a high level of trust in products, and solid information sharing processes. The existing EU-US bilateral aviation safety agreement (BASA) is a key tool to ensure this objective is achieved and events such as this safety conference help to share best practices.

This close cooperation is also essential to avoid duplication of work and provide predictable timelines to bring products to the market (both for certification and validation processes). At a time where supply chains are stretched and demand remains high, the EU-US aviation industry would welcome more certainty around the timeline of these processes. This would in turn support operators’ fleet management both in the U.S. and the EU and improve competitiveness of our respective aviation sectors.

**Enhance Sustainability**

US- and EU-based aviation companies have committed to sustainable aviation and net-zero emissions by 2050. This goal can only be realized by working with the regulators and ensuring a globally consistent approach to regulation and certification standards. The FAA and EASA are in a unique position to establish a harmonized regulatory framework that enables the aviation sector to make good on its ambition to achieve net-zero emissions by 2050.

**Support Innovation**

Promoting regulatory efficiencies on both sides of the Atlantic is particularly important as new entrants join the system. The developing landscape around Advanced Air Mobility (AAM) is an opportunity ripe for increased transatlantic coordination that will ensure global scale without negative effects on civil aviation safety and efficiency in a resource-constrained environment. We also support an open market for these products, which would reinforce the competitiveness of this segment of our aviation sectors.

Efforts between the FAA and EASA to rethink aviation connectivity are a step in the right direction and lay the groundwork for a modernized and harmonized system that improves air traffic management (ATM) for today’s products, but also the products of the future. We welcome building on this foundation through SESAR and NextGen.

**Prepare The Workforce For The Future**

Government and industry must work together to ensure that the different representatives from the aerospace sector have the right people with the right skills at the right time. As technology and processes continue to evolve, we must have a workforce that can operate in both new and legacy environments. We must take every opportunity to promote the appeal and opportunities of the aerospace industry.

As an industry, we stand ready to support the US-EU alignment as we enter this new era of collaboration.

Signatories: ASD, AIA, GAMA, A4E
For and on the behalf of ASD: Aerospace, Security and Defence Industries Association of Europe Name: JAN PIE, Secretary General of ASD.
For and on the behalf of AIA: Aerospace Industries Association Name (printed): Eric Fanning, President & CEO, AIA.
For and on the behalf of A4E: Airlines for Europe Name: OURANIA GEORGOUTSAKOU, Managing Director of A4E.
For and on the behalf of GAMA: General Aviation Manufacturers Association Name: Pete Bunce, President and CEO.
WASHINGTON, D.C. – The National Aeronautic Association (NAA) is honored to announce that the “Cosmosphere,” a world-class aerospace educational resource, is NAA’s first institutional member. This partnership strengthens NAA’s mission and works to enhance the Cosmosphere’s educational resources and industry connections.

“The NAA is the oldest national aviation organization in the U.S., with a mission of advancing the art, sport, and science of aviation and spaceflight,” said Cosmosphere President and CEO Jim Remar. “Given the Cosmosphere’s mission of inspiring the future through space exploration, it is a natural fit for the Cosmosphere to join the NAA.”

The Cosmosphere, located in Hutchinson, Kansas, is an international science education center and space museum. Previously known as the Kansas Cosmosphere, the site houses over 13,000 spaceflight artifacts – the largest combined collection of U.S. and Russian spaceflight artifacts worldwide. The Cosmosphere’s SpaceWorks Division has restored flown U.S. spacecraft for museums and exhibits across the globe, including the Apollo 13 Command Module Odyssey and the Liberty Bell 7.

“The NAA’s institutional members receive opportunities that enable engagement beyond traditional channels,” said Amy Spowart, NAA President and CEO. “This new category exposes our diverse membership and offers a space that unites all aviation and aerospace groups. Institutional members also support the NAA by ensuring a meaningful tie with the future.”

Institutional membership includes the following benefits:

- Recognition for Support: Logo and hyperlink on naa.aero and authorization to share NAA affiliation (logo, etc.) on the institutional website.
- Networking Opportunities: Exclusive networking opportunities that provide a platform for collaboration, knowledge sharing, and potential partnerships.
- Personal Invitations and Priority Exposure at NAA Events: Special invites, access, and seating at NAA events.
- Research and Teaching Support: Unrestricted use of NAA webinars and records database for enhanced learning resources.
- Scholarship Opportunities: Priority access to NAA’s directory of scholarship opportunities from NAA Corporate, Affiliate, and Aero Club members.
- Award Selection Opportunities: Eligibility to serve on selection committees for prestigious recognitions, including the Robert J. Collier Trophy, Frank G. Brewer Trophy and Wesley McDonald Distinguished Statesman and Stateswoman of Aviation awards.
- Designated Membership: Each level of Institutional Membership includes individual memberships for their use.

“We are thrilled that the Cosmosphere supports and values what NAA offers, and we look forward to fully engaging and serving them,” added Spowart.

Interested in joining? Contact Tina Wu to learn more about becoming an institutional member. For information, visit www.naa.aero.

The National Aeronautic Association (NAA) 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.

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**LETTERS**

**When Is It Important To Switch Tanks On The Ground?**

Greetings Dave:

It came up in discussion recently that repositioning the fuel valve when parking an airplane on a side slope (one wing lower than the other) can be important for preventing subsequent trouble. Allow me to explain.

Some aircraft, such as the Cessna 182, have fuel valves which, if left in the “Both” position, can allow fuel to crossflow or cross feed from the higher wing tank to the lower tank. This can overfill the lower tank and cause a fuel spill through the vent line, vented fuel cap, or worst of all, in the case of the C182 with its large capacity tanks, popping of the fuel tank bladder, thus causing a permanent fuel leak. (Older C182 fuel bladders are very expensive to replace!) Fuel can still crossflow through the tank venting interconnect line, although at a lesser rate and only from the top of the tank, thus reducing possible hydrostatic pressure. The Cessna Pilots Association has an advisory letter which touches on this issue.

The Cessna 172 also has the crossflow issue, but the tanks are smaller and are welded aluminum and thus are not vulnerable to the bladder popping issue, although they can still overflow through the vents, particularly if cold fuel is poured into a tank on a hot day.

The solution is simply to position the fuel valve from Both to Left, Right or “Off” if parking on a slope is unavoidable. I prefer to select Left or Right on our C172 so that in the
event I miss the checklist item of repositioning the fuel valve to Both as required for takeoff, I don’t get an engine power interruption on takeoff. (I’m a firm believer in procedures for “Murphy-proofing.”) The C172 Pilots Operating Handbook (POH) does recommend selecting Left or Right while refueling to prevent crossflow from reducing the total possible upload of fuel.

Not all airplanes have this same crossflow issue, but it is usually better in any airplane to select the low side tank when parking on a side slope to reduce hydrostatic pressure on the seals in the fuel system in order to reduce the long-term likelihood of them springing a leak. That said, one needs to spend some quality time with the POH/OM (Owner’s Manual) to understand the fuel system of the aircraft one is going to fly.

I learned about this issue from some of the senior mechanics and instructors when I worked as a line boy way back in the last century.

Neil A. Robinson, CFI
Madison, Wisconsin

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

Cross-Feeding Fuel & Belly Exhaust Stains

A Letter To John Lotzer
Longtime Owner of Gran-Aire, Inc. & Waukesha Flying Service, Inc.
Specialists In Cessna Sales & Maintenance For More Than 60 Years
Timmerman Airport, Milwaukee, Wis. & Waukesha County Airport, Waukesha, Wis.

Q) I fly a Cessna 182 Skylane, and the location of the single exhaust pipe causes the exhaust to disperse on the belly of the aircraft, but more towards the front half of the fuselage. So, to prevent this dirty mess from occurring, and the eventual corrosion of the aluminum, I try to clean the belly of the aircraft after each flight. If this is necessary (and I believe it is), is there anything a mechanic can do to extend the exhaust pipe, so exhaust does not go directly on the belly of the aircraft?

A) Cleaning the belly often is the best way to stay ahead of the staining problem and potential corrosion. Extended exhaust stacks do work, and I have seen them on Skylanes, but do not know who sells them.

Q) What is a good, safe and effective cleaner to remove exhaust stains from the belly of the aircraft?

A) My all-time favorite cleaner for oily exhaust stacks is "Greased Lightning." Available at many big box stores (i.e. Home Depot/Walmart). If not greasy, “Simple Green/Fantastic,” or any cleaner without bleach, will remove the soot.

Q) Do all Cessnas have a problem with exhaust stains on the belly of the fuselage, or is one model worse than another?

A) All airplanes (because of the air-cooled engines) have sloppy ring clearances and sooty oily exhaust. Some exhaust stacks are better (longer) than others, and produce slightly cleaner bellies. C205/206s have far less exhaust tracking than C182s. C421s are cleaner than C414s and C340s. Piper Navajos are cleaner than most twin Cessnas.

Q) I fly a Cessna 182 Skylane and was told that if the aircraft is not parked on level ground, the fuel from one tank could transfer to the other tank and cause a ruptured bladder. To prevent this, whenever I park the plane, should I switch from “Both” tanks on the fuel selector switch inside the cockpit to either “Left” or “Right?” I also understand that by switching from “Both” to either “Left” or “Right” before fueling, this will prevent “cross-filling” the tanks, which can result in not completely topping off the tanks. So, by not switching to either “Left” or “Right” tank during refueling, I may shortchange myself as much as 5 gallons without even knowing it. Do you agree?

A) Cross-feeding fuel will NOT rupture or harm the fuel system in any way. Yes, if parked on an uneven ramp or hangar floor for many hours, you can lose some fuel out the breather. Placing the fuel selector in some position other than “Both” during fueling, isn’t that good of an idea. In the time it takes to fuel the other tank, there is very little fuel transfer (probably less than a pint), but failing to return the selector to “Both” for flight could be disastrous.

Q) I fly a Cessna 182 Skylane, and the location of the single exhaust pipe causes the exhaust to disperse on the belly of the aircraft, but more towards the front half of the fuselage. So, to prevent this dirty mess from occurring, and the eventual corrosion of the aluminum, I try to clean the belly of the aircraft after each flight. If this is necessary (and I believe it is), is there anything a mechanic can do to extend the exhaust pipe, so exhaust does not go directly on the belly of the aircraft?

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A) All airplanes (because of the air-cooled engines) have sloppy ring clearances and sooty oily exhaust. Some exhaust stacks are better (longer) than others, and produce slightly cleaner bellies. C205/206s have far less exhaust tracking than C182s. C421s are cleaner than C414s and C340s. Piper Navajos are cleaner than most twin Cessnas.

Q) Cleaning the exhaust stains from the belly of my Cessna 182 is hard enough, but trying to clean around the “rivets” is even more difficult. What do you recommend to clean around the rivets? Possibly a soft bristle brush?

A) When I was in the FBO business, we used soft bristle truck washing brushes when we were doing a major wash with running water, but you can’t really do that on a creeper on your back because you get too much water and soap dripping in your face. So, for a quick clean after most flights, just spray on some "Greased Lightning," let it sit for a few minutes, then wipe it off with a soft fabric rag. No paper towels, no bleach cleaners, and not even those new-fangled "micro-fiber" rags work as well as an old cotton towel.

Back in the day, many aircraft bellies were painted black, or dark colors, just so the owners didn’t have to clean them as
often. And just so you are aware, the oily/sooty exhaust film does not cause corrosion on the belly of single-engine aircraft much at all...it is more of a corrosion issue when it gets blown up into the recesses on the inside of the skin (like flaps, wheel wells, and engine nacelles on the twins). It’s a dirty job, but somebody has to do it.

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**FLIGHT SAFETY**

**TFRs & No-Fly Zones, Something To Consider Before Takeoff**

None of us want to be inconvenience during this Presidential campaign period in our country, but it's a fact of life pilots need to be aware of through our NOTAM system, and limit or modify our activities accordingly.

A NOTAM will be published that will affect flight in a specific area that could affect if and how you fly.

**30 NM RADIUS TFR**

Location
Insert Here.

From the surface up to but not including 18,000 feet MSL.

Times:

**10 NM RADIUS NO-FLY ZONE**

Location
Insert Here.

From the surface up to but not including 18,000 feet MSL.

Times:

Affected Public Use Airports
Listed Here

Additional Notes:

No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

Except as specified below, and/or unless authorized by ATC in consultation with the Air Traffic Security Coordinator via the Domestic Events Network (DEN):

A. All aircraft operations within the 10 nautical mile radius area(s) listed above, known as the inner core(s), are prohibited except for: approved law enforcement, military aircraft directly supporting the United States Secret Service (USSS) and the Office of the President of The United States, approved air ambulance flights, and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/procedures and are arriving into and/or departing from 14 CFR Part 139 airports: Aircraft Operator Standard Security Program (AOSSP), Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program All Cargo (TFSSP-all cargo), or All-Cargo International Security Procedure (ACISP). All emergency/life-saving flight (medical/law enforcement/firefighting) operations must coordinate with ATC prior to their departure (at a specified phone number) to avoid potential delays.

B. For operations within the airspace between the 10 nautical mile radius and 30 nautical mile radius area(s) listed above, known as the outer ring(s): all aircraft operating within the outer ring(s) listed above are limited to aircraft arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft must be on an active IFR or filed VFR flight plan with a discrete code assigned by an air traffic control (ATC) facility. Aircraft must be squawking the discrete code prior to departure and at all times while in the TFR and must remain in two-way radio communications with ATC.

C. The following operations are not authorized within this TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, seaplane operations, parachute operations; ultralight and hang gliding, balloon operations; agriculture/crop dusting, animal population control flight operations, banner towing operations, sightseeing operations, maintenance test flights, model aircraft operations, model rocketry, Unmanned Aircraft Systems (UAS), and utility and pipeline survey operations.

D. UAS operators who do not comply with applicable airspace restrictions are warned that pursuant to 10 U.S.C. section 130I and 6 U.S.C. section 124N, the Department of Defense (DOD), the Department of Homeland Security (DHS) or the Department of Justice (DOJ), may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible safety or security threat to protected personnel, facilities, or assets.

E. The System Operations Support Center (SOSC) is the coordination facility for government agencies and is available daily from 0700-2300 eastern, phone 202-267-8276 for coordination.

F. The FAA recommends that all aircraft operators check NOTAMs frequently for possible changes to a TFR prior to operations within the region. Operators may review the TFR details on the internet at [https://tfr.faa.gov/](https://tfr.faa.gov/) or [https://www.1800wxbrief.com](https://www.1800wxbrief.com). If questions remain, contact flight service at 800-992-7433.
Parking.
Crafts, children's activities and raffles all day. Free admission and music. Barbeque, Food, Island and non-Island vendors, arts and will be selling their bbq and products all day. Event features live in chicken, pork ribs, pork and beef brisket. Many of the teams Minnesota Seaplane Association Pig Roast at Surfside.

Annual Pancake Breakfast 8am-Noon. Helicopter Candy Drop at Watonna (3t3), Minn.

Boyceville (3T3), Minn. - Boyceville Airport Booster Cub 52nd Annual Pancake Breakfast 7-11am. Helicopter Candy Drop at 11am for the kids. medic145@yahoo.com

Boyceville Airport Booster Cub 52nd Annual Pancake Breakfast 7-11am. Helicopter Candy Drop at 11am for the kids. medic145@yahoo.com

Paynesville, Minn. - Minnesota Seaplane Association Pig Roast at Surfside Seaplane Base at Noon. 952-484-9457.


Washington Island (2P2), Wis. - 12th Annual Deaths Door BBQ 10am-5pm. Over 30 teams from around the country will compete in chicken, pork ribs, pork and beef brisket. Many of the teams will be selling their bbq and products all day. Event features live music, Barbeque, Food, Island and non-Island vendors, arts and crafts, children's activities and raffles all day. Free admission and parking.

Owatonna (KOWA), Minn. - Owatonna Cap Fly-In / Drive-In Breakfast at the Owatonna Degner Regional Airport 7am-Noon. French toast, airplanes, classic cars, motorcycles, a silent auction, and a special appearance by the Commemorative Air Force. Breakfast served by the Owatonna Composite Squadron Civil Air Patrol. All proceeds will benefit the CAP. Contact: MN132.CAP@Gmail.com

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