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ON THE COVER: A Piper Super Cub being flown by Brian Addis of West St. Paul, Minnesota, over Madden’s Resort on Gull Lake, Brainerd, Minnesota. Addis is the senior flight instructor at Lake & Air Training and Pilot Shop at South St. Paul Municipal Airport - Fleming Field, South St. Paul, Minnesota.
Photo by Brad Thornberg



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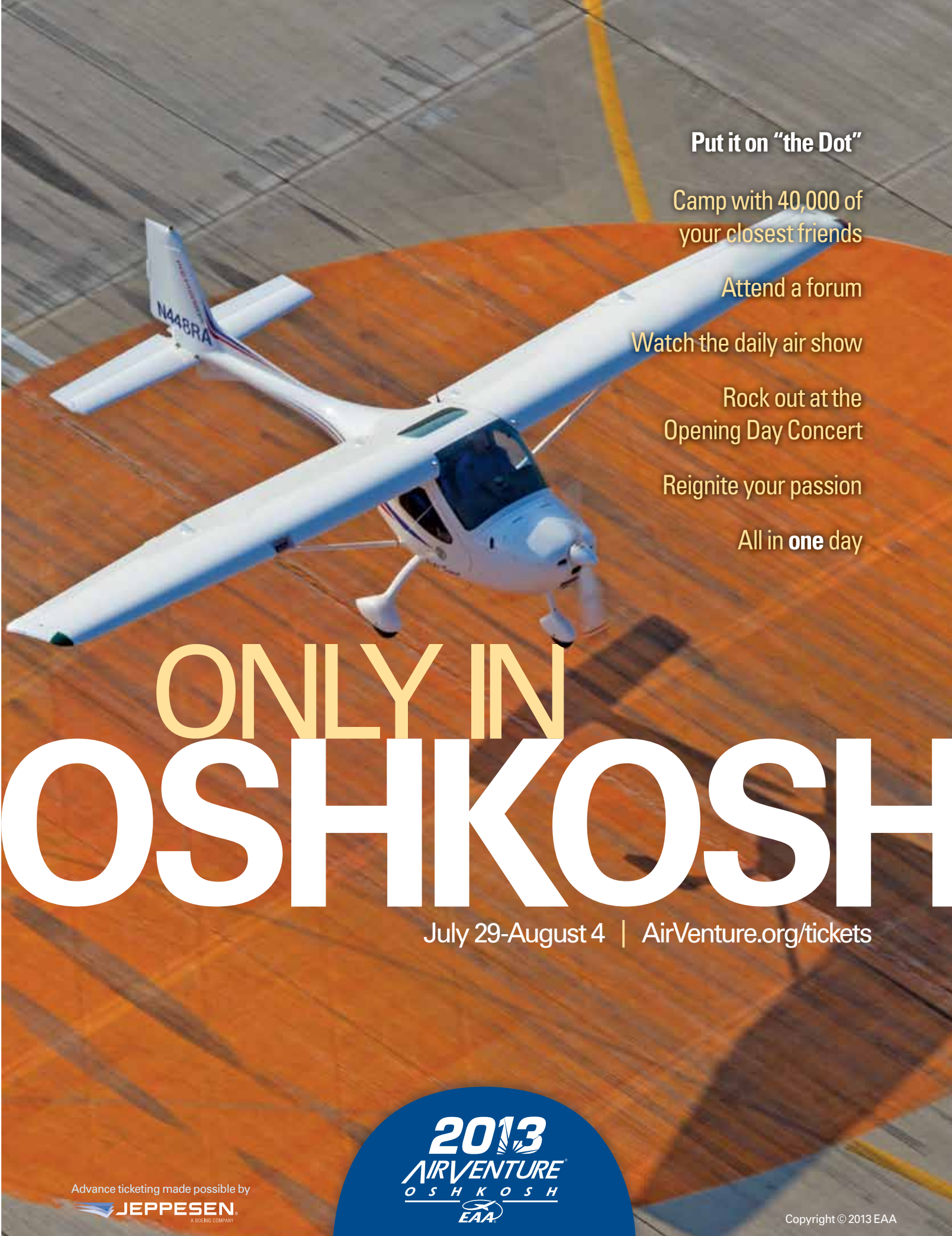
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When Two Organizations Are Better Than One!

by Dave Weiman

On October 22, 2012, Rod Hightower – who had been appointed president of the Experimental Aircraft Association (EAA) on September 7, 2010 – announced that he was stepping down effective immediately. Then on February 28, 2013, Craig Fuller who was appointed president of the Aircraft Owners & Pilots Association (AOPA) on January 1, 2009, announced that he was stepping down as well.

Rod's tenure was the shortest – about two (2) years – and his departure was quite abrupt, citing personal reasons. Craig's tenure is going on five (5) years, which was his original commitment, and he plans to stay onboard until a successor is named. I was fortunate to get to know both presidents, and had high hopes for them. The aviation community needs strong pilot organizations to protect our rights to fly and strong leaders at their helm.

Rod and Craig followed two very tough acts in EAA's Tom Poberezny and AOPA's Phil Boyer in the midst of some challenging times. We believe that the boards of both organizations will be able to identify strong, young and talented leaders to fill these vacancies once again, and the search is on.

It comes to no surprise that some – but not much – talk has resurfaced about merging EAA and AOPA, especially among those of us who are members of both organizations. While at first blush this might seem like a viable solution to our current leadership dilemma and cost effective, it deserves reconsideration. Here's why:

EAA's strength lies in producing a world renowned fly-in convention and trade show in Oshkosh, Wisconsin; maintaining its local chapters; inspiring the homebuilt movement; promoting each segment of general aviation, from light sport and antique aircraft to warbirds; and having a quality aviation



museum and programs such as EAA Young Eagles.

AOPA's strength is in being the largest pilot organization in the world, strategically headquartered near our nation's capitol in Frederick, Maryland, providing members with strong lobbying support – nationally, regionally and locally. AOPA has a strong commitment in protecting GA airports and offers members outstanding safety programs through its foundation. AOPA's annual convention is held in different parts of the country.

Therefore, it is our belief that the two organizations together cover all of the bases very well. It would be difficult for the two organizations to merge, and could be counterproductive in meeting our objectives, resulting in little or no savings to members. AOPA and EAA need to support each other's initiatives as much as possible, and work together on issues of common concern (i.e. medicals, airspace, increasing pilot numbers), and try not

to overlap and compete, thereby wasting limited resources.

Each organization needs our input on concerns and issues, but we should not threaten to withhold our membership dues if they are unable to fulfill all of our wishes, as they have a lot on their plates.

General Aviation and each organization that represents our interests need our support now more than ever before.

We welcome your feedback on this and other topics discussed in this issue via email: info@MidwestFlyer.com.

State Aviation Conferences & Floatplane Flying

This issue of *Midwest Flyer Magazine* is dedicated to state aviation conferences in Wisconsin, Minnesota, Illinois and Iowa, and "floatplane flying," two extremes in aviation. While the conferences by in large are about airport development and businesses on airports, floatplane flying is about flying on lakes and rivers and the businesses that serve them. *We encourage your participation in both!*



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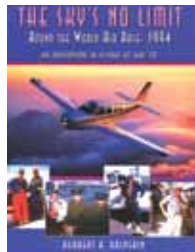
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LETTERS

(Response From Book Review "The Sky's No Limit," Round The World Air Race - 1994)
Herbert H. Halperin, Author aiches3@aol.com

Dear Herbert:

I wanted to let you know that I finished the book. What a great tribute to you and Willie! Many exciting moments described in the



air and unforgettable stops along the way as I found myself right there in some cases next to you in the plane and on the ground.

I flew from Minneapolis to St. Lucia roundtrip in a BE 76 Twin Duchess in January 1997 and I had a blast just doing that. I remember, as sometimes you described, the difficulties of getting through the paperwork and the lack of common sense operations at the smaller airports or hotels on our journey.

I did something, which helped me to understand your routes. As I read

the book, I used Google Earth and followed each leg and each description, and moved the map accordingly. Most entertaining was your stop in Russia, and on Google Earth, I was able to almost see everything you were describing by clicking on town locations with the map.

I like the ending notes in the book about moving on, and that it reminds me to try to continue with goals I've set in life. (As I keep) my dream alive of becoming a commercial pilot for the airlines, I remind myself of those words which you wrote: *"I am the master of my fate...I am the captain of my soul."*

Thank you for sharing your experiences of flight and letting me ride along!

Very best!

Al Lien

Champlin, Minnesota

Dear Dave:

I was just reading through the Oct/Nov 2012 issue of *Midwest Flyer Magazine* and noticed your request for fly-in restaurant information.

There is a new fly-in cafe at the Coldwater, Michigan airport (KOEB) called the "Prop Blast Café." It is open seven days a week for lunch and dinner, plus open Saturdays and Sundays for breakfast. The cafe focuses on the nutritional value of its meals, serving FRESH fruits, vegetables and whole muscle meats. All meals are prepared to order. The Prop Blast Café is located in the front portion of the Elite Air Service building. The cafe is only a few steps from the self-serve fuel pumps and overlooks the runways at the Coldwater airport.

Here is a link to the Prop Blast Café website: <http://propblastcafe.com/>.

Please let me know if you have any questions.

Thank you!

Shawn Avra

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AVIATION GRADUATES GUARANTEED AN INTERVIEW WITH THUNDERBIRD AVIATION

Dear Dave:

These days, in GA conversations and publications, there are few topics that can encourage more heated discussions than that of recruiting and retaining pilots. I have just read Dr. Bob Worthington's letter and Jim Hanson's reply in the February/March 2013 issue of *Midwest Flyer Magazine*. It is obvious they both are strong supporting members of the GA community and that they feel compelled to contribute to finding answers to difficult questions.

Dr. Worthington has done research just as Mr. Hanson has. He quotes years, dollars, rules, etc. and adds some emotion, just as Mr. Hanson does. Somehow, in spite of doing all the research, they both arrive at some different conclusions. The single fact that they and others agree on is that pilot numbers are declining.

I was engaged in some hangar talk yesterday, and one pilot said he is looking for a partner so he can continue to fly his 172. He said his cost of flying

just continues to go up. It is not only that the cost of 100LL is above \$6.00 and going up, but all of the associated costs have steadily increased including maintenance, insurance, hangar rent, annuals, etc. Once a discussion like this is started, there seems to be a need for some pilots to point fingers at other entities and to blame the FAA, the insurance industry, petroleum companies, the FBO, government regulations, and on and on.

I have not done the research that Dr. Worthington and Mr. Hanson have, but I am willing to accept Mr. Hanson's figures regarding the cost comparison of buying a basic airplane in the 1940s, compared to buying one today. On the other hand, I do agree with Dr. Worthington's comment that the LSA movement did not reduce flying costs as most of us thought it might. What seems to be the greatest challenge to many younger, or newer pilots, are the costs of ownership.

In Jim Hanson's previous article he promoted "good old-fashioned

salesmanship" and that it might also be lacking. My experience has been that there are fewer experienced pilots wanting to talk about entry-level flying and more who want to concentrate on loftier goals and ambitions. We must all be willing to talk about the fun of basic flying if we want to get prospects through the front door of the local training center/FBO.

There is still considerable interest in aviation, which we continue to see with all of the EAA Young Eagles flights and with the attendance at local air shows. However, there are reasons (why) that interest does not translate into action and I am inclined to agree with Dr. Worthington that it is because of the "high cost of flying." Renewed promotion of flying clubs and partnerships might be a starting point, but we still need general aviation advocates who are willing to advocate and resist increased costs wherever they discover them, whether they are hidden in new regulations, or caused by additional local, state and

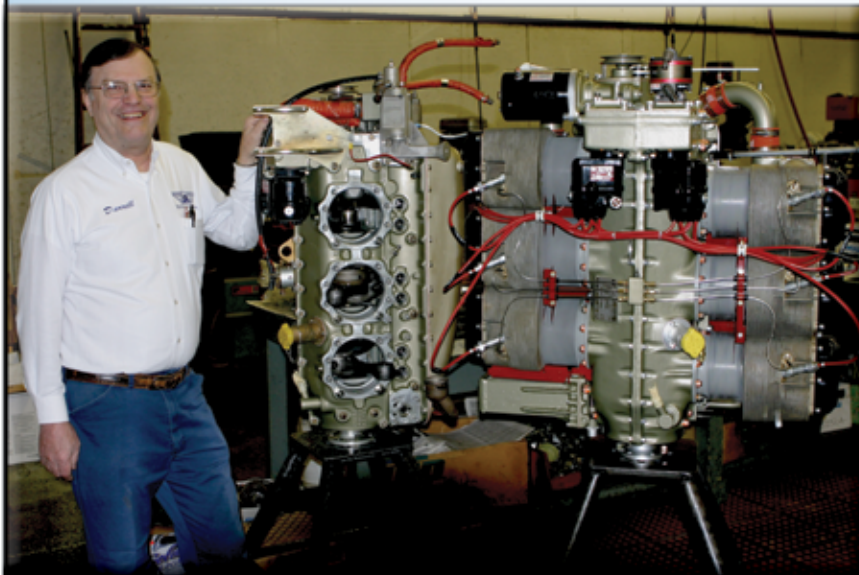
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Thank you for publishing a great magazine with relevant discussions.

Gayle Small

Sport Pilot Certificate Holder

AOPA Member

Watertown, South Dakota

(Response From: Writer Jim Hanson)

Gayle:

You cite “the high cost of flying” as the reason for the lack of pilot starts, yet do not address the fact that the *dropout* rate is 80%. Each of those people who started knew the cost of flying when they started, but accepted that cost and signed up anyway. Once again, the issue is not the COST, but the PERCEIVED VALUE. We’re simply not delivering on that value, and failing to tell our story on the benefits of GA. *Midwest Flyer Magazine* is dedicated to showing pilots how to enjoy their airplane, and the places it can take them.

Light Sport Aircraft (LSAs) are not the answer. Avweb recently ran a discussion called “Failure to Launch” about the failure of LSAs to catch on. It has become the most commented-upon column ever to appear there. Many also decried “the high cost of learning to fly” and wishing for “an LSA that would sell for under \$50,000.” That isn’t going to happen. The way the rules are written, an approved engine for a factory-built LSA costs a minimum of \$22,000 just for the engine. You can build an experimental LSA with a different engine for far less. You can buy an LSA-compliant old airplane for even less, and those ARE selling!

One of the things that people attribute to the lack of pilot completions is “the high cost of gas.” This ignores the old axiom that “the cheapest thing you can put in an airplane is the gas.” The real cost of owning an airplane is the fixed costs. We seem to agree on that...spread those costs over multiple owners. Most GA airplanes today will run just fine on no-alcohol MOGAS, but despite the fact that it sells for \$1 per gallon cheaper at our FBO than 100 octane, very few pilots use it. Most pilots still haven’t learned fuel conservation techniques, either; they continue to

run at high power/low altitude, without leaning correctly. For the 50 years I’ve been flying, 100 octane has cost about twice the cost of mogas: \$.25 versus \$.50 per gallon in 1962 and \$1.00 versus \$2.00 in 1970. If we used that same ratio today, we would find that \$3.75 mogas would translate to \$7.50 avgas -- a figure not reached except in the highest-cost FBOs.

One thing that all those who believe that the cost of flying should be lowered have in common is failure to identify just HOW that can be made to happen. You say that “*some pilots point fingers at other entities and blame the FAA, the insurance industry, petroleum companies, the FBO, government regulations.....*” I’ve defended the industry, the insurance companies, and the petroleum companies. I’ve never blamed anyone OTHER than the government for killing the industry. Recall the tagline on several of my articles: “We got into this mess through the stroke of the regulatory pen, and we can use that same pen to deregulate and get us out.” Examples:

- Most people would agree that government is far more pervasive today than it was at the height of general aviation. Dr. Worthington cites controlled airspace...others might cite additional FARs, and out-of-date pilot certification requirements, all of which I’ve identified.

- FAA’s last-minute addition of “no Sport Pilot privileges if you’ve been denied a medical” was not necessary, and detrimental to LSA flying. Repeal it.

- FAA’s insistence on ASTM-certified engines for LSAs increased the cost of those aircraft through the roof...only Lycoming, Continental, and Rotax meet the standard.

- FAA regulations on charter have killed that market, and along with it, the market for corporate aircraft that can be leased for charter. No charter, results in reduced exposure by more corporations to aviation, and fewer aircraft.

- FAA regulations prohibited air rides (since rescinded), reducing the exposure of people to flying light airplanes.

- FAA’s “one size fits all” approach to charter regulation—making charter

operators adhere to the same regulations as major airlines—has weakened not only the charter industry, but the market for the airplanes that can be useful in the industry. Have you ever wondered why the GA manufacturers no longer produce the Twin Cessnas, Piper Navajos, and all of the commuter aircraft that were once produced here?

- FAA certification costs have stifled certification of new aircraft and raised the price. Have you noticed that almost all new airplanes come from overseas? It’s easier to certify an airplane outside the U.S., than it is to certify it here (think Diamond, TBM, Pilatus). In a move that could be a trend, the FAA has indicated a willingness to adopt changes to aircraft certification rules.

Every one of us that has learned to fly — and continues to fly — has made the value calculation, and decided that flying is worth it. We agree on the fact that people have less disposable income today (in constant dollars), than they did in the heyday of GA...something I’ve emphasized before. We agree that the lack of after-tax disposable income affects our ability to fly, relative to the high point of GA. We also agree that we need to be advocates of General Aviation in promoting the industry (“Good old-fashioned salesmanship!”). Dr. Worthington and I also agree that MAJOR changes (read Federal Aviation Regulations) need to take place to turn this around. There is no “magic bullet” or small, incremental change that will accomplish this. Nothing less than a wholesale re-write of the FARs will make this happen.

EDITOR’S NOTE: Jim Hanson is the long-time fixed base operator at Albert Lea, Minnesota. He has worked for or owned fixed base operations for most of the 49 years he has been flying. Along the way, he has acquired an Airline Transport Pilot Certificate, five jet type ratings, and glider, lighter-than-air, and single and multi-engine seaplane ratings. Hanson doesn’t claim to have all of the answers, but says, “*But I have made all of the mistakes!*” If you would like to comment on his comments, Jim Hanson can be reached at his airport office at 507-373-0608 or jimhanson@deskmedia.com. □

FAA Defines "In Furtherance Of Business" Restriction On Operations By A Sport Pilot

by Greg Reigel

In a recent *Legal Interpretation*, the FAA Office of Chief Counsel responded to a request for a definition of what it means to be "in furtherance of a business" in the context of the limitation upon sport pilot privileges. As you may know, FAR 61.315(c)(3) prohibits an individual exercising sport pilot privileges from acting as pilot in command of a light sport aircraft when he or she is (1) carrying a passenger or property for compensation or hire, (2) operating for compensation or hire, or (3) operating in the furtherance of business.



Greg Reigel

The Interpretation notes that, rather than actually defining "sport and recreational flying," the intended limitation on sport pilot operations, it made more sense to define the types of operations that were not permitted for a sport pilot. This was "intended to

better clarify [the FAA's] original intent and align the privileges and limitations of a sport pilot certificate with those of a recreational pilot certificate found in FAR 61.101(e)(3) through (5) (prohibiting a recreational pilot from acting as pilot in command of an aircraft "in furtherance of a business.")

The FAA also wanted to distinguish the sport and recreational pilot privileges and limitations from those of private pilots under FAR 61.113(b) (permitting a private pilot to act as pilot in command of an aircraft for compensation or hire in connection with any business or employment if the flight is only incidental to that business or employment and the aircraft does not carry passengers or property for compensation or hire.) The Interpretation observes that "[f]lights typically permitted to be carried out by a private pilot under the provisions of § 61.113(b) would not be permitted to be engaged in by a person exercising sport pilot privileges."

To further explain this limitation, the Interpretation notes that "flights in which transportation is provided for a

business purpose, 'even if incidental to your employment or the business you intend to conduct, and not required by your business or employment, would be considered in furtherance of a business.'" Thus, if a flight is conducted for a business purpose, even if it is only incidental to that purpose, then the flight would be considered to be "in furtherance of a business" and could not be conducted by a sport pilot.

Finally, it is important to note that "the restriction on the use of a light sport aircraft in furtherance of a business is not based on the certification of the aircraft being used, but rather on the certification of the airman operating the aircraft." As a result, light sport aircraft may be used in furtherance of a business, etc., provided the flights are operated by an airman with a private pilot or higher certificate.

EDITOR'S NOTE: Greg Reigel is an attorney with Reigel Law Firm, Ltd., a law firm located in Hopkins, Minnesota, which represents clients in aviation and business law matters (www.aerolegalservices.com, 952-238-1060).

Email your questions or comments to: greigel@aerolegalservices.com. □

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The Ins & Outs of ADS-B & The Stratus-ForeFlight System

by Michael "Mick" Kaufman



Michael Kaufman

In the last issue of *Midwest Flyer Magazine*, I dedicated part of the column to type-specific flight training for which I will add an additional

comment in this issue.

Several issues back, I mentioned flying with your iPad and the evaluation of in-flight weather on the iPad as the core topic for this issue. I was fortunate enough to have spent the last several weeks in sunny Florida managing the flight clinic for the Bonanza/Baron Pilot Training (BPT) program and flying with several of my former instrument students. I was delighted to have had a Stratus Automatic Dependent Surveillance-Broadcast (ADS-B)



Figure 1

weather box to use, courtesy of my friend, Pam Freese, from Fredrick, Wisconsin. I would also like to add my congratulations to David Kievet of Stevens Point, Wisconsin for getting his instrument rating in his beautiful, newly acquired Aspin-equipped Bonanza.

When a pilot changes equipment or a cockpit procedure, there needs to be careful planning and he must "proceed with caution." I often have the privilege of flying much of the new equipment in someone else's aircraft before I install it in my own aircraft. I used to be the first on the block to own the latest and greatest technology, but not any more. I have been burned with bad products too many times.

I have just installed an iPad mount in my Bonanza using ForeFlight. After evaluating the Stratus box for several

weeks, it will be a future go as well.

There are numerous other programs and ADS-B weather boxes out there with each of them having their own special features. I will attempt to give each of them a fair evaluation and will share my findings in future columns.

After speaking to pilots attending the BPT flight clinics, I found that 98% of them are using an iPad in their aircraft and 80% of them are using ForeFlight. I found the Stratus interface to ForeFlight to be one of the easiest I have ever used.

After turning on the Stratus, it is necessary to go to settings and select Stratus as the Wi-Fi network you want to use. The rest is done in ForeFlight by selecting devices. The Stratus box can then interpret the ForeFlight program for information such as the battery condition, and the number of ADS-B ground stations in range, as well as signal quality (see fig. 1). Once you go to the ForeFlight map page, weather information will be displayed the same way it would be if connected to ground-based Wi-Fi or the cellular network. It takes a few minutes to display all of the data after acquiring a ground station on the Stratus box. The age of the data is displayed in the upper left corner of the ForeFlight map page.

ForeFlight allows the pilot to select three items from the menu to be displayed on the map page. This includes a type of map, a choice of aviation VFR sectional charts and IFR low or high altitude charts, or street maps. The graphic weather display

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on the map has two choices – a radar map or a satellite map – but only one can be selected at a time. The last choice allows the pilot to select from 11 items depending on what the pilot is interested in, but again only one of these items can be selected.

I did not try all of the items in the third group on the Stratus; common sense would tell me that the FAA's ADS-B service would not provide me with airport fuel prices.

Another item that the Stratus box delivers is a super accurate GPS positioning signal to ForeFlight, and it is displayed in the lower right-hand corner of the map page. It says "Stratus," and I have seen the accuracy shown as one meter. On the airport page, you can see Metars and TAFs the same as using a



Figure 2



Figure 3

ground-based connection.

I did not select any distant airports (more than 500 miles) to see how far from the aircraft that this information was provided. On my XM satellite weather, the entire country is covered. I plotted some radar returns on the Stratus-ForeFlight system against an XM satellite package that was displayed on a Garmin MX 20 Multi-Function Display

(MFD) as shown in figures 2 and 3, respectively. Keep in mind that the ForeFlight software only displays north up where the WX displayed on the MX 20 is shown as course up. I see very little difference in the radar display between the two units.

One negative comment that I have heard from pilots on the Stratus-ForeFlight package is that there is no traffic displayed on the screen.

Other combinations of ADS-B boxes with iPad software advertise traffic as part of their packages. After investigating this claim, I have to stand behind the decision of the Stratus-ForeFlight developers, as this could be a big liability issue. I have been told that the Stratus is electronically capable of showing traffic, but was disabled by the ForeFlight developers.



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In order to get a true picture of traffic, an aircraft must provide an “ADS-B out signal” (signal transmitted by an ADS-B transmitter) to receive all of the traffic in the area. It is like a reverse transponder system or DME. The ADS-B-equipped aircraft sends its GPS position to the ADS-B ground station, and the ground station replies by sending this aircraft all traffic within a 15-mile radius and from 5,000 feet above to 5,000 feet below that aircraft (Figure 4). If you were not flying as a wingman in a tight formation with the “ADS-B out aircraft,” the data you receive passively would not be a true picture of what is out there.



Figure 4

available. After learning that one of the pilots in the Florida Beechcraft clinic reported losing his iPad display due to overheating and he was in IMC weather conditions, I would recommend some type of display redundancy.

On April 5, 2012, 80-year-old Helen Collins made national news by landing a twin-engine airplane at the Door County, Wisconsin airport after her husband had a heart attack and died. Thirty years earlier, her husband had encouraged her to take some training for just such a day.

For those of you who remember the news story of this event, the airplane was low on fuel and one engine had quit. Helen did a remarkable landing in this situation, which would have been difficult even for a veteran pilot.

In my last issue of *Midwest Flyer Magazine*, I dedicated part of the column to type-specific flight training. For the last 20 years that I have been involved in Beechcraft training, there has been a “pilot companion” course.

Suppose you were 12 miles away from an ADS-B out aircraft, traffic on the side closest to that aircraft would be correct, but traffic just 3 miles on the other side of you would not be properly displayed. This would give pilots a false sense of security even if they were aware of this feature.

As I change over from all paper to the iPad, I keep playing the devil’s advocate – the iPad could fail in IMC conditions, the battery could go dead, the cigarette lighter charger may not keep the battery alive during a long flight. I see the point of having a second display available, and I understand that ForeFlight allows their program to run on two devices with no extra charge – a great gesture! I will be getting an iPad mini when the new model with the retina display becomes

The companion course is structured to teach a pilot’s spouse or flight companion what to do in case the pilot should become incapacitated in flight.

The “Bonanza/Baron Pilot Training” (BPT) program offers two-fold training – classroom-only or classroom, plus flight. The flight option allows the companion to fly in their airplane with a flight instructor in the left seat with concentration on landing the aircraft from the right seat. None of us know if or when this type of training will pay off, but it sure did for Helen Collins. I encourage all pilots to consider adding this type of training for their favorite right-seat passenger.

As we are approaching spring and the busy flying season, learn your equipment well, avoid thunderstorms, and stay out of the ice as the icing season comes to an end. Till the next issue of *Midwest Flyer Magazine*, “Don’t do anything stupid!” (as quoted from the late Jack Hirsch, Master Beechcraft Instructor) – especially in an airplane!

EDITOR’S NOTE: Michael J. “Mick” Kaufman is a Certified Instrument Flight Instructor (CFII) and the program manager of flight operations with “Bonanza/Baron Pilot Training,” operating out of Lone Rock (LNR) and Eagle River (EGV), Wisconsin. Kaufman was named “FAA’s Safety Team Representative of the Year for Wisconsin” in 2008. Email questions to captmick@me.com or call 817-988-0174. □

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“Landings For Lunches” 1st Annual Spot Landing Contest For Charity Wausau, Wisconsin

WAUSAU, WIS. – The fixed base operator known for innovation in promoting aviation and flight training, John Chmiel of Wausau Flying Service, Wausau Downtown Airport (KAUW), has created a “spot landing contest” to encourage pilot proficiency, and raise money for a local charity. And unlike most spot landing contests, this contest will be held during the entire month of May 2013 between the hours of 10:30 and 11:30 AM.

Ceilings need to be a minimum of 1500 feet, and visibility 5 statute miles.

All pilots are eligible to participate. In fact, Chmiel would like to see pilots fly in from Milwaukee, Madison, Chicago, Des Moines, the Twin Cities, and all cities in between to participate, then land and borrow his car to go to town for lunch.

Contestants will have to perform a minimum of two landings. The closest to the mark will be used for ranking and the second landing will be used in the case of a tiebreaker. There is a minimum of (2) attempts, but pilots may enter and fly as many landings as they wish.

The \$4.00 entry fee covers two (2) spot landing attempts with \$2.00 going into a pot for the grand prize, and \$2.00 going towards “The Neighbor’s Place” on behalf of Wausau Downtown Airport. The winner will get their name on the trophy and a cash prize! Non-perishable food items are also welcomed!

“We hope to encourage pilots from other airports to make KAUW and ‘Landings For Lunches’ a fun cross-country destination,” said Chmiel. “It’s our way to give pilots a fun excuse to go flying, and to show goodwill between the airport and the community.”

For contest rules and details, contact John Chmiel at (715) 845-3400, or email: taildraggerflyer@yahoo.com. □

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Legislative Sessions In Full Force

by *Bryan Budds, Manager*
AOPA Great Lakes Region

The new year brings one of the busiest times for AOPA's regional managers and state legislative affairs staff, and this year is certainly no exception. In the Great Lakes Region, we are actively



Bryan Budds

engaged in all eight (8) legislatures and have more than 30 active aviation-related issues.

In **North Dakota**, the legislature is looking at ways to better support the airport system by expanding the number of airports eligible for state grants. Another AOPA-supported bill would allow some state revenue generated from oil and gas exploration to be used for upgrades at the western North Dakota airports that have experienced huge increases in traffic.

The **Minnesota** Legislature is considering a wide range of aviation-tax reforms including modifications to the aircraft registration system and sales tax on aircraft purchases and maintenance.

Further to the south, **Indiana** is considering a bill to exempt aircraft parts and aviation fuel from state sales taxes. Right now, Indiana has the unfortunate distinction as one of the most expensive states in the country to purchase aviation fuel and AOPA has worked hard with key leaders to ensure

that aviation can continue to support the state's economic recovery and create jobs in the aviation sector.

Michigan again is facing another year of funding issues as the 2012 measure that dedicated a portion of sales taxes collected on aviation fuel and aviation products to the State Aeronautics Fund expires. AOPA is hopeful a long-term solution suitable for all can be found.

In between our legislative work, AOPA also is contributing to many aviation events. In early March, AOPA exhibited at the **Upper Midwest Aviation Symposium** in Fargo, North Dakota, and I will be making a presentation at the **Wisconsin Aviation Conference** in Middleton, Wisconsin in late April, and look forward to seeing you there!

If you have any questions about any of the issues AOPA is working on or have an event you would like to see AOPA at, I encourage you to email me at bryan.budds@aopa.org. □

Tightening The Belt

News & Information You'll Want To Know In
Kansas, Missouri, Nebraska & Iowa

by *Yasmina Platt, Manager*
AOPA Central Southwest Region

It has certainly been a busy year so far for the AOPA Central Southwest Region, where we are working on 34 active state bills. Let me just highlight two here. **Nebraska's** LB140, sponsored by Robert J. "Bob" Krist, intends to extend the approach zones from the current three (3) miles to 10 miles from the end of every IFR runway in Nebraska to improve safety. This compatible land-use regulation was heard by the government, military, and veterans affairs where I testified in favor



Yasmina Platt

of the bill. In addition, we would like to amend LB551 to include aviation as a recreational activity in the state's Recreational Use Statute (RUS).

One of the biggest issues we are facing now is a federal issue that is going to affect us all starting in April, and unless Congress and the President find an alternative, for many years to come. As I write this on March 1, the so-called "sequestration" goes into effect. In case you don't know by now, this is the legislative requirement that dictated across-the-board cuts of \$85 billion in federal spending. For the Central Region, it means airport impacts, employee furloughs, selective repairs of navigation aids, etc. I will focus here on the airport impacts seen in Kansas, Missouri, Nebraska, and Iowa as outlined by the FAA.

- Seven (7) airports in **Kansas** will see permanent closures of ATC towers: FOE, GCK, HUT, IXD, MHK, OJC, and TOP. In addition, the Wichita (ICT) tower will see their midnight shift cut.

- **Missouri** is expected to forgo the towers in five (5) airports (BBG, COU, JEF, JLN, and STJ) and an additional two (2) towers (MKC and SGF) will lose their midnight shift.

- The tower at the Central **Nebraska** Regional Airport (GRI) in Grand Island will close and Omaha's Eppley Airfield will lose its overnight shift.

- Three (3) towers in **Iowa**, those at ALO, DBQ, and SUX airports, will be closed and the FAA will also cut the overnight shift at the Des Moines (DSM) tower.

On a more positive note, the FAA and the **Missouri** Department of Transportation put on hold St. Clair, Missouri's five-year effort to close St. Clair Regional Airport (K39) until the city lives up to its obligations under federal grant assurances and resolves formal and informal complaints brought against the city. AOPA and local pilots have fought the city's efforts since 2008.

I am still planning on participating

Making Rational Choices

by Craig L. Fuller

President & CEO

Aircraft Owners & Pilots Association



Craig Fuller

Pilots tend to be rational people.

The decision making process that governs every flight must be firmly rooted in reason. And pilots know that poor judgment leads

to poor outcomes. Unfortunately as sequestration cuts begin to take form, it's clear that not all decisions affecting pilots are made with such care.

The sequestration mandate has compelled the FAA to make across-the-board spending cuts that just aren't based in reason and aren't acceptable to AOPA members.

With plans to close more than 200 control towers, allow the

navigational aid system to deteriorate, and furlough tens of thousands of employees, the proposed cuts will have a disproportionate effect on the safety and integrity of general aviation operations.

It seems strange that contract towers have been singled out for widespread closure. They have the same excellent safety record as federally-operated towers, but they are much more cost effective. In fact, contract towers handle approximately 28 percent of all air traffic control operations in the United States, but they account for only 14 percent of the FAA's total tower operations budget. It seems like the type of program you'd want to keep intact when you're trying to stretch every dollar.

Closing towers isn't the only alarming part of the FAA's sequestration plan. We're also worried about the integrity of our infrastructure if VORs aren't repaired, the impact of putting a hold on new aircraft certification, delays in processing medicals and pilot

certificates, and more cuts to critical weather and flight services.

General aviation is a real economic engine in many communities, providing jobs and supporting businesses. GA is also a critical tool for law enforcement, agriculture, and emergency medical services. And towered GA airports can be vital relievers in busy airspace around major metropolitan areas.

There are better, less damaging ways to reduce spending and cut costs, and we're asking Congress and the Administration's budget officials to give the FAA the flexibility it needs to make more rational choices. We're also asking the FAA to work with AOPA and other aviation organizations to find savings that do less harm.

In recent years, AOPA and others have suggested a variety of cost-saving and cost-cutting measures, and we're asking the FAA to make those ideas part of the current discussions. But most important, we need the FAA to step back from its rush to action, pause, and take a closer look at what its proposed cuts will really mean to the aviation community and the public at large. □

AOPA Summit
www.aopa.org/summit/

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Fuller To Leave AOPA

FREDERICK, MD – AOPA President Craig Fuller has notified AOPA's Board of Trustees of his intent to step down from his position and from the board. He plans to remain in his current role

until a successor is ready to assume the position. The board will conduct a national search for his successor. Fuller, who took office Jan. 1, 2009, and is only the fourth president of AOPA

since the association's founding nearly 75 years ago, will assist with the search for a new president and the transition to a new administration. Fuller, 62, had made a five-year commitment to AOPA when he was appointed president, and is fulfilling that commitment. □

TIGHTENING THE BELT CONTINUED

in the **Missouri and Iowa Aviation Conferences** in April, and the **Kansas Aviation Conference** in June. All three of these conferences are organized by their respective state aviation offices and airport organizations. Iowa celebrated "*Transportation Day at the Capitol*"

on January 30. **Missouri** will hold its *Aviation Day at the Capitol* on April 9. To stay abreast of what is happening in your region or when I will be in your area, visit <http://www.aopa.org/advocacy/airports/region/southwest.html>, where you can read current stories and blogs, as well as view the region's

Twitter feed. You can find my email there as well: yasmina.platt@aopa.org.

Last but not least... if you have not yet marked your calendar for the "*AOPA Summit*," now is the time to do so. It will be in **Fort Worth, Texas, October 10-12, 2013**. FMI:

<http://www.aopa.org/summit/> □

Complacency and Accident Statistics

by Harold Green, CFII

In a previous issue of *Midwest Flyer Magazine*, I made the suggestion that we might be well advised to encourage our students to think of how they might die when planning a flight, rather than just thinking about how they will succeed. About the same time, and totally independently, an article was published in *AOPA Pilot* listing 10 ways pilots die and decrying the fact that these 10 ways are known to all of us and we continue to make the same mistakes. In response to the AOPA article, a reader wrote in a letter to the editor, that this was a disservice to the aviation community. The rationale was that the public is treated to dramatic headlines every time there is an airplane accident no matter how slight, resulting in a negative attitude toward general aviation. The writer felt that we needed to assure the public that flying is safe and that an emphasis on accident causes would produce even more negative attitudes than now exist.

I respectfully disagree with the reader on two major counts: First, flying is not intrinsically safe...it is only as safe as we make it. Second, the



Harold Green

best way to change the public's view of general aviation is to reduce the accident rate. But, there is nothing we can do about the press sensationalizing any accident no matter how trivial.

First, consider intrinsic un-safety: Let's face it; placing yourself in a machine several hundreds or thousands of feet above the earth is fraught with danger. The general public perhaps doesn't understand all the nuances, but not being stupid, people do understand that. We know that flying, in practice, is safe despite the inherent dangers. What makes it safe is a combination of oversight of the design, maintenance, and manufacture of the airplanes we fly, coupled with the training and diligence of pilots. Unfortunately, statistics show that our machines are far safer than the folks who fly them.

The 10 Ways To Die article points out eloquently, that all 10 ways have been with us since we have been gathering accident statistics. The evidence for this can be found in the Nall Report published annually by the AOPA Air Safety Foundation. Looking over several years of the report, the disturbing thing is that the causes of aviation accidents remain the same not only in cause, but percentages as well.

For example, we can only wonder why someone tries to fly an airplane for five (5) hours with only four (4) hours of fuel onboard. Certainly it can't be because they have not been told the

consequences.

Behind those 10 ways people die must be a cause for their actions. While there are probably several causes, this discussion will consider only one of the possible causes – “complacency.” Other causes are reserved for later discussions.

Over 30 years ago, a Cessna Skylane ran out of fuel near our Middleton, Wisconsin location. The pilot skillfully landed in a newly mowed hayfield. So far, so good. He got a ride to our airport, bought 10 gallons of gas, got a ride back to the airplane, poured the gas into the plane and flew to the airport to top his tanks. When asked about his adventure, he said he had flown non-stop from Dallas, Texas and thought he was getting unusually low fuel consumption because his gauges still showed almost half tanks. Now at some point he had been taught how to calculate fuel consumption and range. Why did he do what he did?

While this pilot was lucky to run out of fuel near a hayfield and at the time of year when hay was being harvested, it was apparent that luck was all that saved him. Certainly planning and judgment played little or no role in his survival.

Fuel mismanagement is one of the more significant factors in our accident rate. Some fuel issues are related to mismanagement of the fuel system caused by incorrectly switching multiple tanks in aircraft so equipped. However, there are still a large number of accidents in single-engine, fixed-gear airplanes even with their very simple fuel systems. WHY? Is it poor training? Is it complacency?

Since the pilots presumably pass a knowledge test and, at some point, an instructor signs us off that we are competent, examined by a Designated Pilot Examiner and subject to a part 61.56 check ride (what we used to call a biennial flight review), we can assume that training, intelligence and competence are not factors. That leaves “complacency.”

Perhaps if we remind ourselves before every flight that flying is only as safe as we make it and acknowledge that

we can die if we make a mistake, it will keep us alert.

I do not exclude myself from the possibility of complacency. At one point in my career, I owned a Cessna 310. This plane had two main tanks and two auxiliary tanks. It was common practice to burn off the fuel in the auxiliary tanks at the earliest possible time to keep the gust load capability of the plane at the maximum. We also ran the auxiliary tanks dry to make sure we knew that for possible future reference, there was no reserve there. When an engine started to lose power, it was simply a matter of throwing the appropriate fuel selector valve to "main" and hitting the boost pump. The engine didn't even slow down in the process, but the loss of power was noticeable for the second or so until it was running again. Usually, time was allowed between switching to the left and right auxiliary tanks.

One night I decided that engines

don't burn fuel at the same rate, so I switched both to the auxiliary tank at the same time. I discovered that engines sometimes do burn fuel at the same rate. When both engines suddenly lost power, it became an EVENT! Amazing how fast a pilot can react when properly sensitized...I didn't lose a foot of altitude. *Complacency!*

As an instructor I see various levels of competence when a pilot wants a checkride to fly our airplanes at Morey Airplane Company. Most are quite acceptable; even though they may not fly the exact way I would like them to. However, sometimes the pilot has forgotten what the rudder pedals are for. We go screaming around onto final approach, usually at an airspeed too high with the ball off to the side. Usually this same pilot will hold no more than 30 degrees of bank because he/she has been told that banking too steeply onto final can result in a stall-spin. Then, when overshooting the

path onto final, the rudder comes into play to get the nose pointing toward the runway and we go skidding around the turn with the ball even further off to one side and often with the airspeed dropping. Thrilling! But by golly, we have not exceeded 30 degrees of bank! Why?

My speculation is that there are two reasons: First, the pilot really did not understand what the whole issue was during training. Second, the pilot became complacent about his/her flying and simply doesn't pay attention.

Some insight can be had by considering that when practicing steep turns with the same pilot, almost invariably the rudder is used properly. Perhaps the pilot had just not made the connection between a training maneuver intended to improve coordination and the actual application of that skill, or more likely has simply become complacent about flying patterns. Further, since steep turns

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FLIGHT TRAINING CONTINUED

are not practiced every day, the pilot perhaps has not become complacent and when asked to do them, the pilot knows that coordination, altitude and heading are important factors. Perhaps correcting this could be considered more an educational than a training exercise. However, corrected it should be to avoid one more data point in the accident statistics.

There are many other examples of what appears to be complacency in action:

Two extremely experienced pilots fly into a mountain despite the fact that they had terrain warning equipment on board. A Lockheed L1011 flies into a Florida swamp because the crew was discussing a possible light bulb failure. An airliner crashes because the crew was discussing personnel issues while their airplane collected an insupportable load of ice.

The message is, don't ever become complacent about flying. It is NOT inherently safe. Flying is safe, and we know it is, but it is only because we pilots make it so and we can make it safer. □

The Adventures of Herb & Mary



Thunder On The Lakeshore Goes On As Scheduled

MANITOWOC, WIS. – While large air shows that have become overly dependent on military demonstration teams like the U.S. Air Force Thunderbirds and U.S. Navy Blue Angels are canceling due to the Sequestration Cuts, small to medium-sized air shows like “Thunder On The Lakeshore” in Manitowoc, Wisconsin, go on! Thunder will be held June 8 and 9, 2013.

The air show has been reorganized under the non-profit group Manitowoc Aviation Resources with Tom Bare as chairman. Curt Drumm, co-founder of the show, is continuing as the show's producer, and Marisue Drumm is continuing as marketing manager. Jutta Furca is chairman of military participation and grounds activities, fundraising and sponsorships.

“We've had a fantastic run of 20 successful years with the show,” said Bare, “and with some changes to our organizational structure, we are hoping to continue to bring this well-known and well-loved event to Manitowoc.”

Another change to the show will be the Saturday night activities. The “balloon glow” will return to downtown Manitowoc, and current plans are to hold the glow in the area across the river from the Maritime Museum.

For additional information, including a list of performers, go to www.ThunderOnTheLakeshore.com, or call 902-482-1650. □

Wipaire Opens New Manufacturing Facility At South St. Paul Airport

SOUTH ST. PAUL, MINN. – Aircraft float manufacturer and maintenance company, Wipaire, has opened a new manufacturing facility directly adjacent to its headquarters on South St. Paul Airport as a warehouse, shop, and office space for a self-contained operation. The building is equipped with new high-efficiency lighting, heating, ventilation, and air conditioning systems. With 22,000 square feet of space available, Wipaire is now able to integrate multiple manufacturing facilities under one roof, which allows it to further streamline processes for more efficient production. (www.wipaire.com). □



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AOPA's Virtual Mall

The spring flying season is finally here. AOPA will be traveling around the country to take part in aviation events large and small, and we hope to meet you there. Of course, not everyone can make it to Sun 'n Fun, AirVenture, or the other great aviation gatherings that take place over the next several months. But that doesn't mean you can't connect with AOPA.



Hopefully, you're staying in touch with your association through our magazines, newsletters, AOPA Live webcasts, and more. And now we're also offering a new way for you to connect with AOPA products and services through the AOPA Store online.

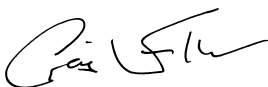
For decades, AOPA has offered members a steadily growing collection of useful and valuable general aviation products, and now you can find them all in one place.

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A handwritten signature in black ink, appearing to read "Craig L. Fuller".

Craig L. Fuller
AOPA President and CEO

Wisconsin Aviation Welcomes Wisconsin Aviation Conference To Madison



The original airline terminal building at Dane County Regional Airport in Madison, Wisconsin, was torn down and replaced with the new general aviation terminal building in 2002. *Photo Courtesy of Wisconsin Aviation*



Wisconsin Aviation built the new general aviation terminal in 2002 at a cost of \$2.5 million. *Photo by Don Winkler*

MADISON, WIS. – One of Wisconsin's largest fixed base operations, Wisconsin Aviation, Inc. with locations at Madison, Juneau and Watertown, will be welcoming participants of the Wisconsin Aviation Conference to Madison, April 29 – May 1. The 58th annual conference will be held at the Madison Marriott West in Middleton, Wis.

Wisconsin Aviation, Inc. began during one of the most challenging of economic times in recent history, the early 1980s. Only two weeks prior to the nation's first air traffic controller's strike, Jeff Baum and his partner at the time, Pete Schoeninger, looked at a bankrupt fixed base operation and a stagnant municipal airport in Watertown, Wisconsin. However, their futuristic positive vision overshadowed what they saw. Faced with daunting odds, which included interest rates of over 21%, skepticism on the part of the insurance carrier, and the country facing one of the worst recessions ever, Wisconsin Aviation, Inc., was born.

Two years later in 1983, Wisconsin Aviation was well established and growing. It began operating a second operation at Dodge County Airport in Juneau, Wisconsin.

This was followed in 1985 with the purchase of an affiliate third operation in Milledgeville, Georgia. A corporate maintenance facility was added in 1987 to provide the parts and service for a growing fleet of charter and rental aircraft, as well as customer aircraft. In 1991, Wisconsin Aviation organized a European affiliate in Germany, Wisconsin Aviation-Europe, which operates two American aircraft to this day. On January 1, 1994, Wisconsin Aviation purchased the assets of Four Lakes Aviation at Dane County Regional Airport, and in 1995, the assets of Coldstream Aviation Corporation, also at Dane County Regional Airport. Subsequent to 1998, Wisconsin Aviation added avionics and interior repair and installation facilities at its Madison location.

In the fall of 2001, Wisconsin Aviation established a charter operation at Oshkosh. On December 3, 2002, Wisconsin Aviation dedicated its new \$2.5 million, state-of-the-art general aviation terminal on the east side of Dane County Regional Airport.

Since its inception in 1981, the corporation has grown

58th Annual Wisconsin Aviation Conference April 29-May 1, 2013 - Madison Marriott West, Middleton, Wis.



Speakers: Alan Klapmeier, President and CEO of Kestrel Aircraft Company, FAA Regional Administrator Barry Cooper, FAA Regional Airports Division Manager Sue Schalk, Wisconsin DOT Secretary Mark Gottlieb, Wisconsin Aeronautics Director David Greene and other notable industry & government leaders.

Topics: Tips for Engaging Your Customer Base, Developing Instrument Approaches, The Impact of User Fees and Fuel Taxes, Anti-Icing and Deicing Decisions for Runways, Attainable Steps Toward Energy Efficiency, New Developments in Airport Planning, Airport Wildlife Management, FAA Chicago Airports District Office Update, Cockpit iPads, Fuel Spill Response Requirements Overview.

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Conference Registration Information: Wisconsin Airport Management Association • wiama.org

to become one of the Midwest's most progressive full-service aviation service centers. It is now capable of providing a complete line of aviation-oriented services including air charter, corporate aviation management, aircraft sales, aircraft maintenance, avionics sales and maintenance, aircraft rental, flight training, hangar rental, and fuel services, including providing fuel for the airlines.

Wisconsin Aviation's staff has grown from a handful in 1981 to over 165 loyal employees today. The meager aircraft inventory of the early years has emerged to a fleet of well over 50 airplanes from two-seat trainers to luxurious executive jets. Over the last 10 years, Wisconsin Aviation's annual operations

averaged almost 19,000 flight hours, and three million miles.

Wisconsin Aviation has received numerous local and regional awards, as well as national recognition for outstanding service. Its president, Jeff Baum, has served on the Boards of Directors of the General Aviation Task Force, National Air Transportation Association (NATA), National Learn to Fly Promotional Team, Inc., and Wisconsin Aviation Trades Association (WATA). In 1997, for the second time, WATA named Wisconsin Aviation "Aviation Business of the Year." Baum is currently a member of the prestigious Twenty Group, Inc., a national organization dedicated to providing outstanding service to air travelers. □

Dane County Regional Airport, Serving Three Distinct Tenants



MADISON, WIS. – Unlike many “hub” airports in major cities whose primary tenants are the airlines, airports in medium-sized cities like Madison, Wisconsin, not only serve the airlines, but a variety of general aviation operations and oftentimes the military.

Today with 13 non-stop destinations, Dane County Regional Airport (KMSN) provides seamless, low-stress, and affordable options for both leisure and business travelers, offering 94 daily arrivals and departures, with one stop to anywhere in the world!

Airlines that serve Dane County Regional Airport include United, Delta, American, and Frontier. There's non-stop service to Atlanta, Chicago, Cincinnati, Cleveland, Dallas-Fort Worth, Denver, Detroit, Minneapolis, New York, Newark, Orlando, Salt Lake City, and Washington, D.C.

Dane County Regional Airport marked its second best year in history with passenger traffic surging 6.7 percent in 2012 compared to 2011. For the year, 810,953 passengers flew out of Madison. The airport's best year ever was in 2004 with 847,341 passengers.

The airline terminal features an art court and greeter's lounge with a fireplace and soft, leather seating to add to the comfort and distinctive ambience of the building. The terminal incorporates green building strategies including water efficient landscaping, recycled carpet and acoustic ceiling tiles, non-toxic wood preservative treatment, and chlorine-free vinyl wall covering. A building automation system dims lights and modifies heating and cooling to unused areas of the terminal. A chiller plant makes ice at night that is used to cool the building during the day.

Terminal restaurants include Caffe Ritazza, Ancora Coffee Roasters, Uno Chicago Pizza, Ben & Jerry's Ice Cream, Quizno's Subs, Great Dane Brew Pub and the Wurst German Bar, all managed by Creative Host. Retail stores include the Wisconsin Marketplace, CNBC Store, and Lake Country Travel Mart, all managed by The Paradies Shops.

On the general aviation east and south ramps is Wisconsin Aviation; and corporate hangars for such firms as Promega, American Family, Cuna Credit Union, and the Pyle Group. On the south ramp, the Wisconsin Air National Guard has

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fighter aircraft and helicopter squadrons. “The Jet Room” restaurant is located in the Wisconsin Aviation terminal on the east ramp, and is open seven days a week with a great view of airport operations from the dining area.

Bradley Livingston is the airport director, appointed in 2003. He previously served as operations manager and deputy director at the airport from 1986 to 1996, before leaving to become director of operations at Omaha-Eppley Airfield in Omaha, Nebraska, before returning to Madison.



Bradley Livingston

Under Livingston’s leadership, Dane County Regional Airport doubled the size of its terminal. The \$150 million project included a parking structure, exit plaza, and numerous airfield improvements. Currently, there’s a \$14 million snow removal equipment building project underway.

A native of Springfield, Illinois, Livingston is a graduate of Southern Illinois University in Carbondale, and holds the designation of Accredited Airport Executive.

For additional information about Dane County Regional Airport visit www.msnaairport.com.



Dane County Regional Airport is a host airport for the Wisconsin Aviation Conference at the Madison Marriott West Hotel & Convention Center, April 29 – May 1, 2013. For details visit www.wiama.org or call Bob O’Brien, Executive Director of the Wisconsin Airport Management Association (WAMA) at 815-757-2869 or email: bob@thewisconsinriver.com. □

An advertisement for SEH (Sehinc) featuring a photograph of a family (a man, a woman, and a child) at an airport with luggage. The text includes the company name, a list of services, and contact information.

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Illinois Aviation Conference Soars To New Heights

SPRINGFIELD, ILL. – The Illinois Aviation Conference will be held May 15-16, 2013 at the iWireless Center/Radisson Hotel in Moline, Illinois. The Illinois Aviation Trades Association, Illinois Public Airports Association and the Illinois Department of Transportation Aeronautics Division (IDOT) sponsor the event.

Guest speakers will include Dr. Jose Ruiz / Mike Robertson of Southern Illinois University (Safety Management Systems), and FAA Great Lakes Regional Administrator Barry Cooper.

Featured speakers will include former astronaut Story Musgrave; Robert Duncan, retired chief operating officer of the largest family-owned aircraft support organization in the world, Duncan Aviation; and newly elected National Air Transportation Association (NATA) President and CEO Tom Hendricks.

NATA's Tom Hendricks

Tom Hendricks was named president of the National Air Transportation Association (NATA) in July 2012. He began his flying career in general aviation.



Tom Hendricks

While home from college, Hendricks received his private pilot certificate in Hamilton, Ohio, in the mid-1970s. He comes from a family of aviation enthusiasts.

Prior to joining NATA, he was senior vice president of safety, security and operations for Airlines for America (A4A), formerly the Air Transport Association, beginning in June 2010. He co-chaired both the ADS-B In Aviation Rulemaking Committee and the Working Subcommittee of the NextGen Advisory Committee. Additionally, Hendricks served on the Commercial Aviation Safety Team Executive Committee and the Aviation Safety Information Analysis and Sharing System Executive Board.

Prior to joining A4A, Hendricks oversaw day-to-day flight operations at Delta Air Lines as director of line operations. As a captain and air-transport-rated pilot, he also served as a chief pilot in Atlanta and represented Delta on several key industry groups. He has extensive domestic and international flying experience on the Boeing 767-300ER, DC-9, Boeing 727, Lockheed L-1011 Tri Star and MD-88 aircraft.

A retired Air Force Reserve colonel and career fighter pilot, Hendricks also served on active duty as a U.S. Navy officer on the USS Midway (CV-41) and as an instructor pilot at the United States Navy Fighter Weapons School. A native of Fairfield, Ohio, Hendricks graduated from The Citadel in Charleston, S.C., with a Bachelor of Arts in mathematics with secondary emphasis in business administration. While attending The Citadel, he was very active in the college flying club. Hendricks is married and has two adult children.

Conference Highlights

Conference highlights include the ever-popular “hangar party,” this year sponsored by Elliott Aviation, and the IDOT Awards Luncheon featuring Dr. Susan Shea, IDOT Aeronautics Director. Completing the event will be the Illinois Aviation Hall of Fame banquet installing Tom Cleveland, Max Firebaugh, Walt Kessler, John Reining, and John Sheridan. The U.S. Coast Guard Auxiliary Aviation Flotilla 39-08 will receive the “Spirit of Flight Award.”

For additional conference information, go to www.illinoisaviation.org or call the Illinois Aviation Trades Association at (217) 528-5230. □

Second Generation FBO Hosts Illinois Aviation Conference

MOLINE, ILLINOIS – Elliott Aviation, located at Quad Cities International Airport, is the host fixed base operation for the 2013 Illinois Aviation Conference to be held May 15-16 at the Radisson Hotel and iWireless Convention Center in Moline, Illinois.



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A second-generation, family-owned aviation business, the company offers aircraft sales, avionics service and installations, aircraft maintenance, accessory repair and overhaul, paint and interior, charter and aircraft management. In addition to its headquarters in Moline, Elliott Aviation has facilities in Des Moines, Iowa; and Minneapolis, Minnesota.

Elliott Aviation was founded as "Elliott Flying Service" on a grass airstrip in DeWitt, Iowa in 1936 by Herb and Arlene Elliott, and is today operated by their son, Wynn Elliott, president and chief operating officer.

Although the airport at DeWitt had a hangar, it did not have water or electricity. An old farm truck with a 300-gallon gas tank served as a holding tank for avgas. Herb Elliott used to trade flying lessons for what he needed, including a well and a pump. He invited his high school sweetheart, Arlene Soltenberg, to be his bookkeeper.

Their intuition and knack for pleasing customers resulted in Elliott Flying Service selling a staggering 13 aircraft in its first year. With initial success underway, Herb and Arlene got married in 1939.

When World War II interrupted the pursuit of their



dream, the couple relocated to Bonham, Texas, where Herb served as a civilian flight instructor, a flight commander at the Army Primary Flight School, and later as a pilot ferrying combat aircraft around the world. After the war, Herb and Arlene returned to Davenport and resumed business at Cram Field. After adding an office, reception area and pilot's lounge, they expanded their operation to include

dealerships in Piper and Beech aircraft. The Elliotts were the first independent contractors to offer twin-engine charters from the Quad Cities. In 1947, they became an exclusive dealer of Beechcraft products.

Two years later, the Elliotts relocated their business to the new Davenport Municipal Airport in Mount Joy and began providing maintenance services. Success brought the opening of a Des Moines, Iowa operation in 1958, a Minneapolis, Minnesota branch in 1972, and another facility in Omaha, Nebraska in 1982. The company's headquarters and Quad Cities service location was moved to Moline in 1961, and construction of Elliott Aviation's current facility was completed in 1982.

Wynn Elliott assumed responsibility for operating the

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business in 1993, overseeing Elliott Aviation's extensive expansions. In 1995, the company changed its name to Elliott Aviation to



Wynn Elliott

Quad Cities International Airport... A Quick Look Back In History

In 1910, a Rock River valley pasture known as "Franning Field" near Moline, Illinois, was selected for the first coast-to-coast flight by U.S. Army aircraft. Three men leased 30 acres in this pasture, and it officially became an airport. One year later they expanded the airport to include 200 acres. In 1926, regular airmail service began and operations expanded in 1927 when Boeing Air Transport began flying between Chicago and San Francisco. Later that year, Boeing Air Transport, Valley Air Transport, Pacific Air Transport, and National merged to form United Airlines, which provided passenger and mail service to the east and west coasts, as well as to the southwestern United States.

In 1935, the city of Moline, Illinois, took over the airport as a municipal, tax-supported airport. The second largest Work Projects Administration project in Illinois was underway at a cost of

better reflect the full scope of services provided.

In 2003, Elliott Aviation opened its "completions center" in Moline offering turnkey custom interior design services, custom woodworking and cabinetry, avionics installations and modifications, noise reduction installations, and paint.

In 2007, a new paint and interior design center was also added in Moline. In 2008, Elliott Aviation completed a new \$8 million facility in Des Moines, Iowa, marking the company's 50th anniversary.

Today, Elliott Aviation employs 350 people at all operations combined. □

\$165,000 to the City of Moline and \$365,000 to the federal government. A new terminal and hangar were built in 1939 with five scheduled air carrier flights per day and 24 private aircraft based on airport property.

Rock Island County citizens voted in 1947 to buy the airport creating the Metropolitan Airport Authority of Rock Island County, Illinois (MAA) as its owner. Ozark Air Lines began service at the airport in 1950. In 1954, a terminal building was built to provide space for United and Ozark Airlines, as well as limousine service, car rentals, the Civil Aeronautics Administration, and the U. S. Weather Bureau. In March 1985, the new terminal, parking lot, and roadway system were completed. Another significant milestone was reached in 2001 with the opening of two state-of-the-art concourses, new concessions, and an art gallery. Since that time a number of renovation and expansion projects have impacted the airport property. Seven townships in Rock Island County provide financial support to the airport. They include Hampton, Moline, South Moline, Rock Island, South Rock Island, Blackhawk, and Coal Valley. In addition, a number

of airlines, car rental organizations, parking lot patrons, and others also support MAA and airport operations.

Growth resulted in construction of a new public parking lot in 1998. An \$18 million terminal expansion project followed shortly thereafter to bring the size of the terminal complex to nearly 160,000 square feet on the 2,021-acre campus. This project, completed in 2001, resulted in the construction of two new concourses, as well as remodeled space for the new gift shop tenant, new restaurant tenant, and an art gallery.

Nearly \$100 million in assets are owned and operated by the Metropolitan Airport Authority. Some of those assets are in the form of buildings that serve a variety of needs on airport property. An air freight complex opened in 1992. Additionally, various hangars for private and corporate aircraft, along with an industrial park, are on the south side of the property. The longest runway extends just over 10,000 feet.

Bruce E. Carter is the director of aviation, Bryan Johnson is assistant director of aviation and operations, and Michael J. Haney is director of projects and construction. □



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Priester Aviation Names Andy Priester President & CEO

WHEELING, ILL. – Andrew (Andy) Priester has been named president and chief executive officer of Priester Aviation, LLC, the third generation of the family-owned and operated company headquartered at Chicago Executive Airport (PWK) in Wheeling,



Andy Priester

Illinois.

The torch was originally past by company founder, George Priester, to his son, Charlie Priester, who will remain chairman of the board. Now Charlie Priester is passing the torch to his son, Andy Priester.

“The legacy my grandfather and father have built over the past 68 years is something I truly value,” stated Andy Priester, “and I’m excited to shape a new chapter in our company’s history.”

Andy Priester joined the company in 1997, and climbed the leadership ranks, starting with managing the

charter department, which grew from 7 aircraft then, to 30 aircraft today. He was appointed president in 2004.

Priester holds a master’s degree from Concordia University, and is a private pilot and past president of the Illinois Aviation Trades Association (IATA), chairman of the Air Charter Committee of the National Air Transportation Association (NATA), and founding chairman of NATA’s Charter Industry Audit Standards Working Group. Priester Aviation focuses on aircraft management, aircraft charter and related aviation services. □

2013 Iowa Aviation Conference Welcomes Pilots!

WEST DES MOINES, IOWA – Pilots are invited to attend a free FAA Pilot Safety Seminar as part of the 2013 Iowa Aviation Conference from 7:00 p.m. to 9:00 p.m., Wednesday, April 24 at the West Des Moines Sheraton Hotel.

AOPA’s Central Southwest Regional Manager, Yasmina Platt, and aviation humorist and aviation safety expert, Mark Grady, are featured speakers.

Yasmina Platt, whose AOPA column appears in each issue of *Midwest Flyer Magazine*, will discuss issues affecting pilots in Iowa.

Mark Grady’s presentation titled the

“Four Levels of Awareness” integrates video, real examples and engaging storytelling to create a lasting impression and reduce the chance of an accident attributed to pilot error. Grady has a Commercial Pilot Certificate and spent 10 years as an award-winning traffic watch pilot in North Carolina. He was AOPA instructor of the year in 2008. □



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Alexandria, Minnesota Airports Conference Host Airport

ALEXANDRIA, MINN. – The rural farming and recreational community of Alexandria, Minnesota in west central Minnesota, is hosting the 2013 “Minnesota Airports Conference,” April 17-19 at the Arrowhead Conference Center.

Known for its prestigious lakes, Alexandria is a vacation and recreational hot spot in the summer, and the cold spot in the winter. The community is located 132 miles northwest of the Twin Cities.

Alexandria Airport had its beginnings in 1932 with northeast/southwest and northwest/southeast runways, 2000 and 1800 ft. long by 300 ft. wide, respectively, with a standard 100 ft. circle at their junction. The federal government provided weather 24 hours a day from a 16 by 20 ft. building, heated with a coal stove in those days, for airmail pilots, primarily. In October 1942, the Alexandria Airport was awarded a \$950,000

makeover by the Civil Aeronautics Authority for national defense purposes.

The “War Powers Act” confiscated another 535 acres, which the City of Alexandria paid landowners a total of \$37,387.30. The federal government paved the runways and the airport was used as a refueling and emergency base for bombers. An FAA Flight Service Station was built and operated from the 1940s until 1990 when it was closed and operations were consolidated in Princeton, Minn.

Bellanca Aircraft moved to Alexandria in 1954, where 1,356 Bellanca Vikings were built. Bellanca also built the Eagle spray plane from 1979 to 1983 for a total of 93 aircraft. Bellanca Aircraft is still located on the field and is now owned by Alexandria Aircraft, LLC, providing parts only. Other businesses include Webers Aero Repair, specializing in Bellanca aircraft; Life Link III helicopter transport; and Alexandria Aviation.

Today, Alexandria Airport has two runways: 13/31 is 5100 x 100 feet with ILS and GPS WAAS approaches; Runway 04/22 is 4100 x 75 feet with VOR and GPS WAAS approaches. There are 52 aircraft based at the airport. A 90 x 100 ft. corporate-style transient hangar is pending FAA approval. There are 26,000 operations a year at Alexandria, and the airport is classified as a “key airport” by the Minnesota Department of Transportation, Office of Aeronautics.

Airport managers have included Harold Chandler from the 1960s to mid-1970s. In 1978, the City of Alexandria named the airport “Chandler Field” in his honor. From the mid-1970s to 1985, Don Clobes was airport manager. Al Bennewitz was manager from 1985 until 2008 when Todd Roth assumed the position. □



Todd Roth

Minnesota Airports Conference To Be Held In Lake Country

ALEXANDRIA, MINN. – When you think of the state of Minnesota, you think of the land of 10,000 lakes. So it is only befitting to hold the “Minnesota Airports Conference” in lake country, and Alexandria, Minnesota is a community known for its many lakes and recreation. The conference will be held April 17-19, 2013 at the

Arrowhead Conference Center.

On Wednesday after the opening lunch, the Minnesota Council of Airports (MCOA) will hold its annual membership meeting, followed by an update from the Minnesota Office of Aeronautics. The Federal Aviation Administration (FAA) will provide an update Thursday morning, followed

by morning sessions including one on “*how to acquire airport revenue from non-aeronautical sources.*”

The FAA/Governor’s Award will be presented during the noon luncheon on Thursday, followed by Jeff Hamiel of the Metropolitan Airports Commission (MAC) with an update on what is happening at Minneapolis-St. Paul International Airport and MAC’s six reliever airports.

A topic on “*how to accomplish an airport project from A to Z,*” will be followed by a session on “*how to manager an airport within a business environment.*”

On Friday, MCOA will present its awards, followed by a presentation by Barry Cooper of the FAA Great Lakes Region.

To register contact Judy Meyers at (800) 657-3922 or judy.meyers@state.mn.us. For hotel reservations, call the Arrowhead at 320-762-1124. □



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Lenss Named Airport Director At Rochester

APPLETON, WIS. – Outagamie County Regional Airport Director, Martin Lenss, has accepted a position at Rochester International Airport in Minnesota. He will step down from his current position at Outagamie on May 1, 2013, which he has held for 5 years. The Rochester position will allow Lenss, his wife and children to live closer to their families.

“Few public servants have made

a mark as quickly and as lasting as Marty.” said Outagamie County Executive Thomas Nelson. “In five years, he has engineered an economic renaissance at our airport that has led to critical job creation and vital commercial growth. On top of that, he developed sustainable air travel for our community in one of the industry’s more challenging eras. On behalf of Outagamie County and a grateful

community, I wish Marty, Shona and his family all the best in the years to come.”

“I am very grateful to have had the opportunity to work with such great people from the community, county board, and especially the airport team who has always worked hard to provide the region a great airport,” said Lenss. “Opportunities don’t present themselves like this often and it has been a hard decision. We will miss you all and wish you the best.” □

Aviation Day In North Dakota

BISMARCK, N.D. – The North Dakota Aviation Council (NDAC), consisting of eight aviation organizations, held an “Aviation Day At The Capitol” in Bismarck, February 8, 2013. The council wanted to promote

aviation within the state and present its concerns before the general public and state elected officials. It was an opportunity to showcase the role aviation plays in the state’s economy,



Darren Heil

and explain why airports and airplanes are important to North Dakota. The council also wanted to rally support for a one-time, \$60 million grant proposed by Gov. Jack Dalrymple to

help repair airport infrastructure in western North Dakota, where an oil boom has led to record growth and airports are being used extensively. The council also emphasized the need for a separate \$9.45 million infusion to the North Dakota Aeronautics Commission’s General Fund, which, despite significant increases to annual enplanements at airports throughout the state, has not had its appropriation level raised in 25 years. The National Business Aviation Association (NBAA) joined the council in sponsoring this event. □

New Category II Approach For Dane County Regional Airport

MADISON, WIS. – A new Category II instrument landing system (ILS) is the cornerstone of a \$9.6 million multi-year project to reduce minimums at Dane County Regional Airport in Madison, Wisconsin (KMSN).

A Category II (CAT II) is a precision instrument approach and landing system with a decision height lower than 200 feet above the touchdown zone elevation, but not lower than 100 feet, and a runway visual range not less than 1,150 feet.

The Wisconsin Airport Improvement Fund awarded \$488,000 for the project, and the county will kick in \$122,000.

More than 5,500 travelers use the

airport each day, according to airport director, Bradley Livingston, including

the airlines, military and general aviation. □

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Twin Pines Resort Hosts Fly-In On Mille Lacs Lake

Photos by Brad Thornberg

GARRISON, MINN. – If you have always wanted to land on a lake, but don't own a floatplane, all you need is a resort to plow out a two-mile stretch of snow on a frozen lake. That's what the Twin Pines Resort did on Saturday, March 2, 2013,

when 57 airplanes on wheels and skis landed on Mille Lacs Lake in north central Minnesota for breakfast, lunch and camaraderie.

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A two-mile runway of ice on Mille Lacs Lake, Garrison, Minnesota.



Fifty-seven (57) airplanes on wheels and skis landed on frozen Mille Lacs Lake, Garrison, Minnesota.

donated two engine covers that were given away in a raffle (www.tanisaircraft.com).

In addition to the beautiful photos taken by photojournalist, Brad Thornberg in this issue of *Midwest Flyer Magazine*, see the video footage on YouTube: <https://www.youtube.com/watch?v=td3DuaKsqjY>. □

Brodhead Hosts Chili Fly-In



Mike Weeden of Brodhead, Wisconsin, on the roll at the "Ground Hog Chili Fly-In" in Brodhead, Wisconsin, February 2, 2013. Weeden is flying Bill Liimatainen's 1946 Aeronca 7AC Champ, powered by a 75 hp Continental A65-8 engine with Aero Ski snow skis. Liimatainen is from nearby Monroe, Wisconsin, but the aircraft is based at the Brodhead Airport. EAA Chapter 431 sponsored the annual fly-in. Aero Ski Mfg Company is located in Brooten, Minnesota. *Photo by Douglas J. Tomas*



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Madden's On Gull Lake – The Perfect Getaway by Lake or Land

BRAINERD, MINN.
– Madden's Resort on Gull Lake near Brainerd, Minnesota, will host the annual Minnesota Seaplane Pilots Association (MSPA) Seminar & Fly-In, May 3-5, 2013. If you haven't registered, go to www.mnseaplanes.com. You can land on the lake, or at nearby East Gull Lake Airport, or fly into Brainerd Lakes Regional Airport and rent a car.

At the annual meeting in December, outgoing MSPA President Mary Alverson reported on the success of the 2012 Safety Seminar & Fly-In at Madden's. The event added an air show featuring DNR tankers, area helicopters, and aerobatics by Pete Televeda and Bill Chowden flying an



Brad Thornberg

Extra and Yak 55. Much more is instore for the 2013 seminar and fly-in.

“Invasive species” and what seaplane pilots can do to prevent their spread is one of the hot topics among seaplane

pilots, today. MSPA has taken a proactive approach in working with the Minnesota Department of Natural Resources (DNR) to get the latest information and provide correct preventive procedures to pilots, says newly MSPA President Ben Thuringer. (See article on invasive species in the *Minnesota Aeronautics Bulletin* on page 48.)

Madden's Resort welcomes floatplane and fixed gear pilots to stop by for a long weekend, to enjoy dining in one of its restaurants, or simply for ice cream. If you are staying the night, Madden's has a new lakeside bar right next to the beach to grab a cold drink, and accommodations range from cottages and hotel rooms, to luxury villas. Madden's has non-oxygenated 91 fuel at the marina. If you are on wheels, land at nearby East Gull Lake Airport and Madden's will pick you up. Brainerd Lakes Regional Airport has 100LL service at their seaplane dock, as well.

If you are searching for an idyllic location to obtain your seaplane pilot certificate, Madden's on Gull Lake is the place for you. Their “Seaplane Flight Training Package” includes four days/three nights lodging, golf, and breakfast and dinner each day. Local seaplane instructor and past MSPA president, Mary Alverson, will spend six (6) hours of flying time with you, and in your off-time, you will enjoy all that Madden's has to offer. Visit www.wingoverwaterseaplanes.com for complete information.

Visit www.maddens.com or call 800.642.5363 or email reservations@maddens.com for complete resort information and reservations for the annual Minnesota Seaplane Pilots Association (MSPA) Seminar & Fly-In, May 3-5, 2013. For those coming by car, Madden's is located at 11266 Pine Beach Peninsula, Brainerd, Minnesota. □

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Confronting Weather When Flying A Seaplane

by Michael Kaufman

Many readers of *Midwest Flyer Magazine* may wonder why the guy that writes a column on “instrument flying” and “avionics technology” is writing about “seaplane flying?” I make my living flying and teaching in technologically advanced aircraft and enjoy it, but my roots go back to the basics, and my greatest joy today is seaplane and glider flying. I learned to fly in a Champ in the mid-1960s with air racing legend Bill Brennan of Neenah, Wisconsin, as my flight instructor, before I learned to drive a car. After getting my private pilot certificate, my second pilot certificate was for “seaplanes.” Unfortunately, I did not fly a seaplane from the early 1970s

An aerial photograph of a resort complex, likely Madden's on Gull Lake, with a seaplane flying over the water in the foreground. The resort features several buildings, a golf course, and a large lake. Three award logos are overlaid on the right side of the image: Golf Digest America's 100 Greatest Public Golf Courses, Golf Digest Best Places to Play, and Golfweek's Best.

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SEAPLANE FLYING

until the early 1990s. It was always my dream to have my own seaplane, and a Cessna 185 amphibian was my dream airplane. My wife's influence, however, turned that dream into a Bonanza in 1988, which I am not totally sorry about. Being the understanding wife that Linda is, I was able to buy a Piper Cub on floats in 2000 (and keep the Bonanza), along with a summer cottage on a lake in Eagle River, Wisconsin. *That's a pretty nice dream come true!*

The following story about a seaplane flying experience I had should go in a "never again column," as it took every bit of skill, judgment and luck I had for a successful ending, and I still consider myself very lucky.

All summer long for the previous 10 years, my Cub sat in the sun on a modified pontoon boatlift in Eagle River. The sun takes its toll, and I had the Cub meticulously restored in 2011 by craftsman/mechanic Roger Shadick of Noble Aviation at Eagle River Union Airport.

I try to take the Cub to EAA AirVenture-Oshkosh each year if my schedule will allow, and Oshkosh 2011 was special because of its recent restoration. The aircraft flew beautifully after Roger's restoration, and the flight to the EAA Seaplane Base that year was out of a picture book. The aircraft got special notoriety and appeared in all of EAA's

promotional literature for the 2012 convention, "The Year of The Cub" (75 years). But the trip back to Eagle River on the last Saturday of the 2011 convention turned out to be the opposite of stellar.

I had spoken to my wife earlier that day, and she had planned to drive from our home in southwest Wisconsin to the cottage, and I indicated I would probably fly the seaplane back to Eagle River as it was near the end of the show. I am always cautious about every flight, a sign of being a mature pilot. I always teach my student pilots to do the same, "do as I do," not just, "do as I say."

After topping off the fuel in the main and wing tanks, I proceeded to the weather building at the seaplane base for a last weather check before departing. The weather looked great with about 10 knots of headwind; the flight should take about 1 hour and 45 minutes under those conditions. Takeoff was normal and the first hour and a half was again a picture book adventure.

Approaching Pickerel Lake about 30 miles southeast of the Rhinelander VOR, I noticed that the sky to the northwest was looking a bit dark, and I began to feel uneasy. I had not taken the XM weather unit on this trip as it takes some work to take it out of the Bonanza, but I knew this was not looking good.

I increased the RPM on the Cub by 200 and picked up about 5 knots of airspeed. As I did a visual scan of the impending storm, I realized there was no way around it, and it was looking worse by the minute. A decision needed to be made...continue on in hopes of beating it home, land in a nearby lake and take the storm on the water, or land and try to find a dock or place to beach and tie down on the shore. The decision I made – right, wrong or indifferent – was to fly on with hopes of beating the storm or confront it in the air. I continued on with hopeful thoughts, but about 10 miles from my dock, I could see that I was going to have to confront the storm in flight.

I was just 3 miles from the dock when the airplane was hit by the gust front of the storm. The little Cub was tossed around violently, and I did my best to maintain control and keep it in the air. I later learned that wind gusts in excess of 50 mph were reported at Eagle River Union Airport. It took everything I had learned in all of my years of flying to just maintain flight, truly the worst storm I had ever experienced. The rain was very intense, and yes, the airplane leaked, even after the great restoration. There were lightning flashes all around the aircraft as I approached the cottage. The wind and turbulence had subsided a bit, and my thoughts turned to attempting a landing. I was not sure if my wife had made it to the cottage, as we normally communicate by amateur radio. Linda is also an amateur radio operator. My handheld amateur radio was behind me, somewhere in the back seat, and I had all I could do to keep the aircraft under control without trying to find it.

I flew over the cottage in hopes that Linda would hear the airplane and come out to the dock to help me. I was sure she would not be expecting me in this bad storm. After



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the flyover, I made a circle back to line up into the wind for landing and saw Linda at the dock as I made my final approach. The lake was extremely rough with white caps, so I decided to land as close as possible to the upwind shore – the opposite side of the lake from the dock. Keeping the aircraft under control with an estimated groundspeed of 10 knots, I splashed down for a decent landing in smoother water about 200 feet from the upwind shore. Now the task at hand was to reach my dock and secure the aircraft, as the upwind shore was rocky and unfit to beach.

Another seldom used skill – sailing backward in the wind – was called for as there was not enough distance from the shore to attempt a downwind turn. I reduced power on the engine, and we sailed backward to a distance from shore where I would attempt a downwind turn and drop the water rudders. But something did not feel right. I then discovered that I broke the water rudder steering cables in the turbulence of the storm. I now wondered if I could make the turn at all with most of my water steering gone. I decided to try it, sail backward another 200 more feet, plow taxi at high power, then make a slight turn to the right, followed by a hard left using torque to help. This trick worked, and I was headed downwind toward my dock and now faced with the next challenge...docking in this strong wind.

I remember my dear friend and seaplane Jedi, Waldo Anderson, from Minneapolis, telling me to keep the prop from picking up spray to avoid nick damage, but I had no choice but to keep the power almost full on during the plow taxi to the dock, even if it cost me the prop.

The dock is nestled in a cove at the mouth of a river, and I kept the power at almost full, figuring on the worst if I miscued by even a half second. Linda was waiting at the dock soaked by the heavy rain, but I was confident in her, as she is a veteran dock person. She grabbed the docking line as I bumped the dock quite hard and was able to get around a tie-down cleat on the dock. Something I learned in Alaska seaplane flying is to always have a docking line on the front of the float, and it must be free to grab, not tied to the back of the float. The next challenge was to get the seaplane secured on the lift in the strong wind. We worked the airplane slowly onto the lift by always having at least one line tied to a cleat, as no one could hold it in the strong wind.

The excitement was finally over and the conclusion was positive...no damage, other than the water rudder cables... *not even the prop!*

The Cub is a well-built airplane, but I would not want to run this test again. The storm knocked out power to the cottage for several days, Linda and I were soaked, and the storm continued to move toward Oshkosh 150 miles away and damaged several aircraft and blew down tents. It was totally un-forecasted at the time of my departure. Rusty Sachs, former administrator of the National Association of Flight Instructors (NAFI), once said: *"You know you have been good, when entering heaven, the Lord gives you a Cub on floats to fly"* – but not in a storm! □

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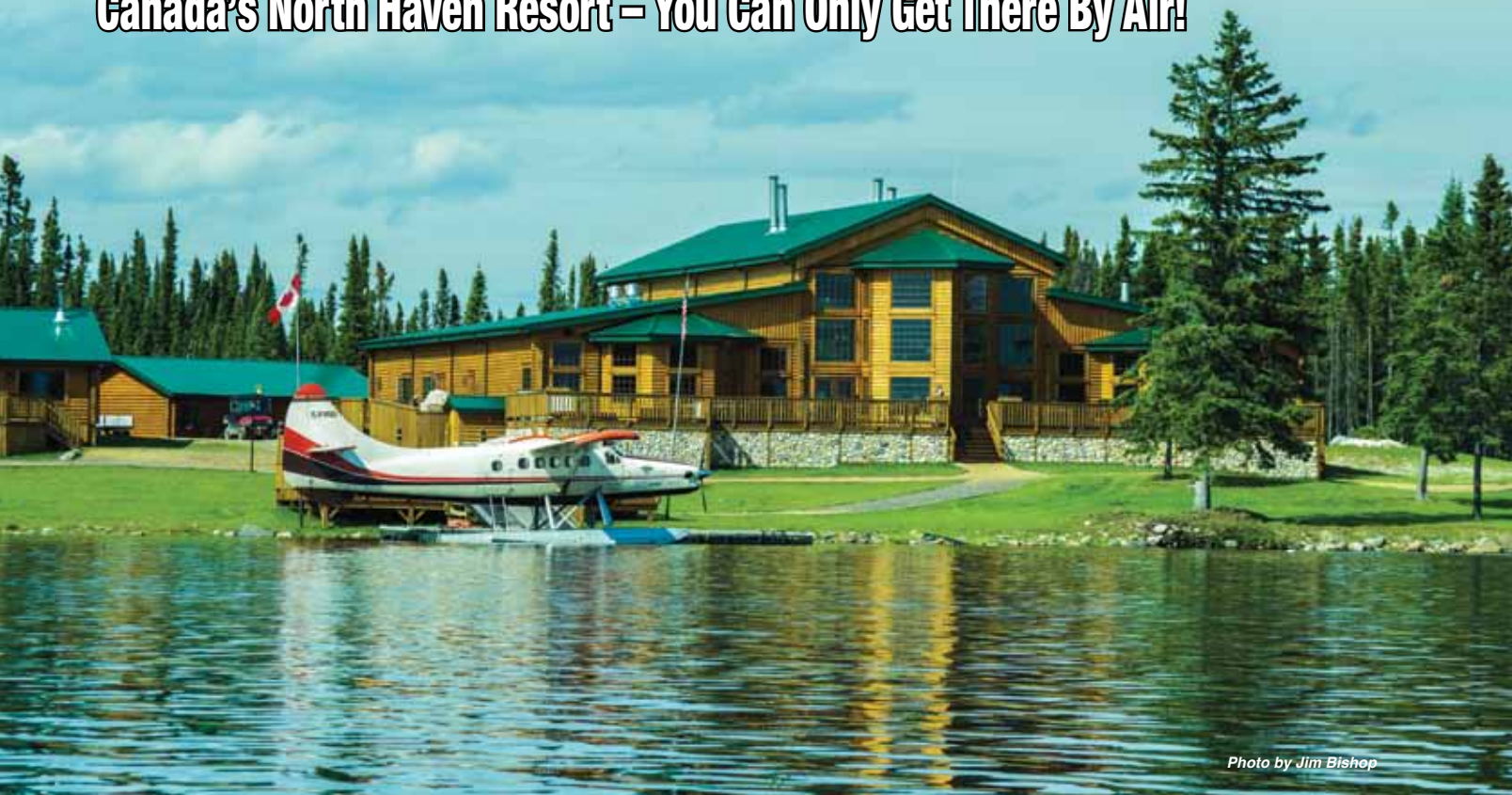


Photo by Jim Bishop

Combining topnotch amenities with total seclusion is an attractive prospect for many pilots looking to get away, and North Haven Resort on Utik Lake, Manitoba, Canada, has achieved the ultimate in luxury resorts in the remote Canadian wilderness.

North Haven Resort, opened in 2008, sits on a roughly 20-acre private island on 36-mile long Utik Lake in northern Manitoba and is located 370 nautical miles northeast of Winnipeg. Due to the exclusivity of the resort's lease on the lake, North Haven is only accessible by air, providing privileged guests with uninhibited access to world-class freshwater fishing.

The centerpiece of the resort is the 13,000 square foot

main lodge, which boasts a fully stocked premium bar, game room, lounge with satellite television, wi-fi, fitness center, lakefront deck with Jacuzzi, available massages, sauna, tackle shop, and a fully wired conference room.

To ease the appetite of weary travelers, North Haven features a gourmet kitchen with an executive chef, providing world-class dining in the heart of the Manitoba wilderness. The chef provides made-to-order breakfasts from scratch, and indulgent four-course dinners with a full wine list.

Guests stay in eight individual cabins on the island, furnished with XM satellite radio, in cabin wi-fi, full bath, wood burning fireplace and lakefront deck. You'll have a difficult time finding a better night's sleep than at North

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Those coming to Utik Lake for the fishing will not be disappointed. This pristine stretch of water offers Northern Pike that rival those caught anywhere in North America, with sizes approaching and exceeding 50 inches in length.

North Haven's professional guides take anglers to secluded fishing areas in 18-foot Lund Pro Guide boats. They provide all lures, rods, reels and tackle, with guests having the option to fish for Northern Pike and Walleye with either traditional gear or fly fishing methods.

No fishing trip to Canada would be complete without a shore lunch, and the handpicked guides at North Haven provide one of the freshest, tastiest shore lunches to be found at any resort. You have the fun of catching the walleye, then



Petras Barcas

relax as the guides prepare a gourmet meal in the glory of nature, all on one of Utik Lake's numerous islands.

Adventurous flyers can rest assured that North Haven caters to all types of aircraft, with many amenities available. The resort offers an oasis for float planes in the middle of the wild, with secluded docks and all types of fuel, including jet A and avgas. Those with fixed gear land aircraft have the option of landing at

nearby Thompson, Manitoba, with transportation offered by floatplane to the resort.

North Haven is currently constructing a 5,000 foot private landing strip on an adjacent island to the resort, scheduled to open summer 2014, which will make the resort more accessible by fixed gear aircraft. But why wait, when floatplane service from nearby Thompson, Manitoba is available now!

For further information on North Haven Resort, visit www.northhavenresort.ca. □



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Across America In A Seaplane



Brian Schanche of Adventure Seaplanes in Lino Lakes, Minn., and Jack Pollock of Milwaukee, Wis., were doing a fly-by in their Cessna 180, past flight instructor, Woody Minar of Osceola, Wis., and his student, Jeff Moryn of St. Croix Falls, Wis., as they headed towards the St. Croix River and Mississippi River confluence just south of the Twin Cities.

by Woody Minar

Every fall and spring, Brian Schanche of *Adventure Seaplanes* migrates from *Surfside Seaplane Base* (8Y4) on Rice Lake near Lino Lakes, Minnesota, to Lake Pierce, near Lake Wales, Florida. It all begins months ahead of time. Phone calls and emails start arriving from those who want to get their seaplane rating, and experience the enjoyment of a three-day seaplane cross-country trip, not to mention a couple of days in Florida!

Our trip began in late October when I arrived at Surfside with my student, Jeff Moryn of St. Croix Falls, Wisconsin. Brian greets us, along with his student, Jack Pollock of Milwaukee. After loading our gear and extra fuel bladders into the Cessna 180 and Cessna 172, the preflights were conducted, the trip plans were finalized, and we plugged

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The Cessna 180 flying along the Mississippi River bluffs.



George's Seaplane Base on the Mississippi River in Le Claire, Iowa, home of the American Pickers television program.

the coordinates for *George's Seaplane Base* into our iPad's *ForeFlight* program and the GPS units. After the run-ups were completed, Jeff and Jack got their first lesson on launch procedures. Even with a slight breeze, the seaplanes act like giant weather vanes, so we were careful not to bump the floats against the dock or the wings or struts against our heads. The operation was an orchestrated team effort.

With the launch sequence complete, we taxied to the north end of Rice Lake and took off into the wind with a shallow turn to the southeast. Brian and Jack, who were flying the Cessna 180, soon caught up to us and did a photo-op fly-by as we headed towards the St. Croix River - Mississippi River confluence. We decided to fly low, knowing that seaplane pilots tend to get nose bleeds if they fly more than a couple thousand feet AGL. Hence, we had the pleasure to follow the river between the beautiful fall-colored river bluffs!

As we approached La Crosse, Wisconsin (KLSE), we contacted the tower to request permission for a flight of two to transition their airspace over the river. We continued our flight down the river away from the surrounding bluffs.

Two and one-half hours later, we spotted the C180 docked at *George's Seaplane Base* on the Mississippi River in Le Claire, Iowa, home of the *American Pickers* TV show. We circled around the planned landing area and Jeff learned the art of reading the nearby smoke stacks and river waves for wind direction, and water for dangerous obstructions, which litter most rivers. The landing area looked good, so we splashed down just off a point northwards towards a small island.

As we taxied back, George was waiting for us with his hip boots on. He guided us to the wooden ramp, which George had next to the dock – Jeff's first lesson on ramping. "*Be careful when you step out; it's slippery,*" George warns. "*Ohhh, yaaaaaa!*" I said, as I did a kabuki dance on the wooden planks and tried to maintain my dignity.

After the planes were tied down for the evening, we headed up to George's house where his wife and daughter greeted us with hors d'oeuvres and drinks, and off we went to dinner before heading to the hotel.

The next morning on the way to George's house, we took a brief tour of the *American Pickers* warehouse – an interesting

place. The planes were refueled, repacked, and because of the cold night, we awaited the sun to melt the frost off the seaplanes. After the hugs and handshakes, we taxied out to the middle of the channel, on the lookout for the tugboats and fishing boats cruising up and down the river. After liftoff, we did a fly-by and rocked our wings to acknowledge our thanks to George and his family.

Brian and Jack got about 2 miles in front of us and we happened to be right behind them at the same altitude. All of a sudden, the vortices from the wingtips, prop, and floats of the Cessna 180 rolled us violently counterclockwise and then

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Green Turtle Marina, Grand Rivers, Kentucky.



Jeff Moryn of St. Croix Falls, Wis. at Bagby State Park on the Alabama-Georgia border near Eufala, Alabama.

violently clockwise. Warning: *Keep your distance!*

Our next rest and refueling stop was the *Green Turtle Marina* in Grand Rivers, Kentucky – about 50 miles East of Paducah between Kentucky Lake and Lake Barkley in the rolling hills of Kentucky. Jeff got a trial-by-fire docking lesson in a confined area with swirling winds, trees along the shore's steep bank, and tall steel posts on the docks that stuck up higher than the wings. There are several ways to accomplish this and Jeff tried a couple of them before getting it right without dinging up a wing or other parts in the process.

Since the entire trip is flown under VFR conditions, weather can be threatening and Grand Rivers is a great place to spend the night.

There's a very popular restaurant in Grand Rivers – *Patti's 1880s Settlement* – where the waitresses are dressed in 1880s style. A favorite is the "Pork Loin Bacon-Wrapped Filet, charbroiled and topped with glazed baked apples."

We checked the weather and it was good enough to launch, so we had to bypass *Patti's* on this trip and headed on to Guntersville in northern Alabama.

Flying over Tennessee, Alabama, and Georgia, we were in awe with the beauty of the rolling hills, state parks, and wildlife management areas. As we approach Huntsville, Alabama, the ceilings came down to the point where we could not get over the hills, so we turned away from them and headed for the Tennessee River valley where we flew for the next 20 miles.

Jeff received several lessons in "*How to avoid power lines*

101," which cross high above the river from bluff to bluff. Soon we saw Guntersville (8A1), which is nestled in the hills and surrounded by Lake Guntersville where there is a small dock off the north end of the asphalt runway.

We got a ride to the terminal building where we picked up a courtesy car and drove to the hotel a few miles down the road. The hotel overlooks the Tennessee River where there always seems to be a Bass fishing tournament when we are there.

That evening over dinner, we met a pilot who was ferrying a plane down the East Coast to Florida. We asked him what he was doing so far west of course. "Hurricane Sandy" was his reason. That being said, we ended up on the edge of the hurricane. Fortunately, we were on the backside of it with a nice tailwind all the way from Iowa to Florida.

The next morning after eggs, Southern fried potatoes, and grits for breakfast, we piled five guys and our gear into the courtesy car and headed for the airport, then repacked and refueled the planes for the last leg to Florida.

Not long after departing Guntersville, we flew a couple of miles west of the Talladega Superspeedway in order to stay out of the restricted airspace. We snapped some pictures of the speedway, and later, of Auburn University's campus and football stadium.

Later in the flight, we arrived at Bagby State Park on the Alabama-Georgia border near Eufala, Alabama (KEUF). Our original plan to park in a confined bay was thwarted with high winds and low water levels that exposed logs. There is an

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Alligators were present at Bagby State Park on the Alabama-Georgia border near Eufala, Alabama.



Lake Pierce, Florida.

island with sandy beaches that worked out much better. It was a good place for Jeff and Jack to practice beaching. Parked in the shallow water, we got a chance to soak our feet and had a snack while Brian refueled the Cessna 180 directly from the fuel bladders. Most importantly, we were mindful of the signs that say “Alligators – Stay Clear – Do Not Feed.”

Upon departure from shore, the strong winds provided an opportunity to learn, then practice, sailing before taking off again to the south. Two hours later, with the temperatures climbing quickly, the sweatshirts, jackets, gloves and caps we wore two days ago had to be shed for t-shirts, shorts and sandals. Try changing clothes some time while in flight in a 172!

The hills and forests changed to orange and mangrove plantations. As we approached Lake Pierce, Florida, we could see Disney World in Orlando, except we couldn’t get too close because of the permanent TFR there. Nonetheless, we were able to do some “splash and goes” on many of the numerous lakes as we made our way to Brian’s winter home.

Upon landing, we were met by a group of friends on the dock near the trailer aptly called “Bent Prop Pilot Shak.” This is where we stayed.

With the bags unpacked and some cool drinks to wash down the “trail dust,” we walked over to the *Cherry Pocket Steak and Seafood Shak* for dinner. The restaurant has live music on the outside deck and a bar with a sign “Do Not Feed The Dam Gators.” They were swimming nearby.

The next day I spent the morning finishing Jeff and Jack’s seaplane instruction while Brian opened up his quarters. At 1:00 pm, the designated pilot examiner, who is the grandson of the famous Jack Brown (seaplane base), shows up and by 5:00 pm, Jeff and Jack are rated seaplane pilots.

For the students, the cross-country trip turned the seaplane rating experience into a lifetime adventure. Brian and his *Adventure Seaplanes* have made the trip an enjoyable training experience and fun with the help of great friends along the way.

The next day, we flew back to Minneapolis commercially, and Brian stayed behind to provide seaplane instruction and airboat rides on Lake Pierce the rest of the winter. Come late

April, the seaplanes will head back to Minnesota with other student pilots who want to experience cross-country seaplane flying.

For additional information, contact Brian Schanche at *Adventure Seaplanes*: www.AdventureSeaplanes.com. *Adventure Seaplanes* also provides “back-country” training with their Super Cub with 31-inch bush wheels to Canada, the Arctic, Northwest Territories, and Alaska.

EDITOR’S NOTE: Woody Minar is a flight instructor at L.O. Simenstad Municipal Airport in Osceola, Wisconsin (KOE0). □

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“We like the little guy!” Glenn Burke, Manager

Poberezny Named Living Legend of Aviation

BEVERLY HILLS, CALIF. – EAA Chairman Emeritus Tom Poberezny was inducted as a “Living Legend of Aviation” on January 18, 2013, during the 10th annual Living Legends of Aviation awards ceremonies in Beverly Hills, Calif. Poberezny served as EAA AirVenture chairman from 1977 to 2011, EAA president from 1989 to 2010, and chairman of the board from 2009 to 2011. EAA Founder Paul Poberezny is also a Living Legend of Aviation inductee.

Among the other 2013 honorees were former EAA senior vice president, Greg Anderson, who received the “Harrison Ford Aviation Legacy Award,” and John Uczekaj, CEO of Aspen Avionics, recipient of the



Tom Poberezny with his wife, Sharon (left), and daughter, Lesley (right).

Photo by Steve Schapiro, Courtesy of Kiddie Hawk Air Academy

“Aviation Industry Entrepreneur of the Year Award.” Other persons inducted as Living Legends included Chuck Aaron, James Albaugh, Randy Gaston, Al Haynes, Fatih and Eren Ozmen, and Louis Turpen.

Air show legend Bob Hoover presented two of his “Freedom of Flight Awards” – one to the first man to walk

on the moon, the late Neil Armstrong, and another to the last man to drive and walk on the moon, astronaut Eugene “Gene” Cernan.

The prestigious “Aviation Inspiration & Patriotism Award” was presented to David Ellison, accomplished pilot, movie producer, and a member of The Stars of Tomorrow Aerobatic Team.

The Living Legends of Aviation is produced by the Kiddie Hawk Air Academy, a nonprofit, tax-exempt organization that takes Kiddie Hawk Jet Trainers to schools and aviation exhibitions to give children ages 4-9 the opportunity to experience their first flight lesson, albeit only a few feet off the ground. □

Doolittle Raiders Hope To Meet One More Time!

EGLIN AFB, FLA. – The remaining members of the famed Doolittle Raiders will hold their final public reunion, April 16-21, 2013, at Eglin

Field, Florida, where they trained for their mission to bomb Japan on April 18, 1942.

In retaliation for the attack on Pearl

Harbor, Lt. Col. James H. “Jimmy” Doolittle led a squadron of 16 Army B-25 bombers from the deck of the aircraft carrier Hornet, and bombed five major Japanese cities. □

FLY & DINE

Charlie's Restaurant

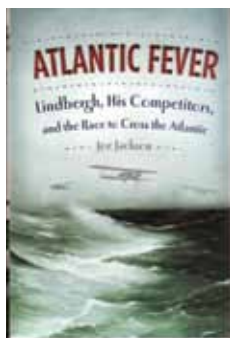
BOLINGBROOK, ILL. – Pilots looking for an airport restaurant in northern Illinois should check out “Charlie’s Restaurant” at Clow International Airport (1C5), Bolingbrook, Illinois. Charlie’s is open from 7:00 am to 3:00 pm, 7 days a week and occasionally hosts a Friday Night Fish Fry. Call ahead to book a reservation or to find out about their daily specials: 630-771-0501 (www.charliesrestaurant.net).

Atlantic Fever – Lindbergh, His Competitors & The Race To Cross The Atlantic

Author: Joe Jackson

Published: Farrar, Straus and Giroux 2012

A Book Review - by Allen Penticoff



Be transported back in time to 1927. World War I has been over for nine years. Airplanes have accelerated quickly in development in the 24 years since the Wright Brothers' flimsy "Flyer" levitated from the sandy flats of Kill Devil Hills. Yet by more modern standards, the technology was quite primitive – a modern aviator would be very reluctant to take on this trip with these crude machines, and depending to a great extent upon pure luck to survive.

There is a big cash prize put up by hotelier Raymond Orteig for the first to fly non-stop from New York to Paris or the other way around. The prize expires as no one can complete the flight – it is renewed. While the money is an incentive, it is the glory to be the first to accomplish this feat that pushes most competitors. Much in the way of resources, skill, and strategy will be put into many attempts. Politics, not by the

government – but among the contenders – will lead to some failing to miss the opportunity to be first. A spell of bad weather has an important role in who will win.

Large airplanes, war hero pilots, fatal fiery crashes, crowds of spectators – all play into the formula. Famous names in aviation: Richard Byrd, Rene Fonck, Giuseppe Bellanca, Anthony Fokker and of course, Charles Lindbergh. The narrative also richly explores the dozens of others who were involved in the competition and the rivalries between them. This is where Jackson shines in "Atlantic Fever," the willingness to go off the beaten path and explore the deep nooks and crannies of this interesting and important time...to reveal the humanity of these heroes and daredevils, to find the truth in what

happened and why.

It was an exciting time for the people who lived it and who followed it. It will keep you captivated as well, while you learn much about the early history of aviation. We know well the story of Lindbergh squeaking into the sky with the overloaded "Spirit of St. Louis," his fight with sleep and his good fortune to find Paris and his sudden burst of worldwide fame, which he loathed. But we don't hear of flights by Nungesser and Coli in "White Bird," which, apparently flew from Paris to the North American Coast, where it was likely shot down by rum runners as it passed overhead in the fog. Nor of the successful flight of Richard Byrd, Bernt Balchen and George Noville, who flew on instruments (needle, ball and airspeed) for 42 hours, only to ditch in the English Channel when they could not find Paris in the fog – a month after Lindbergh's successful flight.

These and many other flights, and attempted flights, are chronicled, as well as the public reaction to such flights and the period of hysteria over aviator worship that still rings with us today. □

Local School District Names Pattonair Indianapolis Premier Partner

INDIANAPOLIS, IND. – The Wayne Township School District program "Help One Student To Succeed" (HOSTS) has recognized Pattonair, a leading global aerospace and defense supply chain service provider, as a

Premier Partner. The school district created the program to provide one-to-one mentoring for students to help them improve their reading and comprehension skills.

Pattonair found out about HOSTS

during the school supply drive they organized in 2012 at Stout Field Elementary School. There are now 12 employees who devote one hour each month to provide support for two students, three days a week. □

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Gordon Hoff, Executive Director of the Minnesota Business Aviation Association (MBAA), coordinated "Aviation Day At The Capitol."

Aviation Community Meets With Minnesota's Elected Officials

ST. PAUL, MINN. – The Minnesota aviation community hosted its second annual "Aviation Day At The Capitol" event, January 30, 2013 at the State Capitol in St. Paul. Pilots, airport managers, fixed base operators, airport commissioners, mayors, city council members, business aircraft owners and operators, corporate flight departments, aircraft technicians, consultants, and aviation support service professionals

met with their state senators and representatives to tell them how important aviation and their local airports are to them and to their local communities.

The event kicked off with a welcome breakfast at 9:00 a.m. where each participant received a packet of materials containing handouts they could give to legislators, along with suggested talking points. Hosting

"Minnesota Aviation Day At The Capitol" was the Minnesota Aviation Trades Association (MATA), Minnesota Business Aviation Association (MBAA), and Minnesota Council Of Airports (MCOA).

For additional information contact Gordon Hoff, Executive Director of MBAA at

gordon.hoff@comcast.net
or call 651-398-4649. □

Minnesota Aviators Needed For International Learn To Fly Day

MINNEAPOLIS, MINN. – "AirSpace Minnesota" is seeking volunteers to celebrate the importance of aviation to Minnesota's economic future, just as it did in 1938 during the National Air

Mail Week Campaign.

During this event created by President Franklin Delano Roosevelt and the U.S. Postmaster-General, 210 Minnesota cities adopted special

seals, and pilots from around the state delivered the mail to Wold-Chamberlain Field (now Minneapolis-St. Paul International Airport) for a major celebration. The 75th anniversary of this event coincides with "International Learn To Fly Day," Saturday, May 18, an annual event to support flying through airport open houses, flights and special events.

Pilots wishing to participate should contact Joe Harris, Anoka County – Blaine Airport Manager, at joe.harris@mspmac.org, 763-717-0001.

To sign up as a community liaison, contact Kristi Rollag Wangstad, AirSpace Minnesota President, at krw@airspacemn.org, 952-473-3066 (www.airspacemn.org). □

Greg Reigel
Aviation Attorney

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Minnesota CFI of The Year

MINNEAPOLIS, MINN. (January 18, 2013) – The Federal Aviation Administration (FAA) Minneapolis Flight Standards District Office (FSDO) has named Paul Van Brunt of Prior Lake, Minnesota, the 2013 Minnesota Flight Instructor of the Year.

Van Brunt is a major in the 130th squadron of the Minnesota Wing of the Civil Air Patrol. In addition to his flight instruction duties, he has served as a squadron deputy commander, public affairs officer, and stan/eval officer. He is also a member of the local FAA Safety Team.

For nearly 50 years, FAA's General Aviation Awards Program has recognized a small group of aviation professionals in the fields of flight instruction, aviation maintenance, avionics, and flight safety for their contributions to the aviation



Paul Van Brunt

community.

The selection process begins with nominations from aviation professionals, FAASTeam representatives, and the local FAA offices. Following the selection of the state winners, panels of aviation professionals from within those four fields then select regional and national award recipients in the spring.

Van Brunt was nominated by Captains Scott Johnson and Tyra Cerny in recognition of his flight training

efforts in both the CAP and his work with students at local flight schools: Air-Trek North and Stick-n-Rudder Flight Training at Air Lake Airport (KLVN) in Lakeville, Minn.

Johnson commented in his nomination letter: "Paul is the flight instructor that other instructors turn to when they have challenging students needing assistance getting over a training plateau. Many local flight instructors turn to Paul when they need instruction themselves in aviation instruction technique and flight safety."

In 2012, Major Van Brunt trained six CAP cadets from start to finish with a 100 percent first-time pass rate. The unparalleled success rate includes successful completion of the private pilot practical exam and acquisition of the pilot certificate. Van Brunt volunteered more than 250 flight hours, entailing not only a commitment to duty, but personal financial sacrifice. □

Possible Tower Closings In The Midwest

WASHINGTON, D.C. – Nationwide, as many as 173 air traffic control towers could close on April 7, 2013, as a result of the sequestration cuts by the federal government.

Air traffic control "contract" towers in the Midwest slated for closure on April 7, 2013, include Anoka-County Blaine (KANE) in the Twin Cities, and St. Cloud, Minnesota (KSTC).

Towers operated by the Federal Aviation Administration, such as Flying Cloud Airport in Eden Prairie, Minnesota (KFCM), Minneapolis-Crystal Airport (KMIC), and St. Paul Downtown Airport (KSTP) may be spared for the time being because the controllers union requires one-year notification before layoffs, but hours of operation could be affected.

At Minneapolis-St. Paul International Airport and Milwaukee General Mitchell International Airport, there may be reduced staffing, and Milwaukee Mitchell, and Lansing and Willow Run, Michigan airports, may be among 72 towers nationwide to

eliminate overnight controller shifts.

Other air traffic control towers that could close in Wisconsin include Eau Claire, Janesville, Kenosha, La Crosse, Mosinee, Oshkosh and Waukesha.

Michigan airports on the list are Ann Arbor, W.K. Kellogg in Battle Creek, Coleman A. Young in Detroit, Jackson County-Reynolds Field in Jackson, Muskegon County, and Sawyer International in Marquette County.

For additional possible tower closings and reduced shifts in the

Midwest, refer to Yasmina Platt's AOPA Regional Report on page 16. □

AAR Hiring Mechanics For Duluth Facility

DULUTH, MINN. – The global aerospace and defense company, AAR, is hiring mechanics for its Duluth, Minnesota aircraft maintenance, overhaul and repair station. The company has 70 openings paying up to \$25 an hour (www.aarcorp.com). □

An advertisement for Washington Island (2P2) in Door County, Wisconsin. The background is a scenic view of the island with a grass runway. The text is overlaid on the image.

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The Days Are Getting Longer

by Jay Hietpas

Assistant Director of Aeronautics

The bitter cold and snowy conditions of the winter months have given way to longer, warmer days and the promise of spring. We can already find spring and even summer clothes in the stores, and lawn mower ads on TV! Soon we will be hearing the rumble of thunder



Jay Hietpas

and the hearty patter of spring rain.

Now is when many pilots who did not fly during the winter will begin to get ready to once again take to the air. I urge you to plan ahead and be sure to use your best safety practices, always, both on the ground and in the air.

I also want you to know that your Office of Aeronautics continues to work hard to help keep you informed and aware through our safety seminars and technical bulletins. We also hold events with our aviation partners to help ensure we are doing what we can to make flying easier, better, and safer in Minnesota.

With that in mind, here are a few of our coming aviation learning/safety events:

- 2013 Minnesota Aviation Maintenance Technician Conference - March 25 - 26.
- 2013 Minnesota Airports Conference - April 17-19.
- 2013 Minnesota Seaplane Pilot's Safety Seminar - May 3-5.

Let's work together to make 2013 the safest year ever. Share with us and each other, your ideas, information and suggestions. Plan well before you fly. Stay alert when you fly. Have fun.

Enjoy the beauty of flight as we move toward spring and as the days get longer! □

Put A Little Elbow Grease Into Invasive Species Prevention

by Rachel Obermoller

Aviation Representative

Did you know that over 80 percent of invasive species that transfer between bodies of water do so via ducks, geese, and Minnesota's own common loon? Did you also know that 27 percent of all statistics are fabricated? In case you weren't sure, I made that up. All of it. Yet invasive species are a real concern, and their encroachment into previously uncontaminated waterways grows with each passing year.

News media presents clips of giant flying carp on rivers, government agencies enforce new procedures for preventing the spread of destructive species like milfoil and zebra mussels, and rivers and lakes have restrictions on operations and usage. Invasive species present many potential issues for seaplane pilots as well as boaters. Some



Brad Thornberg

states have taken a tightly restrictive stance on seaplane operations to attempt to curb the spread of various non-native plants and animals. Other states are more permissive, yet that does not mean a risk does not exist for contamination.

Seaplane pilots are generally a

conscientious bunch, particularly when it comes to issues surrounding access to waterways in their aircraft. We enjoy relatively unrestricted access to usable waterways in Minnesota and many other Midwestern states. Through continued stewardship of these resources, as well as responsible flying practices, seaplane pilots can help ensure this remains the case.

So, what's a seaplane pilot to do when trying to prevent the spread of both invasive species, as well as undesirable species of plants and waterborne animals?

The first step for seaplane pilots is to know the waterways where you want to operate. The Minnesota Department of Natural Resources (DNR) maintains a website devoted to education about invasive species and preventing their advance throughout Minnesota, as well as a list of known infested waterways. Know the lakes and rivers you will be

using and whether they contain invasive species. Then, make decisions about whether you will use those bodies of water, and what precautions you will take.

You can find these DNR resources at: http://www.dnr.state.mn.us/invasives/index_aquatic.html. The first choice when a waterway is infested with an invasive species is to avoid its use. If that option isn't realistic, there are other options available to prevent the spread of aquatic plants and animals.

If your aircraft is of the amphibious variety, consider a brief stop at a land airport to clean off your floats and remove any evidence of contamination. You can also scrub your floats and any other areas of your aircraft that came into contact with water with a handled brush you keep in the aircraft or your float compartment. This includes portions of the float or hull, as well as water rudders and other components, which lie at or below the water line. Even if you can't get the aircraft out of the water, doing this before you depart can loosen anything which might be attached and help prevent its transfer to other bodies of water.

It should go without saying that when you pump your floats out, pump them into the body of water you have been using to prevent contamination between water bodies, or pump them onto land where they will not drain into another water body. Pilots should also remove any evidence of aquatic plants and animals attached to the floats or aircraft prior to departure.

What about these items you might pick up between starting the engine and your takeoff run?

One obvious measure is to avoid taxiing through areas where vegetation is present. Not only can weeds impair the use of water rudders, but in thick weeds, water rudders may lift out of the water and become significantly less effective. Avoid these areas whenever possible and cycle your rudders prior to departure to shed anything which might be attached. Once airborne, you can also lower and raise the water rudders while over the body of water you just departed to try to loosen and remove anything attached to them. If you are amphibious, you might consider cycling the gear as well, but make sure it goes back to the desired position.

As far as aircraft storage is concerned, the best storage

option for minimizing the potential for transfer of undesired aquatic species is to store the aircraft on land. By removing it from the water, it is easier to find and remove anything attached to the aircraft. By allowing the aircraft to dry, items, which require water to survive, will in time die.

The DNR recommends removing or killing hard to see invasive species which might be harbored in or on boats by allowing them to dry at least five days on land before entering a new water body or spraying with hot, high pressure water. While this may not always be practical for the average seaplane, when possible, a thorough scrub of the floats, especially with hot or high pressure water, or allowing it to dry out of the water whenever possible, presents the best option for controlling invasive species.

Another decontamination method recommended by some to prevent the spread of invasive species involves using a bleach solution to kill anything, which might be harbored inside of damp or wet float compartments. A five-part water to one-part bleach solution can be sprayed after any standing water has been removed to kill anything, which might have taken up residence in your floats. YouTube also has a short yet comprehensive video about cleaning and decontaminating seaplanes, and can be found by searching for "Seaplane Inspection & Decontamination Training 2010" at www.youtube.com

Within Minnesota, the DNR has identified several invasive species they watch and attempt to control. Some you may have heard of, like zebra mussels or milfoil; others might be more obscure, like curly-leaf pondweed, spiny water flea, and various forms of snails.

Descriptions of known invasive species, how they are spread, what they look like, and information about preventive measures can all be found on the DNR's website. With a little advance planning, a little elbow grease with a scrub brush, and an attitude towards responsible stewardship of natural resources, seaplane pilots can help prevent the spread of invasive species as they are out exploring and enjoying the many seaplane-friendly lakes and rivers throughout the Midwest. □

Wipaire Receives New Approvals In Sri Lanka

SOUTH ST. PAUL, MINN. – Wipaire, Inc. has received new approvals for several Supplemental Type Certificates in Sri Lanka. SA1311GL has been approved for Wipline 8750 floats, which were certified on the Cessna 208 Caravan in July 2012. The Wipline 8750 is currently undergoing certification testing for the Cessna 208B Grand Caravan. The floats boast a gross weight increase to 8,750 lbs, an increase of 390-750 pounds, depending upon aircraft configuration.

SA270CH has been approved for a gross weight increase for the Cessna 208 Caravan in landplane and float-equipped configurations to 8,360 pounds. In conjunction with Wipline 8750 floats, aircraft with the Wipaire gross weight increase installed can operate at 8,750 pounds on Wipline 8750 floats.

Wipaire's single-point fuel modification, SA00059WI, has been approved for the Cessna 208 Caravan, Cessna 208B Grand Caravan, and Quest KODIAK. The system can be installed on the aircraft in either landplane or seaplane configuration. It allows the aircraft to be filled from the ground, eliminating the need for ladders and enabling the aircraft to be fueled more safely and expeditiously. In aircraft equipped with a TKS anti-ice system, the risk of damage resulting from over-the-wing fueling is eliminated. Wipaire's electronic monitoring ensures that the aircraft is reliably topped off, while a digital display with touch screen controls provides an easy interface for the user (www.wipaire.com). □



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“Tribute To A Mentor & Friend, Harland “Sedge” Sedgwick

by Pete Schoeninger

Two days after his funeral service, I learned that long-time fixed base operator, Harland “Sedge” Sedgwick, left this earth on January 8, 2013.

In 1958, “Sedge” and Dale Crites hired me, a 14-year-old Delafield, Wisconsin farm boy, to be a Saturday helper with their business, Spring City Flying Services, Inc. at Waukesha County Airport, Waukesha, Wis. There I learned how to wash and fuel airplanes, cut grass, plow snow, and hand prop an airplane from Cubs through Wacos. My pay was mostly in flight lessons. On my 16th birthday in 1959, Sedge got out Cub N3676K and allowed me to do my first solo flight on Runway 28. *What a thrill!*

While working there, I was

introduced to legends in aviation including Duane Cole, Steve Wittman, Grover Loening, Paul Poberezny and others. Little did I realize at the time, I was working for two legends in their own right, Sedge and partner Dale Crites.

Later Sedge and Dale would sell Spring City Flying Services to Dave Pabst of Oconomowoc, Wis. Sedge was hired by Dave to be the fixed base operation manager and airport manager for about 10 years. Spring City lost the FBO contract with Waukesha County in about 1979. I felt Sedge was never recognized fully for his aviation expertise and devotion to the airport and the industry.

25 years after leaving Waukesha Airport for college in 1961, the U.S. Air Force, and lots of other things, I would return to Waukesha Airport in 1986 as

minority owner and manager of newly established Waukesha Flying Services, Inc., and also serve as airport manager. What a thrill to the farm kid who used to clean bellies on rental airplanes to now be “the boss!” Sedge was still an active pilot and flight instructor, but had relinquished his FAA-designated examiner ticket. Throughout my tenure in the 1980s and 1990s, Sedge was a great help to me with airport management, relations with the county, difficult customers, and provided tailwheel checkouts for us in two Super Cubs we owned.

Thank you, Sedge, for teaching me to fly, but more important, you set an example of how to be an ethical, hard-working business man with a good sense of humor. May you rest in peace!

Pete Schoeninger
Belmont, Wisconsin



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Ask Pete!

by Pete Schoeninger

Email your questions to
Pete@Flymilwaukee.com

Q: My old Taylorcraft (just purchased) has no information as to cruise power settings. Is there any rule of thumb I can use?

A: Yes, old timers used two ways for fixed-pitch prop airplanes...one is in flight to run the engine at full power and hold altitude. When airspeed and rpm stabilize, note the rpm. Subtract 10% from that number and you will have a rough cruising number. Another way is to do a full power run-up on the ground. That number will be a rough cruising power setting. These methods might work in a pinch, but do your homework, and use the correct recommended power setting.



Today's Comfortable "Suspender-Type" Life Vests Should Be Standard Equipment In Lake Country

Whether you are a floatplane pilot or not, equipping your aircraft with "suspender-type" life vests should be standard equipment, especially when flying over lake country and especially in the vicinity of the Great Lakes.

An experienced pilot and her passenger were rescued January 27, 2013 after their recently purchased 1968 PA-32 sank following engine failure and ditching. After a superb water landing, the Piper floated for 5 minutes -- allowing pilot and passenger to don life preservers stowed in back.

The pilot later admitted the life vests were there only thanks to the generosity of the plane's previous owner, who included them with the sale. The vests kept these flyers afloat and alive



Aircraft Owners and Pilots Association after January's water landing rescue, "There will be little time to act when the engine fails -- particularly at that altitude." He noted that pilots may undervalue bodies of water as landing options in crowded metropolitan areas.

PilotMall.com offers the "Revere Comfort Max" suspender-type, fast-inflating life vest, specially designed for

in 35-degree water for another 23 minutes until they were rescued.

EAA Vice President Jeff Skiles of "Miracle on the Hudson" fame, told the

aircraft use and suitable for full-time wear. Consumer reviews note that the Comfort Max "fits under my shoulder harness," "does not get in the way," and is "comfortable for hours."

Once deployed, the Comfort Max's attached whistle and SOLAS retro-reflective tape panels can help pilots and their passengers attract attention. A USCG-approved Type III manual vest, it is intended for those 80 pounds and more, and ages 16 and up, with chest measurements of 30 to 52 inches.

PilotMall.com is offering the full-featured \$119.95 Comfort Max wear-anytime life vest at a special price of \$99.95 each for two or more. See the Safety and Survival section of PilotMall.com for Product Code 18156 (www.PilotMall.com). □

Scheyden Precision Eyewear Unveils Albatross & Mustang Models

HUNTINGTON BEACH, CALIF. -- Aviation trade shows are flooded with sunglass manufacturers and dealers, all saying that they are the best! Whether it is Ray Ban, Bausch & Lomb, or Scheyden Precision Eyewear, you get what you pay for. Pay more, and the frames and optics are better. Pay less, and be prepared to replace them.

Scheyden has come out with a number of models. The company has recently debuted its Albatross and Mustang models.

Co-designed by company founder Jeff Herold and renowned eyewear industry veteran Patrick Hussey, the Albatross and Mustang styles (\$299 to \$349) provide the ultimate in optical clarity and comfort. Albatross' aviator-like frames are ideal for nearly every face type, while the Mustang's navigator style better suits a medium to large fit.

Constructed with the finest components, Albatross and Mustang feature an ultra-lightweight titanium frame front and temples for complete comfort, even when worn with a hat,



Scheyden Mustang Sunglasses


headphones or headset. Strategically placed acetate serves the dual purpose of providing an attractive look and eliminating incoming sidelight.

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technically-advanced multi-layer process, the full-coverage frames can be fitted with either glass or CR-39 lenses. Hand-ground and polished, the distortion-free lenses feature a hydrophobic coating to repel water and perspiration.


Aerobic performers and members of the U.S. Air Force Thunderbirds wear Scheyden eyewear.

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Aeronautics Report

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www.dot.wisconsin.gov

Annual Engineers Workshop

by Thomas DeWinter, P.E.
Chief, Airport Construction Standards
WisDOT Bureau of Aeronautics

The fundamental mission of the Wisconsin Bureau of Aeronautics is to ensure a sound system of airports across the state. Each airport plays a vital part that contributes not only to the state system, but also feeds into the national aviation system. The safety, quality and functionality of each airport are key ingredients to the overall success of the system. Ensuring that engineering design and construction standards are met is a key element to these critical safety, and functionality, needs. These engineering aspects are effectively managed by a three-way partnership between the airport owner, the Bureau of Aeronautics engineering section, and the private engineering-consulting firms that are selected to perform the work on specific airport projects.



Thomas DeWinter

Every February, the Bureau of Aeronautics hosts a daylong airport engineering workshop to bring together bureau engineering staff and consultant engineers. This year's workshop was held on February 12, 2013 in Madison. The workshop brought together 70 participants in order to be brought up-to-date on a variety of engineering topics directly related to bringing airport development projects successfully from conception to completion, and beyond into long-term grant compliance.

Among the topics discussed at this year's workshop included training and professional development training in future migration to electronically bidding airport projects, airport funding, labor compliance, real estate and utility issues, environmental considerations, and asphalt construction techniques.

The workshop offered the opportunity for an engineer's continuing education professional development hours toward their engineering license renewal. The workshop was a tremendous success with positive reviews and all are looking forward to next year's workshop.

To find out more about the bureau's annual airport engineering workshop, visit: <http://www.dot.wisconsin.gov/modes/air.htm> and click on conferences and seminars. □

Meet Eric W. Johnson, P.E.

Airport Development Engineer
WisDOT Bureau of Aeronautics

In September 2007, Eric W. Johnson joined the Wisconsin Department of Transportation's Bureau of Aeronautics as an airport development engineer. Eric is responsible for developing eligible projects for around a dozen Wisconsin airports, and acts as project manager to bring those projects to completion.

His duties include coordination with airport management to determine needed improvements for the airport, and arranging the funding scenario for the project. The funding can be a combination of federal, state and airport dollars; writing grant applications is all part of the process.

Eric works with airports to select an engineering consultant to perform the planning, design and construction



Eric Johnson

administration of the improvement project. Project management duties include the negotiation of the engineering contracts, administering the construction bidding process, preparing construction contracts, processing payment requests and performing construction progress inspection through final completion and acceptance of the work. The Bureau of Aeronautics acts through the FAA, and as the agent for the sponsor airport, to complete projects.

Eric earned a bachelor's degree in civil and environmental engineering in 1988 from the University of Wisconsin. He has been a Registered Professional Engineer since 1993. Eric was a highway and design engineer with the consulting firm of Mead & Hunt from 1988 to 1998. He then worked as a senior transportation engineer in WisDOT's Southwest Region from 1998 to 2007.

Eric has a private pilot certificate and enjoys performing in wild-west shows and cowboy action events.

For questions concerning airport development through the Bureau of Aeronautics, contact Eric Johnson at eric1.johnson@dot.wi.gov or call (608) 267-2143. □

The Day I Lost My Engine!



1939 Fairchild 24R.



by Dan Wegmueller

EDITOR'S NOTE: In the February/March 2013 issue of *Midwest Flyer Magazine*, contributing editor Dan Wegmueller described how he went about restoring his 1939 Fairchild 24R, and how restoring an antique aircraft is within every aviator's reach. In this issue, Wegmueller describes how he reacted when the 200 hp Ranger engine

that powers the Fairchild threw a piston shortly after takeoff, requiring him to make some very quick decisions.

You just lost your engine. What are you going to do? With that, the instructor reaches down and pulls the throttle to an idle, simulating an engine failure.

For such a simulation, we are typically a couple thousand feet above the ground. There is plenty of time, and always plenty of altitude. There is no stress. I set up a glide and leisurely scan the earth for a suitable landing spot. There is always something – a private airstrip, an alfalfa field, wheat, soybeans – or worst-case scenario – a cornfield. If all else fails, I am sure to locate a stretch of highway.

I glide toward my emergency destination until the instructor remarks, "That's good enough – you would have made it." We fly away...piece of cake.

I found the experience of a real-world engine failure to be far more, well, intimidating than the simulation.

The wheels of my 1939 Fairchild 24R left the earth as I climbed skyward. At treetop level, I noticed something perplexing: the airplane seemed to be losing power. I watched as the RPMs on the 200 hp Ranger dropped from 2400 to 2300, to 2200. She was struggling, clawing her way into the air. I felt irritated. Probably the carburetor needed adjustment. I groaned at the inconvenience of having to remove the cowling.

At 300 feet above ground level (AGL), the situation worsened. Engine RPMs dropped to an unsettling 1700. I methodically checked the systems – fuel valves, carburetor, and magnetos – but could find nothing wrong. I banked the airplane back toward the airport. We were flying low and slow; it required great effort to maneuver the stricken bird.

I did not know it, but four feet in front of me, deep within



the churning bowels of the engine, a "wrist pin" was about to fail. It had slipped past the compression caps meant to hold it in place, spun, and wore to

The wrist pin on the #3 piston on the 200 hp Ranger engine sheared and threw the piston off the connecting rod. Once this happened, the connecting rod became a jackhammer, pulverizing the piston and sending shrapnel through the engine block, causing a hole the size of an apple.

the point of shearing. I was not aware of any of this until the finger-sized pin finally let loose.

Now, barely 400 feet AGL, and flying dangerously close to stalling speed, the engine failed. A tremendous boom shook the aircraft, and foul-smelling black smoke filled the cockpit. For a few moments, I could not see forward, until the ink dissipated. RPMs dropped to a rough idle, the engine sounding as though it was ingesting gravel.

At that moment, I was overcome with a super-awareness of my surroundings. I did not panic. Decisions and thoughts that would normally require seconds to process were identified and analyzed almost instantaneously and with incredible clarity.

What do I do now? There is the airport. I must land at the airport. Do I radio for help? Preposterous – there is not a soul on earth who can help me right now. The engine is still running, albeit barely. I cannot climb, but I must maintain altitude. I looked at the airspeed indicator. The Fairchild will stall below an airspeed of 50 mph. The indicator read 60. Good – I must maintain 60 mph, regardless of my altitude and distance from either the airport or off-field landing area.

All of this information was processed and analyzed within seconds, but as I scanned the instrument panel, every gauge indicated normal operation. I thought, what the hell? Even as the engine let loose with another series of bangs, every gauge on the panel was where it was supposed to be.

As my mind raced, my body acted out of habit, requiring no conscious input. I set up a tight left downwind as I was conditioned to do.

A normal approach to a landing in the Fairchild is typically around 75 mph. I was not 400 feet up, barely scratching along

CONTINUED ON PAGE 57

Grassroots, Recreational Flying



MFM columnist Ed Leineweber at the controls of his 1948 Temco Swift following completion of specialized Swift transition training in Tennessee. The aircraft was then ferried home to Wisconsin, where careful solo flying has gradually expanded the pilot's comfort zone. No passenger-carrying flights until about 20 hours logged.

MFM columnist Ed Leineweber taxiing out for his first take-off in his first homebuilt airplane, a "Fly Baby." The single-seat configuration provided no opportunity for dual transition training, but lots of Cub and Champ time, and a thorough review of published Fly Baby material, was a second-best substitute. Still, there were a few thrilling moments!

Flight Testing & Transition Training... Getting Familiar With Our "Newest" Aeronautical Treasures

by Ed Leineweber

So many airplanes; so little time!" That's my motto. Maybe it's just a bad case of Hyper Airplane Acquisition Disorder (HAAD). If so, I have given up on achieving a cure. I really enjoy finding, learning about, fixing up and becoming proficient in flying new (to me) and different airplanes. I have lost count of how many there have been over the last quarter century, but way more than a dozen, for sure. It's just how I do aviation, and I know I am not alone.



Ed Leineweber

Needless to say, this process keeps me close to broke most of the time, so I am not talking about high-end aircraft. In fact, as the years go by, I am venturing back into older, smaller and cheaper airplanes. What a treasure trove waits to be unearthed from the fertile fields of places like Trade-A-Plane or Barnstormers.com!

But this approach to flying does have a potential dark side. That is to say, I am quite frequently operating an aircraft in which I have logged relatively few hours. By the time one

airplane starts feeling as comfortable as an old shoe, I have it up for sale and my heart is set on the next aeronautical attraction.

To address this hazard exposure in my own flying, and as part of my work as a CFII and FASTeam representative, I have taken a great interest in the recent industry and government focus on improving the general aviation accident rate in two areas: flying Experimental Amateur-built (E-AB) aircraft, and transitioning into unfamiliar aircraft. (Of course, there is considerable overlap in these two topics.)

Let's briefly review what we should be aware of, and what we can do to stay safe, while getting to know our next affordable, but totally unfamiliar aeronautical find. While the focus will be primarily on E-AB airplanes, the transitioning process applies with equal force to unfamiliar type certificated aircraft as well.

Experimental Amateur-built Aircraft – These ARE Your Grandfather's Airplanes!

This history of homebuilding is fascinating. In a nutshell, the first airplanes were mostly all homebuilt, and 100-plus years later, the same is getting to be true again. Currently,

there about 33,000 homebuilts on the FAA Aircraft Registry, about 10% of the U.S. general aviation fleet. With upwards of 1,000 new E-AB aircraft being added to the rolls each year, that percentage will probably continue to increase.

Further, while general aviation taken as a whole is seeing diminishing flight hours each year, hours flown in E-AB aircraft are steadily increasing to about 4% today. Clearly this segment of the aviation universe is large and expanding.

Now here's the bad news. While accounting for about 10% of the GA fleet, Experimental Amateur-built aircraft are involved in approximately 15% of total accidents, and 21% of the fatal accidents. The comparisons based on rates per hours flown are even worse, with the fatal accident rate in E-AB eight (8) times that of mainstream general aviation. For anyone thinking of exploring the world of homebuilt flying, there are hazards here, which need to be understood, and risk management practices that have to be employed to mitigate them. Let's take a look.

The Safety of Experimental Amateur-Built Aircraft

Recently the National Transportation Safety Board (NTSB) with the help of many industry groups and individuals, conducted a major study of this topic and released its report last May. Over 170 pages long, the report is well worth perusing by anyone looking for a good source of information on this important issue.

At the risk of over-simplifying, I think it is fair to say that the NTSB attributes the higher accident rate in E-AB aircraft to 1) inadequate Phase I flight testing and performance documentation; and 2) inadequate transition training by builders and subsequent owners of these aircraft. (Interestingly, while a significant number of accidents are attributed to faulty fuel systems and power plant failures early in the testing phase, very few accidents are caused by structural failure, which is probably the biggest fear of the potential newcomer to the world of homebuilts.)

Drilling down a bit into the wealth of information contained in the NTSB report, we learn that E-AB accidents most often are attributable to loss aircraft control (LOC) in the same flight regimes in which LOC most frequently happens in type certificated aircraft: take-off and initial climb, maneuvering, approach and landing. However in the E-AB accidents, a much higher percentage occur early in the operational life of the aircraft, rather than uniformly throughout its life, and shortly after being purchased by a subsequent owner. For example, 14 out of the 224 study accidents during 2011 occurred during the first flight by a new owner of a used E-AB aircraft!

The E-AB pilot profile is also revealing of the hazards in venturing into the homebuilt world. The NTSB study showed that the average E-AB pilot, whether involved in accidents or not, has similar or higher levels of total aviation experience than the average pilot of a non-E-AB aircraft engaged in similar aviation operations. But pilots of E-AB accident

aircraft had significantly less flight experience in the type of aircraft they were flying than pilots of non-E-AB aircraft.

In other words, the pilots involved in E-AB accidents were more experienced generally, but had relatively little experience in the E-AB aircraft they were flying when involved in the accident. Builders and subsequent buyers, take notice.

Since the hazards identified here apply also to pilots transitioning to unfamiliar type certificated aircraft, the rational approach to risk management and mitigation for these transitioning pilots is the same as for those planning their first flight in an experimental amateur-built aircraft.

The Answer: Transition Training

Although documented beyond dispute in the NTSB study, the loss-of-control nature of E-AB accident rates was understood before the report was released. In March 2011, the FAA published Advisory Circular 90-109 entitled *Airmen Transition to Experimental or Unfamiliar Airplanes*. Its purpose is to provide information and guidance to owners and pilots of experimental airplanes, and to flight instructors who teach in them. However, this guidance will also prove useful in planning the transition into any unfamiliar fixed-wing airplane, including type certificated ones. I was very impressed with the practical information provided in the AC, and the very organized approach to transition training suggested in it.

The Advisory Circular was developed using an existing model of risk management in large airplane operations. The FAA established a "Tabletop Group," similar to the Flight Standards Boards (FSB) developed for turbojet-powered airplanes, comprised of knowledgeable government and industry representatives. The group focused on operational and maintenance procedures and training requirements using a "tabletop" (more informal) version of the FSB process than would typically be used for large aircraft.

Using this method, the Tabletop Group established "families," or categories of airplanes with similar handling, performance, configuration or complexity, and then identified the knowledge and skill required to safely fly an airplane of that category. The group then identified the hazards presented by each category to pilots unfamiliar with such aircraft, and assessed the risks presented.

With the hazards identified and the risks assessed, the

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group then established mitigations to reduce the severity and likelihood of harm to transitioning pilots from those hazards. Prior to flying an unfamiliar airplane, the transitioning pilot should review the hazards and risks outline for the relevant category in the AC, and then complete the training recommended before operating the airplane.

Accident data shows that there is as much risk to “moving down” in performance as “moving up.” For example, a pilot with substantial experience in large, high-performance aircraft will not be prepared by that experience for the challenges of a low-inertia, high-drag airplane.

The AC sets out the recommended training approach in the form of a flow chart which when followed leads the pilot to a sensible training solution designed to give him or her the most relevant transition training experience. The training should be done in the actual airplane, if possible, or in another of the same design, or in a type-certificated aircraft of the same category, as a last resort. The training should always be done with a flight instructor experienced in the particular design, if possible, but at least in the applicable category.

Much more useful information is provided in AC 90-109 that I won't go into here. Aircraft characteristics are considered including stall behavior, stability, controllability and maneuverability. Checklists for developing training syllabi are included.

Several appendices are also included that group many common E-AB aircraft into the various categories, and suggest

type certificated aircraft that might make adequate training substitutes if the E-AB design is not available. For instance, in the case of the “Light Control Forces and/or Rapid Airplane Response” category, which would include an E-AB Zodiac 601, Pitts and Lancair, Appendix 1 suggests that a type certificated Extra 300, Grumman AA-1 or Swift might be substituted for training purposes.

More Fun Than You'd Think Would Still Be Legal

So, if (relatively) affordable, very fun flying is on your agenda for this year, explore the world of older homebuilt and type-certificated aircraft. Get that tailwheel endorsement if you don't already have it. Join a type club and learn new things about these old airplanes. But make thorough transition training part of the fun. Design it along the lines of a first-time flight testing program, because for you, it will be.

And if you are completing a new Experimental Amateur-built aircraft, develop a thorough Phase 1 flight testing program, referencing the NTSB study and Advisory Circular 90-89A, *Amateur-built Aircraft and Ultralight Flight Testing Handbook*. Take extensive training in another model of your same design, or an aircraft with similar flight characteristics.

The loss-of-control accident rate in E-AB and other general aviation aircraft can be dramatically reduced through improving the knowledge and skills of the pilots flying these great airplanes. And that would be us. □

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Wolf is credited for building a number of air show



aircraft, including Delmar Benjamin's “Gee Bee” replica, and Bobby Younkin's one-of-a-kind “Samson” biplane (www.renegadelightsport.com). □

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at 60 mph. In order to make the runway, I would have to execute a low-speed, low-altitude 180-degree turn to final. The airstrip now behind me, I applied hard left rudder and left stick, rolling the old girl nearly onto her side. Then, I focused on the single most important input at my disposal: my airspeed.

In such a tight bank, any speed above 60 mph meant we were descending too rapidly. I would run out of altitude before I made the runway. Conversely, any speed below 60 mph meant I was approaching stall speed. Like a hawk I watched that needle. It crept to 62, then 63. I pulled gently back on the stick. The needle stabilized and then fell to 60. Perfect! Even at this extreme attitude, I marveled at the precision of this flying machine – no further inputs were required.

It was also at this moment that I saw something I shall never forget as long as I live. Typically when I fly, I look for my shadow. On a sunny day, it is always there, skimming along, blotting out houses, cars, fields, and roadways – keeping up with my movements and impervious to terrain. Today was no different. Thanks to the midday sun, I could see it, directly beneath the pilot-side window.

The shadow was definitely that of the Fairchild – her arched back, rounded tail, and curved wings. Her landing gear hung deliberately, signature to the design of the airplane. The silhouette was perfect, as though cut from paper.

Only this time, black smoke billowed angrily out from the shadow, forming an evil contrail that ran from the belly, all the way to the upper end of the aircraft. It sounds strange, but it wasn't until I saw that evil, broiling line of smoke that I realized something was seriously wrong.

In that nanosecond glance, I noticed something else about my shadow: It was growing larger.

I knew I was descending. The big, heavy, slow Fairchild simply could not execute such a turn with the engine at idle and still maintain altitude. My eyes swept over the vertical airspeed indicator. The gauge read negative 400 feet per minute. This meant I was going to impact the earth in less than 30 seconds, ready or not.

The runway was now dead ahead. In one fluid movement, I released left rudder, moved the stick center, and pulled back gently to arrest our descent. The airplane leveled; the engine continued to run at a rough, coughing idle. We had completed the turn and were now on final approach.

Things were moving fast. In my peripheral vision, I caught sight of a power line, treetops, silo and barn roof zipping past beneath the landing gear, followed by a blur of cornrows. Amazing how much faster 60 mph seemed, the closer to the ground I got.

I focused my attention forward. Ahead were a ditch and a barbed-wire fence. Then, my salvation – the runway. All I had to do was coast in for a nice, smooth landing, but wait – my heart skipped a beat – we were low. That 180-degree turn, although necessary, had cost me too much altitude, and easing back on the stick compounded my problems.

The controls were beginning to feel mushy. I could sense

the tail starting to drop. As the aircraft began to flare, we lost airspeed geometrically. I glanced at the airspeed indicator, knowing before I looked that it would be low. It read 53 mph. The feel of the controls alone told me that we were about to stall. The Fairchild would flop into the cornfield and slam into the ditch. The runway may as well have been a mile away.

At that moment without thinking, I utilized the only option at my disposal. I reached down, grabbed the throttle, gritted my teeth, and expecting the worst, pushed it full forward!

The engine coughed, sputtered, hesitated, but did precisely what I needed it to do at that nanosecond. The dying engine gave me 200 more RPMs. The burst of power lifted the tail, killing the flair and leveling the airplane. Out of my peripheral and inches beneath the landing gear, I saw end rows, the ditch, and the barbed wire fence shoot past, followed by mowed grass. A split second later, a painted marker indicated that we had made it.

With power to idle, the old girl instantly wallowed. She dipped her tail, having been drug panting and gasping across the finish line. I eased the stick back, feeling for the earth. Then, the tailwheel and two mains touched down simultaneously. I had just executed the softest, most beautiful landing of my flying career. I almost wished that a group of people had been there to witness it and to cheer me on.

In one fell swoop, I turned off the fuel valves, engine, electrical system, and leaned the carburetor. Out front, the propeller windmilled roughly to a halt, even as the airplane bounced softly down the runway, powered by nothing more than momentum.

At the opposite threshold I applied slight right rudder. Using the last of her impetus, she turned off the runway and slowed to a standstill. It reminded me of a Bob Hoover arrival to show center following one of his power-management landings, only my landing was pure luck!

Absolute silence. Until that moment, I was unaware of how noisy my world had been. I sat in the cockpit, not really sure of what to do next.

I felt no emotion, except perfect calm. I was overcome by a sense of peace and tranquility, such that I have never known before or since. I reached up to remove my headset. As I placed it on the passenger seat, I noticed it shook in my hand. This, along with a heart beating like a jackhammer, was the only indication that something traumatic had just transpired.

The directional gyro whirled to a halt. I cracked open the door. A cool summer breeze kissed my ear and rustled the leaves of an oak tree nearby. A bird sang a heavenly tune. I sat in the airplane for quite some time, just to soak in the serenity.

Before I finally did climb out, I checked the flight timer. From the moment the engine first let loose, to the time I shut it off upon landing, less than two minutes.

EDITOR'S NOTE: Dan Wegmueller and his wife, Ashley, operate a small, grass-based Brown Swiss dairy farm near Monroe, Wisconsin. In addition to flying, they enjoy scuba diving, cross-country motorcycling, and horseback riding. Dan has held a Private Pilot Certificate since age 17 (dwegs@tds.net).

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FOR LARGER LISTINGS, REFER TO THE CLASSIFIED AD SECTION ON PAGE 60

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NOTE: Due to the cancellation of many military aircraft, some air shows may not be held. Call ahead to confirm.

APRIL 2013

- 6* RED WING, MINN. - FAA Wings Seminar will be held at the Prairieview Elementary School from 9:30am-Noon. School is near the RGK Airport. Follow signs from US63 & WI 35 or from RGK Airport to school. Shuttle service will be provided from airport.
- 9-14 LAKELAND, FLA. - Sun n Fun International Fly-In & Expo. www.sun-n-fun.org.
- 10-12 LAKE OZARKS, Mo. - Missouri Airport Conference at the 4 Seasons at Lake of the Ozarks. 816-510-5706.
- 13* OSHKOSH (OSH), Wis. - S.J. Wittman Birthday Pancake, Sausage, Scrambled Eggs Breakfast 7:30-11am at the Wittman Airport Terminal.
- 17-19 ALEXANDRIA (AXN), MINN. - Minnesota Airport Conference at the Arrowwood Conference Center (866-386-5263). www.mndot.gov/aero
- 20 BLOOMINGTON, MINN. - Minnesota Aviation Hall of Fame 2013 at the Ramada Mall of America Hotel. For details, refer to mnaviationhalloffame.org.
- 24-25 DES MOINES, IOWA - Iowa Aviation Conference at Sheraton West Des Moines Hotel. 515-727-0667.
- 29-5/1 MIDDLETON/MADISON, Wis. - 58th Wisconsin Aviation Conference at the Madison Marriott West - Middleton. www.wiama.org
- ## MAY 2013
- 1 MIDDLETON/MADISON, Wis. - 58th Wisconsin Aviation Conference at the

- Madison Marriott West - Middleton. www.wiama.org
- 3-5* BRAINERD (BRD), MINN. - Minnesota Seaplane Pilots Association Welcomes Seaplane, Skiplane and Landplane Pilots to its Annual Safety Seminar at Madden's on Gull Lake. Early registration bonus before April 15th. <http://www.mnseaplanes.com/2013-Sea-Plane-Brochure.pdf>
- 4* ST. PAUL (STP), MINN. - Engine Failure Analysis: Preventing an Accident presentation by Woody Minar at Exclusive Aviation Flight School. www.faasafety.gov/SPANS/events/EventList.aspx
- 5* ROCKFORD (RFD), ILL. - Pancakes, Sausage, Scrambled eggs breakfast 7am-Noon held at Courtesy Aircraft Hangar.
- 15-16 MOLINE, ILL. - Illinois Aviation Conference at the Radisson Hotel / I Wireless Center. 217-528-5230
- 19* BRODHEAD (C37), Wis. - Pancake Breakfast at Brodhead Airport. Enjoy pancakes made fresh by the best airplane builder/chefs in the world.
- 19* SPRING GREEN (LNR), Wis. - Breakfast 7am-Noon at the Tri-County Airport. 608-583-2600.
- 19* ROMEOVILLE (LOT), ILL. - Pancake breakfast 7am-Noon at the Lewis University Airport.
- 26 PORTAGE (C47), Wis. - Breakfast featuring eggs, pancakes and sausage 7-11am. 608-697-5494.
- 26* NEW PHILADELPHIA (PHD), OHIO - Pancakes, eggs and sausage breakfast highlighting all - Light Sport Aircraft 7:30am-2pm. 330-340-299 or email truckworldins@sbcglobal.net
- 26* LAKE CITY (Y91), MICH. - Pancakes, ham, eggs, coffee, juice, 1 homemade donut Breakfast at NW corner of airport at BIG HANGAR.
- 30-6/2 JUNCTION CITY (3JC), KAN. - National Biplane Fly-In at Freeman Field. www.nationalbiplane-flyin.com
- ## JUNE 2013
- 1-2 JUNCTION CITY (3JC), KAN. - National Biplane Fly-In at Freeman Field. www.nationalbiplane-flyin.com.
- 1-2* BLAINE (ANE), Wis. - Discover Aviation Days - Breakfast 7-11:30am, Lunch Noon-3:30pm, Pilot Safety Seminars & Aviation Programs on both days. An evening Hangar Dance with 15 piece 1940s wing band on Saturday evening. Numerous Aviation Booths & Flying Demonstrations and Kids Activities all at Anoka County Airport - Janes Field. www.discoveraviationdays.org/
- 1-2* BOLINGBROOK (1C5), ILL. - Cavalcade of Planes. IL Aviation Museum is open with artifacts, jets, simulators. Various other vendors, food, drink & music. A

- great 2 day event.
- 2 REEDSBURG (C35), Wis. - Pancake breakfast, static displays and airplane rides 7am-Noon.
- 2 WILD ROSE (W23), Wis. - Pancakes, eggs and porky breakfast beginning at 8am. Pig roast dinner & more beginning at 11:30a.m. and served until gone. Airplane rides, 50/50 raffle, antique garden tractor display and demonstrations, and Gamma goat rides. Rain or Shine.
- 2 AUDUBON, IOWA - Breakfast 6:30-10:30am 712-563-3780.
- 2* JUNEAU (UNU), Wis. - Wings and Wheels 2013. Pancake breakfast & car show at the Dodge County Airport. Displays includes aircraft, custom cars and trucks, antique farm equipment, fire and rescue vehicles.
- 2* DEKALB (DKB), ILL. - Breakfast includes hot fluffy pancakes, sausage, cooked to order eggs, coffee, and juice. www.eaa241.org
- 2* REEDSBURG (C35), Wis. - Pancake breakfast, static displays and airplane rides 7am-Noon.
- 8-9* MANITOWOC (KMTW), Wis. - "Thunder On The Lakeshore Airshow" featuring the best military and civilian acts. Get up close and personal with airshow performers, Military personnel, and pilots of classic vintage airplanes. Enjoy an iconic EAA pancake breakfast at the local EAA Chapter 383. Fly in and stay for the day. See ThunderOnTheLakeshore.com for details.
- 9 ROCK FALLS (SQL), ILL. - Breakfast 7am-Noon at the Whiteside County Airport. 309-441-6106.
- 9* WATERTOWN (RYV) Wis. - Pancake breakfast & open house 8am-noon; airplane rides 10am-1pm; static displays, and more!
- 9* SPENCER (SPW), IOWA - Pancake breakfast in the Big Yellow Hangar 7-11am. Many great airplanes to see.
- 9* MONTEVIDEO (MVE), MINN. - Breakfast/Flashback Car Show. Breakfast 8am-1pm. Car Show till 2:30pm.
- 15 EAGLE RIVER (EGV), Wis. - Boy Scout Pancake breakfast (8-11am). Civil Air Patrol sponsored brats & burgers (11:30a.m.-3pm). Air Show (Noon-2:00pm). Rain Date 16th.
- 15-16 BELLEVILLE (YIP), MICH. - Thunder Over Michigan Airshow at the Willow Run Airport. www.yankeearmuseum.org/
- 16 PALMYRA (88C), Wis. - Pancakes, eggs, ham, juice, coffee, milk and radishes breakfast 7am-Noon.
- 16 STANTON (SYN), MINN. - Breakfast 7am-noon. Kent Johnson 507-645-4030. www.stantonairfield.com.
- 16* LACON (C75), ILL. - Father's Day breakfast.

- 17* **LACON (C75), ILL.** - Safety Seminar at 7:00 PM. 309-246-2870. manager@marshallcountyairport.com.
- 22-23* **MENOMONIE (LUM), Wis.** - Menomonie AirFest and AutoShow. Pancake & sausage breakfast. Free air show, car show, radar run & various static displays.
- 22-23* **DAVENPORT, IOWA** - Quad City Air Show. <http://www.quadcityairshow.com/>
- 29* **BIG RAPIDS (RQB), MICH.** - AirFest. Pancake breakfast 7am - 11am (PIC eats free), pilot seminar, pilot drawing(s), family fun, concession stand featuring lunch menu beginning at 11am. Events from 7am-3pm.
- 30 **AITKIN (AIT), MINN.** - Breakfast 7am-11am, Lunch 11am-3pm. Fly-in and car show, pancake breakfast, brats & hamburgers, afternoon- biplane rides.
- JULY 2013**
- 4* **MONMOUTH (C66), ILL.** - Breakfast 7am-10:30am. Arts and crafts display, and patriotic music by the Monmouth municipal band.
- 5-6* **PHILLIPS (PBH), Wis.** - **Price County Fly-In/Float-In & Lake Rattle & Roll.** Aerobatic display 7pm Friday and 11am Saturday. Breakfast buffet on Saturday from 8:30a.m.-11:30p.m. at Harbor View Pub & Eatery & live bands at 4-8:30pm and 9pm-1am. 715-339-3701.
- 7* **AUSTIN, MINN.** - Pancake, spam, sausage, milk, coffee and juice breakfast 7am-1pm. 507-433-1813.
- 14* **MIDDLETON (C29), Wis.** - Pancake Breakfast 7:30am-Noon at the Middleton Morey Airport.
- 14* **HALLOCK (HCO) MINN.** - Pancake and sausage breakfast with scrambled eggs, coffee and juice. 7am-Noon. 218-843-2593.
- 14* **TWO HARBORS (TWM), MINN.** - Pancake Breakfast In Conjunction With Airfest 7am-Noon at Richard B. Helgeson Airport.
- 20 **WASHINGTON ISLAND (2P2), Wis.** - Washington Island Fly-in Fish Boil. 60th Annual fish boil starting at 10am ends around 1pm and sponsored by Washington Island Lions Club. Static displays as provided. 920-847-2448. Rain date 21st.
- 25-28 **BRODHEAD (C37), Wis.** - Pietenpol Fly-In and Hatz Fly-In at Brodhead Airport. Seminars, presentations and camaraderie for builders and lovers of Pietenpol and Hatz homebuilt aircraft. Detailed information at www.eaa431.org
Camping available on the field.
- 28 **NEW HOLSTEIN (8D1), Wis.** - Airport Days & New Terminal Dedication 920-898-5768 ext. 111 www.ci.new-holstein.wi.us
- 29-8/4 **OSHKOSH (OSH), Wis.** - **EAA AirVenture 2013.** www.airventure.org
- AUGUST 2013**
- 29-8/4 **OSHKOSH (OSH), Wis.** - **EAA AirVenture 2013.** www.airventure.org
- 4 **RED WING (RGK), MINN.** - Sturdi Wheat Pancakes Breakfast, Scrambled Eggs, Sausage, Coffee, Milk and Juice. 8am-Noon.
- 10 **RICE LAKE (RPD), Wis.** - 7:00/10:00 Pancake Breakfast. 10:00/1:00 Sandwiches/Ice Cream/Popcorn/Hotdogs. Parachute Jumpers at 11:00. Helicopter Rides, Warbirds, Static Displays, Medical Helicopter, Police and Fire Units. Free breakfast for pilots who fly-in. 715-651-6878.
- 11 **CHETEK (Y23), Wis.** - BBQ fly-in lunch 10:30am-2:30pm at Chetek Municipal Southworth Airport. Antique, unique, modern and warbird planes, antique and unique boats display. 715-456-8415.
- 13-18 **Miminiska, Ontario, Canada - Canadian Fishing Fly-Out at Miminiska Lodge.** 196 nm north of Thunder Bay, Ontario. Contact Krista 888-465-3474 or krista@wildernessnorth.com
- 17* **FOREST LAKE (25D), MINN.** - Open House & pancake breakfast, corn on the cob, brats, ice cream 7am-4pm. at Daniel De Ponti Memorial Airport. Car show and activities included! 651-776-1717.
- 18 **TOMAHAWK (TKV), Wis.** - Breakfast, lunch and static displays 7am-4pm. 630-777-9400.
- 24 **GLENCOE (KGYL), MINN.** - Fly-In Sweet Corn and Bratwurst Feed 11am-2pm.
- 24 **GLADWIN (5M6), MICH.** - Fly-In/Open House. Food and Fun at Sugar Springs Airpark. Overnight camping available. 317-523-3131.
- 24* **MATTOON (KMTO), ILL.** - Airshow 13 Airshow, gates open at 11am, free admission, P51 Mustang, Jet School Bus. Facebook-Coles County Memorial Airport.
- 24* **PERRY (PRO), IOWA** - Fly Iowa 2013. Breakfast, Air Show and other exhibits. Events start at 7am.
- 25 **CUMBERLAND (UBE), Wis.** - Pancake breakfast 7-11am. Field is closed for an aerobatic demonstration from 11am-Noon. Camping is allowed. Cumberland Rutabaga Festival in town, call 715-822-3378.
- 25* **JUNEAU (UNU), Wis.** - Pancake breakfast & Juneau August Fest.
- 31 **SHELL LAKE (SSQ), Wis.** - Flight breakfast/reunion 7:30-11:30am. No Airshow. 952-356-4942.
- 31 **MARION (MZZ), IND.** - Pancake Breakfast and aircraft, vintage cars, trucks, fire trucks and tractors display 7am-2pm.
- SEPTEMBER 2013**
- 7 **RED WING (RGK), MINN.** - Annual Bar-B-Que Burgers and Brats will be served 4-7pm. Bring a salad or desert to pass.
- 7-8 **EAU CLAIRE (EAU), Wis.** - Chippewa Valley Air Show 2013. Static displays, aerobatic performers, U.S. Navy Blue Angels will perform and food concessions. 715-832-6671.
- 14 **ROCK FALLS (SQI), ILL.** - The Old Fogeys Fly-In Lunch 11am-2pm at the Whiteside County Airport. 309-441-6106.
- 14* **FAIRBAULT, MINN.** - Pancake, sausage & scrambled eggs breakfast in conjunction with AirFest 7am-Noon. Airfest 612-618-5883. Breakfast 507-744-5111.
- 21* **ANTIGO (AIG), Wis.** - Breakfast served from 9-11am, Lunch from 11am-3pm at the Langlade County Airport. Airshow at 1pm.
- 22 **NEW HOLSTEIN (8D1), Wis.** - Pancake Breakfast 7:30-11:30am, 920-898-5768 ext. 111.
- 22* **HINCKLEY (OC2), ILL.** - Pancakes, sausage & eggs, cooked to order. www.eaa241.org
- OCTOBER 2013**
- 10-12 **FORT WORTH, TEXAS** - AOPA Aviation Summit 2013. www.aopa.org

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Call 320.352.5201 for more information
or visit www.saukcentrechamber.com

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HANGARS FOR SALE – Holman Field, Saint Paul, Minnesota. Former flight school. Three hangars 3,500 sf; 5,184 sf; and 5,624 sf. Two offices: 1,300 sf and 1,056 sf. James Miller Investment Realty Company; jmiller@jmrealty.com; 651-222-2561.

BOWERS FLY BABY nearing completion and flight testing at Tri-County Airport, Lone Rock, Wisconsin. Corvair-powered, 2,850 cc, 110 h.p. engine. Electric start. Warp Drive ground-adjustable composite prop. 8.00 X 6 wheels, Cleveland brakes. All brand new. \$5,000 for 1/5 share of flying aircraft; \$20,000 for project as is. To be based somewhere in South Central Wisconsin, maybe at your airport. 608-604-6515; edleine@countyspeed.com

2006 CIRRUS SR20 PARTIAL OWNERSHIP, OSHKOSH, WIS. – Invest in partial ownership in a terrific 2006 Cirrus SR20 currently hangared in Oshkosh, Wis. Call Martin at 920-202-0279 or visit <http://CirrusWI.Wikispaces.com>.

NEW LARGE HANGAR FOR RENT – Mankato Regional Airport (MKT), Mankato, Minnesota. The 12,000 square foot hangar has a 28 x 94-foot opening, in-floor and radiant heat and a 16,000 square ft concrete apron. Discounted rates available for tenants interested in a long-term lease. MKT is an all-weather airport with 6,600 and 4,000-foot runways. Call 507-387-8624 or email mknoff@city.mankato.mn.us for pictures, pricing and availability.

1976 CESSNA 177 CARDINAL RG – Only 150 SMOH by G&N. 2660 TT. Fully IFR...mostly with King avionics plus a Garmin 430 WAAS nav/com. PPT, 4-place intercom, new wing and elevator tips, Tanis preheat system. Based in Waunakee, Wisconsin: \$69,900. Call 608-334-9904.

HANGARS FOR RENT! – Chippewa Valley Regional Airport (CVRA), Eau Claire, Wisconsin. Three (3) hangars are available for rent, ranging from 2,160 to 3,600 square feet. Discounted rates available for interested parties signing lease agreements for 3 years or more. All hangars have heat. Chippewa Valley Regional Airport (CVRA) serves Western Wisconsin and is located in the City of Eau Claire. CVRA is an all-weather airport with 5,000 and 8,100-foot runways. Call 715-839-6241 or email admin@chippewavalleyairport.com for pricing and availability.

FLY CHEAP! Schaumburg Flying Club NFP, Schaumburg, Illinois (K06C). NEW MEMBERS WELCOME! Cessna 182S \$128.00/hr.wet and Cessna 172SP \$104.00/hr.wet. AOPA says flying clubs are a great value! Check us out. www.schaumburgflyingclub.com.

HELP WANTED: I.A. certified mechanic ASAP. Call Mark or Tom at 320-587-7615. Hutchinson Aviation, Hutchinson, Minnesota.

AVIONICS TECHNICIAN to live and work in Bemidji, MN. Line/install/bench work. 3 years experience desired. email resume to: jobs@bemidjiaviation.com or fax to: 218-759-3552. For additional info call: Paul 800-332-7133.

INSPECTOR/A&P MECHANIC to work and live in Bemidji, MN. METRO III, BEECH 99 and BEECH Piston Aircraft used in Charter, Cargo, and Fire Air Attack. Competitive Wages, ESOP Company. Send resume: jobs@bemidjiaviation.com or fax MN/ 218-759-3552. For add'l info call MARK or MICHAEL: MN/ 800-332-7133.

AIRCRAFT HANGAR SITE LEASES. The City of Glencoe, MN is currently accepting "Options to Lease a Hangar Site" at Glencoe Municipal Airport (GYL), Vernon Perschau Field. Standard option for a non-commercial site is 60D x 60D. Proposed sites should be available by August 30, 2012. For more information regarding the Options, contact Glencoe City Administrator Mark Larson at 320-864-5586.

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HANGARS FOR RENT at Southern Wisconsin Regional Airport (JVL), Janesville, WI. JVL is an all-weather, full-service airport with three runways, precision and non-precision approaches, conveniently located between Rockford, Illinois, and Madison, Wisconsin. JVL has a restaurant on field and the Glen Erin Golf Club and Cursing Stone Pub, an 18-hole public golf course and restaurant, is located on the airport within walking distance of the main terminal. For hangar rates and availability, call 608-757-5768.

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2011 American Champion 7EC – N680PS
 Only 50 hours SNEW! March 2012 annual, single owner, always hangedar, Garmin SL40 com, Garmin Aera 510 GPS (panel-mounted & hardwired), dual PTT, dual brakes, PM1000 intercom, Continental O-200, 100 hp. Eligible LSA!
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1974 Cessna A185F Skywagon – N4663C
 2045 TT, 565 SMOH, 300hp IO-520D with high-70 compressions, Fluidyne 4000 retractable skis & tail ski, dual nav/coms, 1463 lbs. useful load, hangedar in Midwest since new. Fresh Annual with Sale!
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1975 Cessna Citation 500 – N501GB
 12,900 TT, 1090 SMOH, Fresh Phase 1-5 completed 03/12, Turnkey! RVSM-compliant, 135 Current, Thrust Reversers, Updated Garmin Panel, Beautiful P&I, NDH, new lead acid battery. Nicest 500 on the market!
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1979 Cessna 172RG Cutlass – N6418R
 6070 TT, 950 SMOH, October 2012 annual, privately owned, hangedar, dual digital nav/coms, engine heater, Cessna Service Center maintained.
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1968 Cessna 182L Skylane – N42120
 5960 TT, 1535 SMOH, fresh December 2012 annual, privately owned, hangedar, dual nav/coms, JPI, Horton STOL, engine heater, beautiful paint & interior!
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Air Force Cancels Thunderbird 2013 Schedule

NELLIS AFB, NEV. – Due to the sequester, the U.S. Air Force has cancelled all aviation support to public events for at least the remainder of the fiscal year, and is standing down the Thunderbirds aerial demonstration team to save flying hours to support readiness needs. This includes the cancellation of support to all air shows, tradeshow, flyovers, orientation flights, heritage flights, F-22 demonstration flights, and open houses, unless the event includes only local static assets. Also, the Air Force has canceled the Thunderbirds' entire 2013 season effective April 1, 2013. For more information, contact Air Force Public Affairs at aerial.events@pentagon.af.mil or 703-695-9664. For information specific to the USAF Thunderbirds, call Air Combat Command Public Affairs at (757) 764-5007. □

Rockford Gets Aircraft Restoration Business

ROCKFORD, ILL. – The aircraft restoration company "Code 1 Aviation" has established a facility at Chicago Rockford International Airport (RFD). The company specializes in aircraft maintenance, restoration, sales and training of warbirds, including vintage jets – both American and Eastern-bloc-built. Code 1 Aviation also operates a maintenance facility in Lakeland, Fla. □

O-Ring Problem Solved!

HIGHLAND, ILL. – "The temptation is always there to re-use things like O-rings, and the result is too-often a leaky seal," says Wicks Aircraft Supply President Scott Wick. Now aircraft homebuilders can save both time and money by ordering a "Wicks Home Builders (O-ring) Kit" (HMBK-1). The kit includes 382 O-rings in each size, made of a 70-durometer nitrile polymer and sized from 006 to 327. The kit is available for \$32.19 by calling Wicks at 1-800-221-9425 (www.wicksaircraft.com). □

Drone Law Proposed In Illinois

SPRINGFIELD, ILL. – Illinois State Senator Daniel Biss (Dem) has introduced legislation that would require law enforcement agencies to get a search warrant before they could use a drone to gather evidence. The proposal would require that any information obtained by drones be destroyed unless it is part of an investigation. More than 20 states are pursuing similar legislation to either regulate drones or impose moratoriums that would ban them altogether. Meanwhile, the Federal Aviation Administration has been tasked with the job of trying to integrate unmanned aircraft into the national airspace system with projections for their use skyrocketing! □

Proposed Changes For Gary Airport Authority

GARY, INDIANA – The Gary/Chicago International Airport Authority may consider fighting a proposed state Senate bill that would take away majority control from the City of Gary by creating five (5) authority appointments to the governor. Senate Bill 585 would expand the Gary Airport Authority Board from seven (7) to 11 members. The mayor of Gary would retain his right to appoint four (4) members, but the governor would get five (5) appointments. Lake and Porter County executive bodies would continue to appoint one (1) member each. Proponents of the bill look at the airport as a "regional" facility. □

Piper Achieves Higher Revenue, Deliveries In 2012

VERO BEACH, FLA. – Piper Aircraft Inc. ended 2012 with increased annual revenue from new aircraft sales of \$148,968,967, up more than 13 percent from \$131,263,539 in 2011. The revenue increase was a result of a 16 percent rise in new Piper deliveries to 158 aircraft in 2012 from 136 the previous year.

While increasing production in 2012, Piper also continued to expand its global dealer network by appointing new dealers in the Netherlands, Chile, India, Central America, Korea, Turkey and China. In addition, the company located a sales manager in China to further develop that growing potential market. □

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