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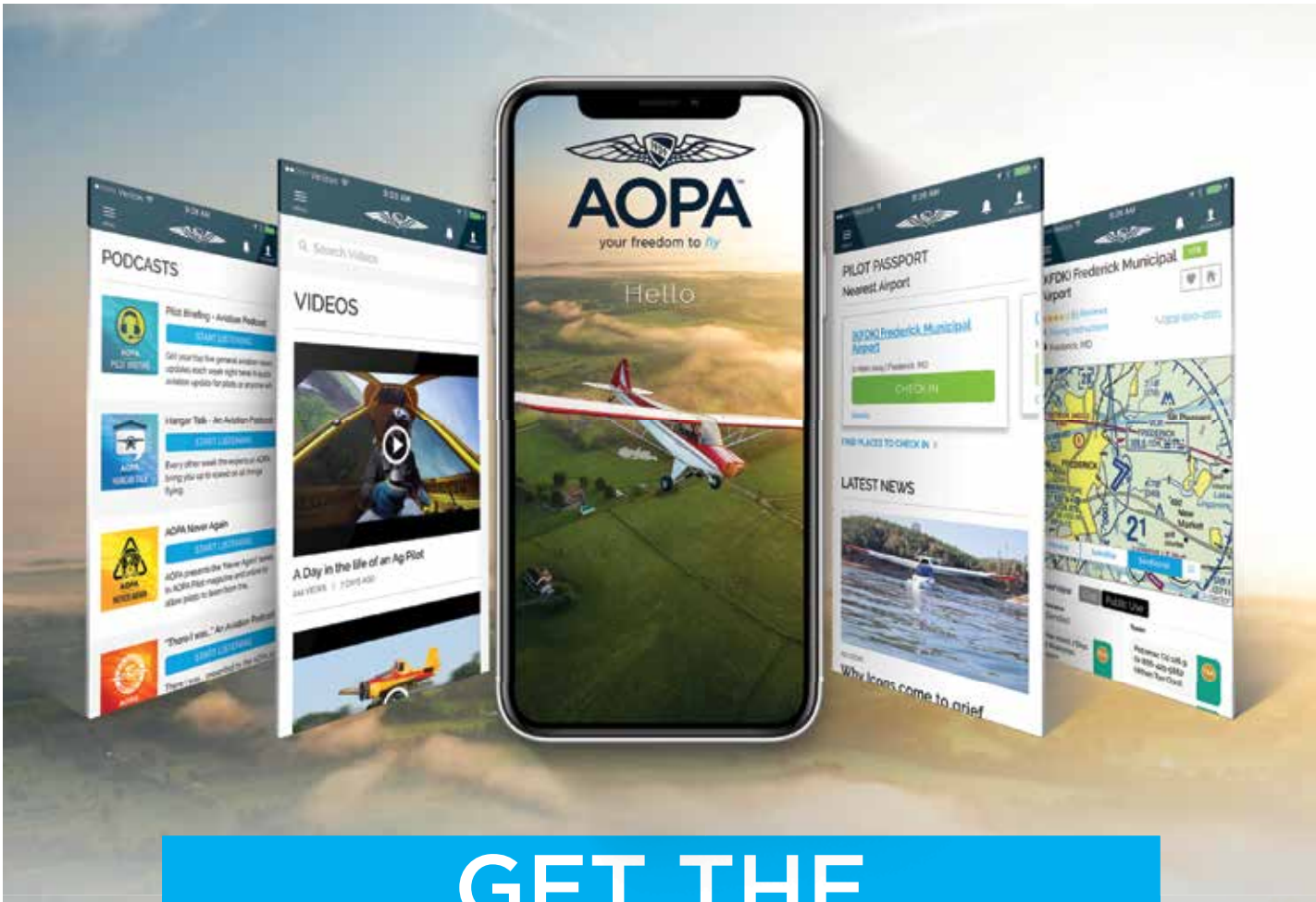

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Enjoy This Half of *Midwest Flyer Magazine* In Print & The Other Half Online!

by Dave Weiman

As announced last fall, ***Midwest Flyer Magazine*** would be published **ONLINE** beginning with the December 2020/January 2021 issue, with only one (1) issue (April/May 2021) published online and in print. It was also announced that we would expand our print distribution for this issue, from 10,000 to 15,000 copies. So, if you haven't yet subscribed for a ***FREE ONLINE SUBSCRIPTION,*** I encourage you to do so without delay, and read the other half of this issue, and all future issues of the magazine. Yes, 32 more pages await you ***ONLINE*** and ***FREE OF CHARGE!***

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

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Before You File A Part 16 Complaint Against An AIP Airport Sponsor, Make Sure You Try To Settle

by Gregory J. Reigel

Greg Reigel

Airport owners or operators ***("Airport Sponsors")*** who receive federal grant funds under the federal Airport Improvement Program ***("AIP")*** must agree to certain obligations and conditions. These obligations and conditions are commonly referred to as *"Grant Assurances."* Sometimes an airport tenant may end up in a dispute with an Airport Sponsor if the tenant thinks the Airport Sponsor is not complying with certain Grant Assurances and harming the tenant.

Some of the most commonly disputed Grant Assurances include Grant Assurance 19 (Operation and Maintenance), Grant Assurance 22 (Economic Non-Discrimination), Grant Assurance 23 (Exclusive Rights), Grant Assurance 24 (Fee and Rental Structure), Grant Assurance 25 (Unlawful Revenue Diversion), and Grant Assurance 29 (Airport Layout Plan).

If a dispute arises, an airport tenant has options for pursuing a complaint against the Airport Sponsor. However, the tenant should use reasonable efforts to try and resolve the dispute with the Airport Sponsor. Not only is this a good business practice, but it is also a requirement if the dispute cannot be resolved and a formal complaint to the FAA is needed.

Making A Complaint

An airport tenant who believes an Airport Sponsor has violated one or more of the Grant Assurances (the "Complainant") may make a complaint to the FAA. The FAA will then investigate and, if the FAA finds non-compliance, the FAA may take enforcement action.

Informal Complaint. Under 14 C.F.R. Part 13, a Complainant may make an informal complaint to the appropriate FAA personnel in any regional or district office, either verbally or in writing. The FAA will then review the complaint, investigate as needed, and determine whether (1) FAA action is warranted, or (2) if it appears that the airport sponsor is violating any of its federal obligations.

Formal Complaint. If the matter is not resolved to the Complainant's satisfaction, the Complainant may file a formal complaint with the FAA under

14 C.F.R. Part 16. And as the reference implies, this type of complaint involves a more involved and lengthy procedural process. It also takes significantly more time before the FAA decides whether a violation has occurred.

Informal Settlement Efforts

Before a Complainant may file a formal complaint, 14 C.F.R. § 16.21 requires the Complainant to initiate and engage in good faith efforts to resolve the disputed matter informally with those individuals or entities the Complainant believes are responsible for the noncompliance. These efforts may include common alternative dispute resolution methods such as mediation, arbitration, or the use of another form of third-party assistance.

Additionally, the FAA Airports District Office; FAA Airports Field Office; FAA Regional Airports Division (responsible for administering financial assistance to the airport sponsor); or the FAA Office of Civil Rights are available, upon request, to try to help the parties resolve their dispute informally. Efforts to resolve the dispute informally are mandatory.

When the Complainant files a formal complaint, 14 C.F.R. § 16.27 requires the Complainant to certify that: "(1) [t]he complainant has made substantial and reasonable good faith efforts to resolve the disputed matter informally prior to filing the complaint; and (2) [t]here is no reasonable prospect for practical and timely resolution of the dispute."

Although neither the FAA nor the regulations require a specific form or process for informal resolution, the Complainant's certification must include a description of the parties' efforts, which must be relatively recent prior to the filing of the complaint.

If the Complainant fails to make the certification, does not sufficiently describe the settlement efforts, or if the parties did not engage in informal settlement efforts, the FAA will dismiss the Complainant's complaint. Although the dismissal will be without prejudice, the Complainant will then be required to refile the Complainant's complaint with the required certification.

Conclusion

If you are an airport tenant in a dispute with an AIP airport sponsor, you have options available to you for resolving the dispute. As is often the case in disputes, the parties' mutual settlement of the dispute is preferable and encouraged.

So, it is usually a good idea to engage in settlement negotiations early. And if the matter is not settled, you should be able to document the settlement efforts in which the parties engaged. That way if a formal Part 16 complaint is required, you will have what you need to certify your informal settlement efforts and avoid dismissal of your complaint.

EDITOR'S NOTE: Greg Reigel is an attorney with Shackelford, Melton, McKinley & Norton, LLP, and represents clients throughout the country in aviation and business law matters. For assistance, call **214-780-1482**, email: **greigel@shackelford.law**, or Twitter **@ReigelLaw** (**www.shackelford.law**).

Are you a pilot or an appliance operator?

by Michael J. "Mick" Kaufman

Michael Kaufman

In my previous column entitled *"Are you a child of the Magenta,"* I wrote about the deterioration of our basic piloting skills and the mindset of using the wrong level of automation. I am not opposed to using automation in our everyday flying, but there is a time we must revert to basic pilot skills. Should an unexpected/undetected aircraft appear in your windscreen (my J3 Cub, for instance) as an imminent threat, would you use vertical speed, flight level change or heading mode on your autopilot to avoid a mid-air? I hope your answer would be "none of the above," and you would instead disconnect the autopilot and do what is necessary to avoid the disaster.

When I do advanced training with pilots, especially the instrument rating, I teach pilots to be a pilot first and an appliance operator second. The question often comes up as to when we should use our pilot skills and hand-fly the airplane, and when we should use our computer skills and higher levels of automation.

I had a recent discussion with a well-respected instructor and friend after that article was published, and we discussed the topic of automation and autopilots. *After takeoff in low instrument meteorological conditions (IMC), should we engage the autopilot immediately or hand fly the airplane?* I mentioned in one of my recent columns about the "OH-WOW" factor and why new instrument-rated pilots need to get some dual instruction on low IMC departures before they attempt one on their own. If the pilot should engage the autopilot in the first 100 feet after departure, and if it is all set and functioning properly, no problem. But given the situation that all does not go well, there is a good chance of a fatal accident.

How many times do things not go right in this scenario? I have seen this way too many times.

How fast can we disconnect the autopilot and execute an unusual attitude recovery at less than 500 feet AGL (above ground level)? Hopefully, always, but maybe that's not always possible under difficult circumstances.

I want to clarify that I am not saying that autopilots are unreliable and not to be trusted as most of the issues I have seen are actually pilot programming errors, including some of my own, like having a toggle switch in the wrong position.

I would like to dedicate the balance of this article to the IMC takeoff and initial climb. So much can be said about a low IMC departure. I have set my personal minimums for weather at the time of departure and refer back to the curriculum used for the Cirrus aircraft and developed by the University of North Dakota that I had written about previously.

As a recap, you plug in the variables and make a go-no-go decision. Some of these variables include the pilot's proficiency and physical and mental state, the pilot's time in aircraft, recent maintenance performed on the aircraft, and, of course, the weather. So, my minimums change from day to day depending on these variables. In my personal aircraft, on average, I will accept a 500-ft ceiling and 1 mile visibility for departure. When I fly a lot, it can be less or on this day as I am writing this article, it would be circling minimums for the departure airport. We use circling minimums as a standard for all of our flight training in the Bonanza training program I manage. Other factors to consider when making that go-no-go decision should include thunderstorms, icing, turbulence and wind shear.

After a good preflight of the pilot's personal mental and physical state, the weather, and the airplane and equipment, we find ourselves ready to get our clearance and taxi. In today's modern aircraft, we have a pretty good idea what our route clearance will be like, and I usually program this route into my navigator before I call for clearance. Once I have my clearance, I update it in my navigator. One big statement of caution here is, never takeoff VFR without a clearance unless you are 100% sure you can maintain VFR until you can get the clearance. Many pilots in a rush have taken off without a clearance and were unable to maintain VFR, and it has proven to be fatal.

It is important to note that there is a big difference on the clearance when taking off from a busy "tower-controlled" airport than when taking off from a "non-tower-controlled" airport in a sparsely populated rural area.

Let's look at the tower-controlled airport in this article. Here you will have your route given to you in your clearance, but not your departure instructions, which will usually be given to you at the end of the runway with your takeoff clearance.

For example (weather is 300 ft ceiling and ¾-mile visibility): "Cessna N2852F, fly runway heading, climb and maintain 3000 feet, cleared for takeoff, Runway 31. This is pretty straight forward; you taxi out and line up with the runway and do a final instrument and radio check. This should include a check of your attitude and heading

indicators, engine gauges, tower frequency in primary and departure frequency in standby. Many pilots miss having a departure frequency in standby and still have ground control from the recent frequency change. This will increase your workload when tower switches you to departure shortly after takeoff.

If I am fortunate enough to have a flight director in my airplane, I would turn or skew my heading bug to the runway heading and push the "go-around" button to set the climb pitch. After beginning my takeoff, I would do one last instrument check before rotation.

I caution here about instrument scan and maintaining directional control by outside visual reference, as this is a spot where bad things are likely to happen. Two seconds after rotation, the pilot needs to be on the gauges using the flight director command bars for reference. The next several minutes are critical, and the airplane should be hand flown – no playing around with your multifunction display (MFD) or your engine instruments or power settings. A pilot should be at least one step ahead of his airplane, but not too far ahead.

What am I doing and where am I going? (Runway heading and 3000 feet.) After climbing a thousand feet or more, the tower will direct us to contact departure. Now, we know why it is so important to have that departure frequency in standby on the radio. We are still hand-flying the airplane. If all has gone as planned, we will acknowledge the radio call *"52 Foxtrot, going to departure."* This is now a good spot in this article to talk about the clearance you received from clearance delivery or ground control.

We have the route we programmed into the navigator, and we have been given an altitude, along with some restrictions. Those were given to us in case of a communications failure. In this case, assume that the altitudes were *"Climb and maintain 3000, expect 9000 10 minutes after departure."* It was important to somewhere note our departure time in case of a communications failure of some type. For now, we are good on the runway heading and plan on leveling at 3000 feet. Now that all is going well, and the workload is low, it might be a good opportunity to try our skills as an "appliance operator."

The flight director is working well, so we might turn on the autopilot to see that it maintains heading and pitch. We might consider doing this before contacting departure as the workload could get much busier after talking with ATC. All is working well with the autopilot, so we give departure control a call: *"Madison departure, Cessna 2852 Foxtrot checking in 2600 for 3000."* Notice we always give the current altitude and the climbing to or descending from altitude, and will give our last assigned route or heading, if there is any question. Upon establishing communications with departure control, our clearance is *"52 Foxtrot, turn left heading 140, climb and maintain 6000, join Victor 9 on course."*

Let's keep it as simple as we can. Rotate the heading bug slowly to the left to 140 and watch that turn on the autopilot; we have some time until we reach 6000. I am not a fan of altitude preselect, so we will just execute altitude hold when we get to FL6000. My flight plan clearance received was: *"N2852 Foxtrot is cleared to the KOCF airport via MSN V9 Kelsi, direct Hefin, direct CTY, direct OCF."*

This is a simple flight and a simple clearance, so we have not had to overtax our brain with too many tasks, and we have used some of our appliances to gain experience. We can add another item to the navigator once en route and in a low workload state by activating the fly-leg mode on the navigator. If our autopilot is capable of handling this task, we will fly the 140-degree heading until we intercept "Victor 9," and the autopilot would turn us on the airway.

I may have made this sound simple and it can be, but a pilot can become so saturated with all of the appliances on his aircraft that he can lose it. If the pilot can't fly a pitch, heading and airspeed to a safe altitude, it is time to get some recurrent training before flying in IMC conditions.

This article just scratches the surface on low IMC departures and the use of automation. The scenario used here is a simple IFR departure with an easy flight plan. We have used our flight director to remind us where we should be with pitch and heading if we are fortunate enough to have one. We did not have a complex charted departure procedure. We departed a tower-controlled airport, not a remote airport with poor communications, complex airspace and obstacles all around.

Automation is great when used properly and understood by the pilot. We need to be a pilot first and an appliance operator second. I have seen too many instances when something has gone wrong. Was it an autopilot failure; was it an installation error from the avionics shop; boxes not interfacing with each other properly; or the pilot miss programming a device? Any of these items can trigger this infamous quote, ***"What is it doing now?"***

EDITOR'S NOTE: Michael J. "Mick" Kaufman is a Certified Instructor Flight Instructor (CFII) and the program manager of flight operations with the "Bonanza/Baron Pilot Training" organization. Kaufman conducts pilot clinics and specialized instruction throughout the U.S. in a variety of aircraft, which are equipped with a variety of avionics, although he is based in Lone Rock (KLNR) and Eagle River (KEGV), 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.

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

Landing Rehabilitation

by Harold Green

Harold Green

Most of us who have been flying for a while have found ourselves with landing problems. All at once we are either flying the silly thing too close to the ground before suddenly rotating with an attendant porpoising, or we stall out several feet in the air, testing the integrity of the landing gear. And sometimes we misjudge the touch-down point. So, what can cause this?

There is no elegant research which I am aware of that provides a foundation for landing issues. The following is just one instructor's perspective on the issue. Note that ground control after landing is one of the principal causes of accidents but will be left as the subject for another article.

One of the most common causes of landing problems is a change in eyeglasses. Sometimes a seemingly insignificant change in the center of the lens can affect our depth perception. The effect is a change in the apparent height of the aircraft above the runway, and a change in the perceived touchdown point. Along those same lines, the first time a pilot wears bifocals can have a significant change in his depth perception.

Some of us learned early on that progressive lenses prevent an erroneous horizon line, particularly in instrument flight, as well as upon landing. That demarcation line can cause a grave error in perceived bank angle, changing with the angle of one's head.

The brain interprets the visual information and produces an image of what will happen based not just on what we are focused on, but peripheral images as well. That includes the rate of change of that information. Thus, when watching the runway, or any other view ahead, the brain puts together a picture, including the cowling, the windshield supports, the instrument panel eyebrow and any other elements which the brain picks out and their relationship with one another. All components are put together, along with the apparent change in the ground view, to form an estimate of the aircraft's future position. Once a pilot learns to maintain the proper visual image or perspective, landings become acceptable or at least better. Therefore, whatever you do to change your position relative to any of these elements will affect your prediction of aircraft track. Things that produce changes include the height or position of the seat, the number of cushions one uses, a change in the height of the instrument panel brow, etc. So, if your landings have gone south on you, review all of the above.

Now the effect of all of these things can be exacerbated by focusing too close on the aircraft, rather than looking far ahead. Remember when your instructor used to yell at you, "You're looking too close to the plane, darn it?" The reason is you can't judge height by looking too close. You need the perspective provided by looking ahead. Your brain actually forms a view that can be likened to an instrument using the lines of perspective, formed by the edge of the runway, the horizon, etc. There is a lot more to this than just the little discussion here, but this will suffice to make the point.

Another, and very important factor, is the stability of your approach. If the approach is stable, it means that the visual signals your brain receives are changing in a predictable fashion and you automatically predict your path. If your speed, altitude -- and particularly attitude -- change frequently, your brain cannot process the visual information properly and you won't be able to accurately rotate or hold attitude for landing.

When rotating, just make sure you maintain the proper attitude for your aircraft until it touches down. It never works to force the aircraft onto the runway. The key is to let the aircraft land itself. The most you can do is establish the conditions your aircraft needs to do what you want.

So, what do we do when our usual smooth, barely-feel-the-touchdown-landings go away?

First, look for what has changed. Check to see that the proper visual point is maintained.

Recall the emphasis on stabilized approaches? Well, make sure your approach is stabilized. Remember that a good landing is dependent on a stable, consistent approach. The main corrective factor here is "practice," and one might have a flight instructor observe and assist. Up to this point, it doesn't matter whether you are flying a tail-wheel aircraft or one with the training wheel up front. Once on the ground, things change a bit and that will be the topic for a future column.

EDITOR'S NOTE: Harold Green is an Instrument and Multi-Engine Instrument Instructor (CFII, MEII) at Morey Airplane Company in Middleton, Wisconsin (C29). A flight instructor since 1976, Green was named "Flight Instructor of the Year" by the Federal Aviation Administration in 2011 and is a recipient of the "Wright Brothers Master Pilot Award." Questions, comments and suggestions for future topics are welcomed via email at harlgren@aol.com, or by telephone at 608-836-1711 (www.MoreyAirport.com).

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

Ask Pete

Flying For Hire Is More Than Just Having A Commercial Pilot Certificate

by Pete Schoeninger

Pete Schoeninger

Q: I want to start giving limited seaplane rides for hire from the lake where I have a house and keep my floatplane during summers. I have a Commercial Pilot Certificate and maintain my airplane with 100-hour/annual inspections. A friend said I needed to contact the "feds" for an approval? Is that true?

A: You will probably need a "letter of authorization" from your nearest FAA Flight Standards District Office (FSDO). I urge you to contact them before starting flights for hire this spring. And if you are carrying passengers any distance, you may also need to get a Part 135 Air Taxi Certificate, which is a major undertaking. I hate to rain on your parade, but many people have looked into this and decided not to do it as insurance premiums on floatplanes operating for hire is expensive. Call your insurance agent and be sitting down when you do. In addition, there are other hoops you may have to jump through. Look at page 8 of the December 2019/January 2020 issue of *Midwest Flyer Magazine* for the closing paragraph of an excellent article entitled "Illegal Charter Doesn't Just Happen In Business Jets" by Attorney Greg Reigel in which he states: *"If any money is going to be changing hands…."* https://midwestflyer.com/wp-content/uploads/2019/12/MFM-Dec2019Jan2020IssueWeb.pdf

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Hypertension and FAA Certification

Dr. Bill Blank

by Dr. Bill Blank, MD

Hypertension or high blood pressure is quite common. It is estimated that almost half of our population will develop it sometime during their lifetime. The FAA's mission is to promote aviation safety. It develops its certification procedures with this in mind. The FAA's time frame is, at most, two (2) years except for 3rd class medical certificates issued to pilots under 40 years of age in which case it is five (5) years. Pilots under 40 are not likely to have hypertension. When the FAA certifies someone with hypertension, they feel it is unlikely the airman will become unsafe because of hypertension-related issues during the period of certification. The hypertension certification policy needs to be seen with this in mind.

Hypertension is usually symptom free. Over time untreated hypertension can cause heart attacks, aneurysms, heart failure, kidney disease, eye disease and cerebral problems such as strokes, transient ischaemic attacks (TIA) or "mini strokes," and memory problems. Most cases of hypertension have no known cause. This is called primary or essential hypertension. Secondary hypertension is caused by an underlying disease such as sleep apnea, kidney disease, or adrenal gland tumors. Certification with secondary hypertension will require treatment of the underlying condition to FAA satisfaction. Risk factors for primary hypertension include age, obesity, race (more common in non-Hispanic blacks), family history, tobacco use, too much dietary sodium or too little potassium, excess alcohol consumption, stress, and kidney disease.

Normal blood pressure is generally considered to be under 120/80. Treatment from a medical point of view depends upon the risk factors. Your aviation medical examiner (AME) can certify you for any class as long as your blood pressure does not exceed 155/90. This is an arbitrary level based on the likelihood of blood

pressure caused safety issues during the certification period. It also takes into consideration people who have anxiety caused blood pressure elevations in the doctor's office. This is not a healthy blood pressure, if it accurately reflects your blood pressure. When I certify someone with a blood pressure near the limit, I recommend they monitor their blood pressure and, perhaps, see their physician. I note that in the comments section of the 8500-8.

What are the options if your blood pressure is above 155/90 in the AME's office? Your AME can wait a while, let you relax, and take it again. If it falls below the limit, he can pass you. If that doesn't work, he can have you return three (3) times over a 7-day period and retake it. If it falls below the specified limits, he can again certify you. If not, he will need to send you to your physician. There is a 7-day no fly period if medication is started or the dosage is changed. If this can be done within the 14-day period, the AME has to transmit the exam, and he can certify you. If not, it will need to be deferred and you will need to submit to the FAA the information required in the hypertension Conditions AMEs Can Issue (CACI). They will issue the certificate. Your AME can be helpful here, by faxing the CACI report to the Regional Flight Surgeon. This will save time.

If you are being treated, your blood pressure must be controlled and stable. You must have no symptoms or medication side effects. You may take up to three (3) medications. Approved medications are Alpha and Beta blockers, calcium channel blockers, diuretics, ACE inhibitors, angiotensin II receptor blockers (ARBs), direct renin inhibitors and direct vasodilators. Centrally acting antihypertensives, such as clonidine, are not allowed. Hypertension is now handled with a CACI. It is the only CACI your AME can do himself, if he so desires. All others require a report from the treating physician. If you need more than three (3) medications, it will need to be deferred.

In the past, airman would sometimes avoid taking medications for as long as possible, because of fear of side-effects. From my point of view, the dangers of untreated hypertension outweigh the likelihood of serious side-effects. The FAA has come a long way. When I first became an AME, you could fly with high blood pressure, but not take medication for it! If you have hypertension, I recommend seeing your treating physician within 60 days of your flight physical and asking him to complete the top half of the CACI hypertension worksheet, sign it and date it. Put your name on the form. That will make it easy for your AME. A problem I frequently see is airmen reporting taking blood pressure medications, but they have not had any doctor visits in the last year. Prescriptions need to be renewed once a year! I hope this information will help you navigate certification with high blood pressure.

Happy flying!

EDITOR'S NOTE: William A. Blank is a physician in La Crosse, Wisconsin, and has been an Aviation Medical Examiner (AME) since 1978, and a Senior AME since 1985. Dr. Blank is a retired Ophthalmologist, but still gives some of the ophthalmology lectures at AME renewal seminars. Flying-wise, Dr. Blank holds an Airline Transport Pilot Certificate and has 5600 hours. He is a Certified Instrument Flight Instructor (CFII) and has given over 1200 hours of aerobatic instruction. In addition, Dr. Blank was an airshow performer through the 2014 season and held a Statement of Aerobatic Competency (SAC) since 1987.

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Is age just a number? Aviation insurance companies don't think so.

by Bob Worthington

Bob Worthington

Is your age just a number as opposed to it being a definitive measure of your physical or mental abilities? Many individuals believe that just being 65 or 80 or 85 does not render one physically and intellectually diminished. But insurance companies do. Why? Insurance rates are based on broad factors of statistics, actuarial tables, scientific data, and the probability of risk. So, each age of a pilot has an assigned risk factor based on considerable data to determine the risk covered and the cost (and the willingness of the company to insure that risk).

In the February/March 2021 issue of *Midwest Flyer Magazine,* insurance agent Victoria Neuville, explained why aging aviators are seeing higher and higher insurance premiums. She did comment that older pilots tend to have more accidents than younger pilots. As an aviation psychologist (and former FAA safety counselor), I have devoted time to researching getting older and flying, and how to remain a safe pilot when aging. There are ways to keep the cost of aircraft insurance lower than that of other fellow pilots and I can tell you what to do.

First is to realize how the insurance industry operates. They expend considerable time and money analyzing what risks are involved and the statistical chance of an event or behavior occurring that will require them to pay out for a mishap. They must calculate the chance of something happening which will cost them money. The greater the risk involved and the higher the value of the plane, the higher the cost. Victoria covered why rates are increasing.

Consider a brick home being insured that is half a block from a highly rated fire station and how long it would take for fire trucks and superior firefighters to get to your home, if on fire. Compare the insurance costs to a log cabin at the end of a mile dirt road, seven miles from a volunteer fire station. The exterior is more inflammable, the distance from firetrucks greater, and the fire crew less trained. Obviously, the risk for

protecting the log home is much higher, thus more costly.

This same concept is applied in the aircraft insurance business. Insurance companies have completed countless studies to understand what pilots are at a greater risk and why. The cost of aviation risks is dependent on the pilot, his or her training and experience, the age and complexity of the aircraft, and the type of flying done. Age certainly is a factor…. but …. not always a predominant consideration, until one approaches 80.

To verify my beliefs, I queried some of my fellow pilots, asking if they were experiencing astronomical increases in their aircraft premiums. Because they are my friends, they are not young pilots (all over 60 to the mid-80s). They all live in different states. Their average increase in premiums was less than 10% (running from nothing to 30%). The one exception is a pilot aged 84, which I will explain later.

These pilot friends are less of a risk than the average general aviation pilot. The pilots in their 60s are not concerned with aging and obtaining insurance. Those in their late 70s are concerned about being able to acquire affordable coverage. Those in their 80s go from year to year and find the process of insuring their plane exceedingly difficult, costly, and requiring considerable accommodations by the pilot. Here is what they have experienced in the quest to insure their aircraft.

They are experienced pilots with an average flight time of 5250 hours spread over 46 years of flying. Their certificates are either private or commercial, but all are instrument rated, flying high-performance aircraft (some are flight instructors and have multiple ratings and certificates). This means that their level of training and experience is high.

The average age of their aircraft is 40 years, mostly fixed gear, so the hull value of their aircraft is not like a new aircraft. Two factors become the exception between these pilots and most other GA pilots: 1) These pilots are committed to aviation safety by either teaching safety courses and instructing or holding leadership positions in several aviation and pilot organizations. 2) The training these pilots receive each year is outstanding! Online seminars, FAA WINGS seminars, teaching safety courses, airplane manufacturer organization owner training, and flight exams (one person obtains an instrument currency flight test every 90 days). These pilots are totally committed to aviation safety…they practice what they preach.

Another factor is that most of these pilots fly only for personal reasons and personal business, yet all but one does not use the Basic Med; they get a Class II or III medical (meaning a professional Aviation Medical Examiner (AME) is certifying their physical well-being to fly). They fly all year round averaging 100 hours a year (actual flight time per year ran from 35 to 200 hours).

When asked about their concerns for the future and obtaining affordable insurance, their responses varied considerably. Most had some concerns but have plans for their future. These ranged from downsizing their aircraft to selling it, to joining a flying club to renting. Some will just quit flying, while some will consider flying without insurance.

Most said their age was not a problem getting insurance at an equitable cost. But most think age and acquiring affordable insurance will become a problem in the future.

When you get into your eighties, it does change. The 84-year-old pilot was notified last year, he would no longer be insured. He was devastated. So, he began seeking insurance from other companies with little luck. One company would insure him only if he flew with another (younger) instrument-rated pilot with 1000 hours or more. This requirement was too arduous to comply with on every flight. The premium cost was $6,000. He was finally able to secure insurance through his

long-time agent, but only by considerable wrangling and submission of reams of paperwork, detailing his flying record and commitment to aviation safety. But he could only get liability and medical – his hull coverage only applies when the plane is on the ground (he flies a complex, high-performance aircraft) and the cost doubled.

Another pilot belongs to a local flying club comprised of older pilots. Some have been able to retain insurance by downsizing to smaller, slower, fixed-gear aircraft. Some fly, uninsured.

All of my pilot friends demonstrate a significant commitment to aviation safety. Like the brick house around the corner from a fire station, the insurable risk is lower.

As one gets older, though, more can go wrong with your body, without any signs or symptoms. A few days after passing an FAA medical exam, at age 78, I was diagnosed with Ischemic heart disease with a destroyed aortic valve (due to Agent Orange), requiring immediate open-heart surgery to stay alive. Therefore, as we age, parts of our body can decrease or fail to function at any time, without warning. Therefore, even the safest pilots enter a time in their lives when statistics rule against them despite how good they are, mentally, physically, or aviation-wise. At that point in time, the risk becomes higher and insurance costs rise or become impossible to acquire.

We are living longer. Defects that would kill us at age 60 a generation ago are now mitigated by medical science. Physical infirmities can now be controlled by medicines, operations, implants, or artificial components, thus, we can live longer.

Until December 13, 2007, the United States limited its pilots operating under Title 14 of the Code of Federal Regulations (14 CFR) Part 121 air carrier to age 60. Now those pilots may continue flying until age 65, as specified in the Act. But as we age, despite modern medicine, the risk of an undetected medical condition which can incapacitate us rises to the point where an insurance company will not take on the risk.

So, at some point in our aviation lives, we must face the facts that the cost and/or risk of continued flying is too great, and we should stop.

EDITOR'S NOTE: Pilot, Viet Nam veteran and former university professor, Bob Worthington of Las Cruces, New Mexico, is the author of "Under Fire with ARVN Infantry" (https://mcfarlandbooks.com/product/Under-Fire-with-ARVN-Infantry/), and producer of the 2019 film "Combat Advisor in Vietnam" (www.borderlandsmedia.com). Facebook: Bob Worthington Writer (www.BobWorthingtonWriter.com).

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

The thrill of it...
Don't let spring bring unwanted excitement

by Mark Baker
AOPA President and CEO


Mark Baker

Have you ever passed a highway accident and felt compelled to look? Call it a primal instinct, but many of us are intrigued by danger. Crashes, sirens, and flashing lights attract us like moths to a flame.

We see this in many of our favorite sports and activities—hockey fights rile up the crowd, NASCAR wrecks add an element of excitement to the race, and every year, around 1 million spectators flock to Spain for Running of the Bulls, one of the most dangerous events in modern (or any) time.

Researchers say that much of the stimulation we feel toward these activities has to do with our own fight-or-flight characteristics. Situations we see, whether in person, in a movie, book, or on the news, trigger our survival instincts and make us think about how we would react and handle a potential disaster. We often think, *"If that were me, what would I do?"*

Take AOPA's Air Safety Institute's long-running and invaluable series Accident Case Studies—an in-depth analysis that dissects fatal aircraft crashes and the events leading up to them. The Accident Case Studies videos are some of the most popular, albeit sobering, content from ASI that teach us the lessons learned from others' mistakes.

1. While flying, like virtually any other pursuit, has its risks, the accidents featured in ASI's safety videos represent the relatively few flights that went wrong. And while the videos are tragic, they remind us that we are not invincible. Things can quickly escalate in the cockpit and we must be proactive in our decision making as anything can go awry—from system failures to miscommunications, and especially weather changes.

With the onset of spring, many of us are looking to dust off our wings, get back into the sky, and meet our buddies for $100 hamburgers. If you—or your aircraft—have been grounded during the winter months, there are many obvious yet often forgotten things to take into account.

According to the Weather Channel, meteorological spring—the period between March 1 to May 31—is the most dynamic time for weather with major temperature swings, wind events, and variety of extreme conditions. While emerging weather tools and new technology continue to be introduced, pilots need to have a general understanding of weather conditions, and act as amateur meteorologists.

As temperatures begin to fluctuate, pilots should always anticipate the possibility of fog. Inadvertent flight into instrument conditions is one of the most common aviation accident occurrences, accounting for more than 25 percent of all fatalities in GA flying, according to AOPA's most recent *Nall Report.*

While winter isn't conducive to flying for every GA pilot, we should still strive to stay current, even if that means brushing up on our skills on a simulator or through ground school. As it turns out, even professional pilots have reported feeling rusty following long leaves of absences during the COVID-19 pandemic. In fact, many have reported making minor mistakes such as forgetting to turn on anti-ice systems, failing to obtain landing clearances, and even incorrectly programing flight management systems.

The best thing we can do to stay sharp is to fly often. However, that doesn't mean getting complacent. Just because we've made a flight a million times doesn't mean it will always go smoothly. We have to ensure we abide by our own personal limitations.

As we've seen many times over, an aviation disaster is often the result of a chain of bad decisions that begins with a simple mistake. With spring approaching, there's no doubt many of us are beginning to get back in the air, so let's not forget to do our homework. Flight plan, anticipate weather changes, and never be afraid to ask for help. We all fly to feed a passion, but none of us wants to be another statistic or featured in the next case study. Let's keep proving to the world we can and have made aviation safer. ❑

Compatible Land Use – Grant Obligations

by Kyle Lewis
Regional Manager
Airports & State Advocacy, Great Lakes Region
Aircraft Owners & Pilots Association
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In a recent article, I covered a few topics found in the "grant assurances," and one of those deserves more attention. Compatible Land Use – Grant Obligation #21. The assurance states: *"It [the airport sponsor] will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with Airport Sponsor Assurances 2/2020 Page 10 of 18 respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended."*

That seems simple enough, right? There are a couple of things going on here. First, the FAA is expecting local authorities to maintain adequate zoning around airports to protect the airport operations and reduce the possibility of noise complaints by restricting the use of land. Second, if an airport has a noise compatibility program (usually for commercial service airports), then the land use outlined in that program must be adhered to.

For discussion, let's focus on the first issue – land use and zoning. The FAA has made it clear that high density residential, schools, churches, and certain other developments that would attract wildlife are not considered compatible land uses near airports. Noise and safety (for both aircraft and persons on the ground) are driving factors.

The FAA Southern Region instituted a "Land Use Compatibility Planning Task Force" in 1998. The mission was to create policy to better integrate airport master planning into local community planning processes. The task force developed a resource guide for local jurisdictions identifying airport overlay zones and navigation easements. By educating and raising awareness about land use near airports, the FAA believes it will slow the development of incompatible land uses. This document can be found at **https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/media/III.B.pdf**

It is important to remember that the FAA will not approve or disapprove specific developments near an airport. The Obstruction Evaluation (OE) process is designed to identify hazards to air navigation, allow public comment, and provide information to the local government to make an informed decision whether to approve or deny any zoning or construction permits. Many states and local jurisdictions dictate zoning and permitting processes for tall structures in areas that fall under 14 CFR Part 77.9. These areas are specific to any structure 200 feet or more above ground level (AGL), could emit frequencies, or are in the Part 77 instrument approach area and may exceed the prescribed slope ratios. This process is very technical and has an FAA office dedicated to OE studies. For further information, this is the official FAA website: **https://oeaaa.faa.gov/oeaaa/external/portal.jsp**

AOPA's airport advocacy work is diverse. In fact, nationwide AOPA is involved in 22 compatible land use problems, 21 obstruction/hazard cases, and 7 large-scale noise impact issues. The issue of compatible land use is one of the biggest quandaries an airport can face. When developments pop up near an airport, noise complaints are not far behind, or calls of "unsafe airplanes" overhead. The political pressure can mount, airport development becomes stifled, and the possibility of closure becomes a reality. The most vulnerable airports are local community airports that may not be staffed full time, have limited resources, and no zoning control near the airfield. It is crucial for airports to be good neighbors, involve the community and civic leaders in airport events, and have a watchful eye on any proposed developments or zoning changes. Catching an issue early is key.

One of AOPA's greatest assets in our airport advocacy work is the ***Airport Support Network (ASN) Program.*** Our ASN Volunteers are highly engaged at their local airport, maintain positive relationships with airport administration, and have direct access to AOPA's airport advocacy team for topical resources. In the Great Lakes Region, nearly 400 volunteers are helping protect airports. If you are interested in this work, visit **www.aopa.org/asn**.

Regional Legislative Roundup

Indiana – Indiana House Bill 1001 relates to the state budget, and a noteworthy piece of the Bill calls for 100 percent of revenues from the excise tax collected on aviation fuel sales to be deposited into the dedicated aviation fund for direct airport grants. Currently, only 50 percent of that specific excise tax is diverted to the aviation fund. This will be a welcomed change that is supported by AOPA and Aviation Indiana (AI), the statewide

association representing aviation interests. This change has been advocated by AI in previous budget cycles, and this time around has support from the Governor's Office. At the time of writing, IN HB 1001 has been introduced and is awaiting the Ways and Means Committee.

Ohio – Ohio is also in a budget cycle for 2022-2023, and a recently released budget proposal from Governor DeWine's Office details aviation funding at $6.4 million in each year of the biennium. Ohio House Bill 74 was introduced in February and state law provides that a budget be passed by June 30th to begin on July 1 of 2021. Updated language to the Ohio Airport Protection Act is also part of the overall bill, specific to the processes of tall structure permitting administered by the Ohio Department of Transportation, Office of Aviation.

AOPA is monitoring other bills, two in South Dakota: one that enhances privacy laws by restricting certain uses of drones (SD SB 74). SB 74 is awaiting signature by Governor Noem. Another bill, SB 157, introduced by South Dakota State Senator David Johnson, aims to earmark $3 million to the Rapid City Airport for "base infrastructure improvements." The bill details that the monies can be used to install, replace, or repair necessary infrastructure improvements. The legislation has passed the Senate Transportation Committee with a 5-1 vote on February 3, 2021.

As the season progresses, AOPA will be watching for other specific aviation legislation and respond appropriately! (kyle.lewis@aopa.org) ❑

Ask Pete Continued From Page 14

Q: My flight instructor told me if I was an old geezer like him, the requirements for a signoff for tailwheel, high-performance, and complex gear operations might not be needed if I flew those airplanes before a certain date. Is that true? After you answer that, I have more questions to follow.

A: A tailwheel endorsement is not needed if a person has logged PIC (Pilot In Command) time in a tailwheel airplane before April of 1991. A high-performance, or complex gear endorsement, is not needed if a pilot has logged time in those airplanes as PIC before August 1997.

Follow up questions:

Q #1: What is the difference between high-performance airplane and a complex airplane?

A: High-performance airplanes are defined as airplanes that have MORE than 200 hp. Complex airplanes have retractable gear, flaps, and a constant speed prop. An example of a high-performance airplane would be the Cherokee 235 Pathfinder (235 hp, but fixed landing gear.) An example of a complex airplane could be a Piper Arrow of any year.

Continued on Page 60

Aeronautics Report

Wisconsin Bureau of Aeronautics
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Pardon Our Dust: Annual Airport Construction Update

by Hal Davis
WisDOT Bureau of Aeronautics


Hal Davis

During a year unlike any other, 2020 was remarkably "normal" as it related to airport improvement projects in Wisconsin. As with many other aspects of life, the pandemic posed new challenges and required some adjustments, but by and large the work still got done. Runways were reconstructed, terminal buildings were built, and other airport improvements were completed without delay or cancellation. In total, the Wisconsin Department of Transportation funded 43 different projects at 45 airports last year and design was started for an additional 24 future projects.


Reconstruction and extension of Runway 7L/25R at Kenosha Regional Airport.

2020 Recap

Perhaps the most notable project of 2020 was the reconstruction and extension of Runway 7L/25R at Kenosha Regional Airport. This $19 million project extended the runway by 1,100 feet and included a full reconstruction of the parallel taxiway. As a result of the project, approach minimums for runway 25R were improved. Remarkably, what was anticipated to be a two-year project, was completed in less than a year.

Runway reconstruction projects were completed at Monroe and Viroqua Municipal Airports as well. Other significant airfield improvements included the completion of Taxiway M at Dane County Regional Airport and the reconstruction of Taxiway A at Oshkosh. Other airfield paving projects were completed at Rhinelander, Hartford, Cumberland, La Crosse, Burlington, and Janesville.

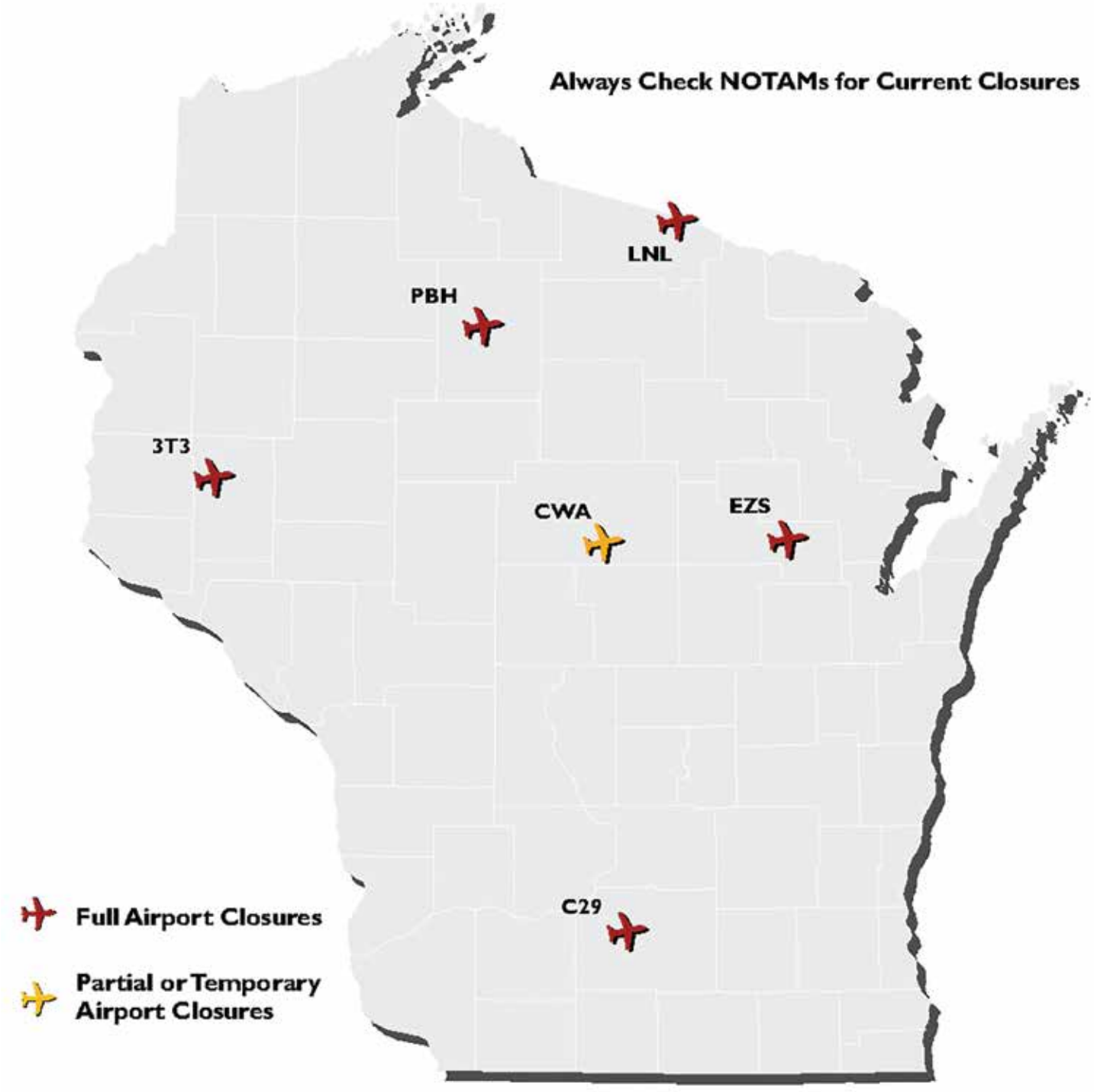
In addition to the fresh asphalt, 2020 saw the completion


The new terminal building at Richland Airport, Richland Center, Wis. (93C)

of several airport buildings. At Richland Airport, a new terminal was constructed, replacing what was one of the last "vintage" terminal buildings in the state. In Sheboygan, a joint-use terminal and customs building was completed while Rhinelander completed renovation work on part of their terminal. Other notable projects included: a maintenance building at Clintonville, hangar at Wisconsin Rapids, fuels system at Wausau, and perimeter fence at Lakeland.

2021 Outlook

Airport closures are expected for some time during the 2021 construction season at Boyceville, Shawano, Price County, and Land O'Lakes airports due to runway reconstruction projects. Middleton Municipal - Morey Field will also be closed temporarily as part of a full lighting system upgrade. The reconstruction of Runway 17/35 at Central Wisconsin Airport will also have airfield impacts. As always,



check Notices to Airmen (NOTAMs) before your flight to make sure there are no unwelcome surprises.

In addition to the numerous airfield improvement projects planned for 2021, several projects across the state will focus on other types of airport accommodations. Wittman Regional Airport in Oshkosh will be constructing a new terminal building and both Green Bay and Dane County will also be making improvements to their terminals. Finally, Kenosha will begin work on their customs facility.

For more information on past and future airport development projects, including the Bureau of Aeronautics' Five-Year Airport Improvement Program, visit the Wisconsin Department of Transportation website at **wisconsindot.gov** and type in ***"airport five-year plan"*** in the search bar or call (608) 266-3351.

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MINNESOTA AERONAUTICS BULLETIN
www.dot.state.mn.us/aero
The State of Minnesota provides this Technical Bulletin in the interest of Aviation Safety and to Promote Aeronautical Progress in the State and Nation.

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Happy Spring Minnesota Aviators!

by Josh Root
Assistant Director, MnDOT Aeronautics


Josh Root

As I write this article, temperatures are far below zero and the decidedly non-gopher rodent in Punxsutawney, Pennsylvania told me, there are weeks of winter ahead. Still, I can't help but think of spring, new flowers budding, birds chirping, and the smell of road construction in the morning. The warmer weather seems to also warm our Minnesota joy for all outdoor activities, and if this spring is anything like last year, the general aviation (GA) community will again be busy learning to fly or renewing skills, buying gas, and putting more planes in the air than has been seen in some time.

All this aviation activity further highlights the vitality of the work MnDOT does to ensure our airports continue to safely serve the diverse needs of our GA community. I encourage you to get to know the MnDOT staff that regularly visits your airport.

You can find us present in your communities, visiting FBOs and other aviation businesses, buying gas at your airport's pump, having lunch in the community, and meeting with our fellow aviators. While our goal is to keep Minnesota's general aviation system running and as safe as possible, we also want to connect with Minnesota's active aviation community as best as possible – and hear your aviation story.

If you find MnDOT staff wandering around your airport, don't hesitate to strike up a conversation. We're always happy to explain our process. One process that begins anew every spring are the airport inspections commonly referred to as "5010's". A 5010 inspection ensures that primary surfaces are free of obstacles (trees, crops, brush) to keep pilots safe when landing at any public airport in Minnesota.

In broader terms, we are generally onsite looking at the airport holistically to ensure both "FAA Part 77 and Minnesota airport licensing standards" are met. Jim McCanney, MnDOT Aviation Representative, conducts many of these inspections. Jim is our most experienced Aviation Representative. Prior to joining MnDOT, Jim flew jets for corporate clients. Today you will find Jim flying fixed-wing aircraft, as well as unmanned air systems (or "drones") that give MnDOT a valuable perspective of everything from bridge inspections to construction planning.

Tim Jarvis is one of our newer Aviation Representative. He spent 15 years running airshows before bringing his eye for safety to MnDOT. Tim learned firsthand how critical safe airports are for communities that would like to bring commercial events to town. "Prior to joining MnDOT, my duties included first and foremost safety," said Jarvis. "The airshow environment can be hazardous for obvious reasons. We all know operating aircraft at high speeds in close proximity to the ground can be very unforgiving."

Kyle Sullivan, Aviation Representative, is our newest addition to the MnDOT Aeronautics team. Kyle is no stranger to aviation, having served two combat tours, including 150-plus hours over the skies of Afghanistan as a U.S. Navy Weapons Systems Officer (think of his role as "Goose" from the movie "Top Gun") in the F/A-18F Super Hornet. Tim has landed in conditions that most of us GA pilots don't have the thrill of experiencing. I'm not sure I would want to land a PA-28 on an aircraft carrier deck, but to hear Kyle's stories is certainly worth a chat.

Mina Carlson, Heliport Administrator, operates one of our most critical off-airport activities – helping helicopter pilots know the helipad they are landing on meets Minnesota standards. Most of Minnesota's helipads are at healthcare facilities and are critical connections within our transportation system. Mina works tirelessly to ensure those connections happen safely and predictably. Mina got her first taste of aviation in high school and has been hooked ever since. Nearly two decades in the left seat has not diminished her enthusiasm for flying, and when not working at MnDOT, you may find her in a C-130 as a flight engineer with the "Flying Vikings."

Wherever you might see us, I encourage you to say "Hi!" Stop us anytime to chat about the local airport, the vendors, the joy of flying, and the local community while we are there. We are here to provide support where we can, make recommendations when appropriate, and work to advance the interests of the aviation community in ways that benefit the system now and into the future.

Once you get to know us, I am sure you will learn we are much like you; we are parents, spouses, and siblings, and we are passionate about aviation.

If you ever have questions, concerns or just want to provide input about general aviation airport inspections and safety, you can reach Jim, Tim, Kyle or Mina by email or the phone numbers listed below:

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We all fly safe together. We are One Minnesota. ❑

COVID-19 Cleaning & Disinfecting Protocols For Aircraft

by Chris Meyer

Chris Meyer

To say COVID-19 has changed our way of life is an understatement. Wearing face masks has become the new standard, families with children are adjusting to altered methods of schooling, and businesses are having to create new practices to keep customers safe.

One specific area COVID-19 has had an effect on is how operators clean and disinfect aircraft before and after flight operations. As a pilot and/or aircraft owner, have you done anything differently?

When cleaning and disinfecting aircraft, it's important to follow any and all guidance published by the Original Equipment Manufacturers (OEM) for your aircraft and equipment. Failure to do so can have damaging effects.

For example, a recent article published by the Aircraft Owners & Pilots Association (AOPA) illustrated how using certain distillery-produced alcohol products destroyed the instrument panels of two Cessna 172s belonging to a Florida flight school. Both direct application and overspray of the product, coupled with the hot Florida sun, caused significant discoloration of the instrument panel and rendered many of the aircraft's required placards unreadable.

The Centers for Disease Control (CDC) and Prevention provides guidance on addressing surfaces that may have come into contact with the Coronavirus. Proper procedures involve not only disinfecting, but cleaning the surface before disinfectant is even applied. In other words, it's actually a two-step process. The CDC and the Environmental Protection Agency (EPA) are also working together to provide a list of products that are effective in killing the SARS-CoV-2 virus responsible for causing COVID-19 (visit www.epa.gov/pesticide-registration/list-n-disinfectants-use-against-sars-cov-2-covid-19).

The challenge is finding products that satisfy CDC/EPA guidelines, while simultaneously maintaining compatibility with the recommendations provided by the OEMs for your equipment.

MnDOT Aeronautics follows the guidance prescribed by the OEM for its aircraft. The manufacturer recommends specific products, and explicitly states that those "products did not adversely affect samples of hard surfaces, interior leather, or windows." However, if the recommended products are not readily available, additional guidance is broken out by type of surface.

For aircraft furnishings, they recommend using a solution of 60 percent isopropyl alcohol and 40 percent water. For leather and windows, use only commercially available soap and water, such as dishwashing soap. Lastly, for electronic displays, the guidance says to use a solution of 50 percent isopropyl alcohol and 50 percent water with a micro-fiber cloth to prevent scratches.

It's important to note that the guidance described above is only meant as an example; it may not be compatible with your equipment. Every aircraft is different, and anyone cleaning and disinfecting should follow the specific guidance prescribed by the manufacturers.

Cleaning and disinfecting aircraft surfaces that may have come into contact with the Coronavirus requires cleaning before a disinfectant is applied, according to CDC/EPA guidelines and OEM recommendations.

In all applications, do not spray any solutions directly onto your furnishings or equipment. Instead, spray cleaning solutions directly into your cloth and then make the application. Also, be wary of products containing ammonia, bleach, citric acid, or sodium bicarbonate, as their use can damage aircraft equipment.

If alcohol is an approved disinfectant for your aircraft, it's important to distinguish the use of isopropyl alcohol and not ethyl alcohol, which was used on the damaged Cessna 172s. The beauty is isopropyl alcohol (also referred to as isopropanol) is also listed as an official EPA classified COVID-19 disinfectant. In fact, many types of isopropyl alcohol-based products are included in the list. However, use caution in that many of these products also contain quaternary ammonium. With repeated use, quaternary ammonium can accelerate corrosion to metallic components.

Read all product labels to gain a clear understanding of the ingredients before making application to your aircraft. Remember, always follow the specific guidance published by the OEMs for your specific equipment!

One last risk to be mindful of: the threat of inadvertently bumping a switch during cleaning and disinfecting operations. A good practice is to take an inventory of switch positions, both before and after cleaning and disinfecting. This will help prevent inadvertently activating a system when power is applied to the aircraft.

We all have to adapt to new situations and new ways of life. Only time will tell how long it will be before we return to a "pre-COVID" level of operations. Until then, all we can do is make the best of it. And of course, keep our aircraft clean. ❑

Different Aircraft for Different Missions, SLC Style!

by Yasmina Platt

Yasmina Platt

Flying cross country? Trying to cover a bit of ground? Need to get somewhere fast? On a budget? Take the airplane.

Want to go sightseeing? Low and slow desired? Doorless? And land on cool spots? Have a little extra cash to burn? Let's take the "Air Jeep," aka the helicopter.

After a month in Montana and a few days in Yellowstone and Grand Teton National Parks, we spent another month in Utah this fall with the motorhome.

We have gotten to know Utah pretty well over the years, but we still can't get enough of it. Funny enough… our Utah bucket list continues to grow instead of shrink.

Salt Lake City International Airport (KSLC).

I managed to fly four times this time around, two of which were around the Salt Lake City (SLC) area: the first time in an airplane and the second time in a helicopter because there are different aircraft for different missions.

Flying the airplane first gave me a great overview of SLC and its surrounding suburbs, towns and, more importantly, mountains and outdoor areas. It also allowed me to pinpoint a few areas to fly with the helicopter later: slower, lower, closer.

We started out flying southeast towards the Point of the Mountain VFR checkpoint (VPPTM), but remained west of it as hang-gliders and paragliders love to fly from it.

What I like most about the greater SLC area is that there are mountains both east and west of the valley (unlike in Denver, for example, where there are only mountains west of the city). However, having two significant bodies of water (Utah Lake by Provo and the Great Salt Lake in SLC) makes it easy to get your bearings correct.

We then followed Provo Canyon, crossing the Wasatch

We started out flying southeast towards the Point of the Mountain VFR checkpoint (VPPTM), but remained west of it as hang-gliders and paragliders love to fly from it. *Source: ForeFlight*

Mountains, from about VFR checkpoint VPPVO to Heber Valley Airport (KHCR) over Deer Creek Reservoir. I chose to hug the right side of the canyon this time to enjoy views of Mount Timpanogos and have "my out" on my side of the airplane in case we encountered any troubles.

According to the locals, the leaf colors started to change early this year and I sure appreciated it. I guess not all is bad in 2020.

Heber Valley Airport, Heber, Utah.

I did not land in Heber City. It did not look like a challenging airport to fly in and out of. However, it did look nice, so we'll plan on spending some time in the area with the motorhome during a future trip, so we can explore Strawberry Reservoir, the Timber Lakes, and the surrounding mountains as well.

And, from Heber City to Park City via Jordanelle Reservoir, a popular place for boaters and fellow RVers. Of course, we got to see a few ski resorts and the Utah Olympic Park as well.

Parley's Canyon

On the way back towards SLC, instead of taking Parley's Canyon (since I've seen it from the ground

Author Yasmina Platt at South Valley Regional Airport (U42) with the Robinson R22 helicopter she flew around Salt Lake City, Utah.

Flying the Robinson R22 helicopter around the foothills of the Wasatch Mountains.

multiple times), I took the next canyon north to see Hogle Zoo (VFR checkpoint VPZOO).

That put us right in the middle of downtown SLC and then ATC had me fly over the north end of KSLC, to Antelope Island. It's always pretty cool to fly over big airports and see aircraft coming and going.

Flying to Antelope and Stansbury Islands looked a bit surreal. The landscape is very unique and a bit "out of this world" looking. There's salt, marsh, agriculture, sand, water, algae, rocks, and desert, all mixed together with a variety of different colors and forming a variety of different shapes.

The flight back was uneventful, with a short-field type landing at South Valley Regional Airport (U42).

To be able to see the fall colors a bit better, and because I always enjoy landing off-airport (especially in areas with terrain and elevation), the helicopter flight focused around just that. Plus, I had time to do some fun hover maneuvers once back at U42.

The two flights were on different days. One of my personal minimums is: Don't fly both aircraft types on the same day!

I first flew towards downtown SLC with the idea of flying around the University of Utah and then heading south along the foothills of the Wasatch Mountains.

The fall colors were, certainly, much better seen from the helicopter. I also got to see a house with Louisiana's official symbol (a fleur de lis) in the landscaping, graffiti, a few mansions, and some other cool features on the side of the mountains.

Utah Helicopter has permission to operate in and out of a private property close to one of the canyons, so we stopped in there as well. Off-airport landings are usually my highlight of heli flying and this time was no exception!

Being dual rated is the most fun one can have. Best of both worlds!

For more information about flying around Utah, visit www.airtrails.weebly.com/utah. Want to learn more about helicopter flying? Visit https://airtrails.weebly.com/other/helicopter-add-on-transition-training-from-fixed-wing-to-rotary-wing. Fly safe and fly often!

EDITOR'S NOTE: Yasmina Platt has been with the international airport planning and development consulting firm AECOM since 2016. She also writes an aviation travel blog called "Air Trails" (www.airtrails.weebly.com), in addition to articles on pilot destinations for *Midwest Flyer Magazine.* Pilots can locate articles Yasmina has written by going to www.MidwestFlyer.com and typing in her name in the search box. ❑

Be-Utah-Ful! Backcountry Flying In Utah

Author Yasmina Platt with Matthew Kalm and his Rans Coyote S-6S and another Rans aircraft at Mexican Mountain.

by Yasmina Platt

Yasmina Platt

It's a great day any time I can be in the mountains. It's a great day when I fly. It's a fantastic day any time I can combine the two. And it's the absolute best when I can combine the two, plus camp! Let me tell you about a fantastic day I had in the Utah backcountry.

As you may remember from previous posts, it's often hard to find flight schools that allow you to take their aircraft to unpaved airstrips. I have a solution for you. Give the "West Desert Aviators" a call next time you're in the area. My partners in crime were Matthew Kalm and a Rans Coyote S-6S, although Mark and Alina Pringle also came along in their own Rans.

Utah has over 75 backcountry airstrips. Yes, you read right! It's not a typo! So, on this trip, we just barely touched the surface of what's available in the Beehive State. *"Elsewhere, the sky is the roof of the world; but here the earth was the floor of the sky."* – Willa Cather.

The route was West Desert Airpark (UT9) to Cedar Mountain to Mexican Mountain. Neither of the backcountry airstrips have FAA identifiers and the best information about them (including recent condition reports, although keep in mind these, like some PIREPs, are somewhat subjective) can be found on the Utah Back Country Pilots Association (UBCP) website. UBCP also organizes work parties and fly-outs to UT backcountry airstrips. It's a fantastic organization!

As typical backcountry airstrips, neither of these airstrips have any services, so keep that in mind when planning your route: no restrooms, no water, no weather info, no lights, no cell phone service, and no fuel! Both have windsocks though and be sure to use them!

We started heading southeast out of UT9, across Utah

The route was West Desert Airpark (UT9) to Cedar Mountain-Mexican Mountain. Neither of the backcountry airstrips have FAA identifiers and the best information (including recent condition reports, although keep in mind these, like some PIREPs, are somewhat subjective) about them can be found on the Utah Back Country Pilots Association (UBCP) website: https://utahbackcountrypilots.org/ *Source: ForeFlight*

Lake and over the Mount Nebo Range. We then flew over the Wasatch Plateau and Huntington before reaching Cedar Mountain.

The sectional showed some significant contours, mountain elevations, and peaks along the route, but nothing we couldn't go over or around.

Cedar Mountain has an elevation of 7,538 ft and its dirt runway 15/33 is 2,050 x 47 ft. Oftentimes, leaving these airstrips is harder than coming in due to density altitude. The wind was fairly calm, but a recon flight over the airfield did show the windsock favoring Runway 15.

It's important to keep in mind that Runway 15 ends with a 1,500-ft vertical drop and, I mean, it's a sharp, shear drop. No Engineered Material Arresting System (EMAS) involved!

The flight from Cedar Mountain to Mexican Mountain was really pretty with red rocks, cliffs, towers, and canyons all around. It was mostly a descent, from the higher elevation Cedar to the lower elevation Mexican.

Mexican Mountain is at 4,461-ft elevation and its dirt runway 11/29 is 1,900 x 40 feet, although it felt much narrower than Cedar Mountain because the sides are not as clear as Mexican's.

Winds were pretty calm, but a recon flight over the field showed the windsock favoring Runway 29. So, we flew out and over the San Rafael River to make a left, 360-degree turn back. Note this turn is made inside the valley. We then flew a left downwind for Runway 29, so we could inspect, once again, the condition of the runway. However, to be able to turn base and final, one has to extend the downwind a bit to clear terrain.

The landing was fairly sporty with trees and brush all around.

Once on the ground, we enjoyed a short walk to view several old Native American petroglyphs. And you have to wonder how many more there must be in the area… There's a sign that tells a bit about the area's history.

I could have spent a couple of days at Mexican Mountain. What a

Departing Cedar Mountain.

The flight from Cedar Mountain to Mexican Mountain was really pretty with red rocks, cliffs, towers, and canyons all around. It was mostly a descent, from the higher elevation at Cedar Mountain to the lower elevation at Mexican Mountain.

The rocks around Mexican Mountain Airstrip.

West Desert Airpark (UT9), Cedar Mountain.

stunning place! But we "beat feet" as Alina said, to remove dirt from our shoes, and we departed back to UT9 after a little while.

Going to Cedar Mountain first was a good warm-up for the more challenging Mexican Mountain. I would say that just about anybody with prior "soft" (meaning unpaved) field airfield experience can visit Cedar Mountain; however, Mexican Mountain requires backcountry/mountain experience and a capable airplane (airplanes with wheel pants, for example, may not enjoy it too much).

So, are YOU ready to fly in and "beat feet" on your way out? Or, if you can't quite do that with your airframe, "stomp your feet together" as my niece would say, from a song she likes.

For more photos and information about flying around Utah, visit **www.airtrails.weebly.com/utah**. Fly safe and fly often!

EDITOR'S NOTE: Yasmina Platt has been with the international airport planning and development consulting firm AECOM since 2016. She also writes an aviation travel blog called "Air Trails" (www.airtrails.weebly.com), in addition to articles on pilot destinations for *Midwest Flyer Magazine.*

It's always nice to learn more about an airport and the area that surrounds it. Here, the Utah Back Country Pilots Association sponsored this information sign for visitors.

Pilots can locate articles Yasmina has written by going to **www.MidwestFlyer.com** and typing in her name in the search box. ❑

Richfield – One of the Best Places To Paraglide In Utah

by Yasmina Platt

Who needs an engine or an airstrip when you have mountains, a lifting force, and empty fields? That's what paragliding and hang gliding are all about! And you can fit the paragliding gear in – or attached it to – the recreational vehicle of your choice. What a deal!

My husband, Jared, and I were on the last leg of our summer "workcation." We needed an overnight somewhere between Salt Lake City and Torrey, Utah. Richfield looked like a good place, but we never thought it would be as awesome as it turned out to be.

After parking the motorhome at a local campground, we took the Jeep to explore the area. We found Red Hill Hot Springs on the side of a mountain for some good sunset views and relaxation. To our surprise, a few paragliding pilots in their camper vans had the same thought. We all ended up talking camping and flying while enjoying the warmth of the natural hot springs. We had a very enjoyable evening.

Turned out, the mountains around Monroe and Richfield have a lot of flying potential. The pilots were there for the "Red Rocks Fall Fly-In," an annual paragliding meet-up at the Monroe Rodeo Ground Landing Zone (LZ). They offered us a ride in the morning and, of course, I could not pass it up.

So, the next morning, several of us drove up to Cove Launch, about 12 miles southeast of Richfield, at the top of the Thompson Basin road. The launch spot is a favorite for both seasoned pilots and students. It offers a vertical drop of over 3,000 feet to the LZ. A ridge finger extends miles out above Sevier Valley, creating soarable takeoff conditions in three different directions. We were told some pilots manage to fly for hours and up to 10,000 feet from Cove.

It was great fun! The wind conditions were not ideal to gain or sustain altitude, but we still enjoyed a few minutes of free flight.

One of these days, when we stay still in an area, we need to invest in a paraglider (ideally a tandem and maybe a powered one to offer us more options) and take some lessons. This stop served as confirmation that it would be great to have a flying vehicle in the motorhome so that we don't always have to rely on rental aircraft while we travel.

For more information about flying around Utah, visit ***www.airtrails.weebly.com/utah***. Fly safe and fly often… no matter how you get up there!

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Boundary Water Bush Flying

U.S. Forest Service Beaver Program

Ely, Minnesota

The current fleet of three de Havilland Beavers operated by the U.S. Forest Service in Ely, Minnesota.

by Joel "Henny" Jungemann
USFS Beaver Pilot
Photos Courtesy of USFS

Nearly A Century of History

USFS Norseman floatplane on Kekekabic Lake circa 1938.

With beginnings dating back to 1929, the U.S. Forest Service (USFS) Beaver Program, based at the Superior National Forest Seaplane Base in Ely, Minnesota, has a long and rich history that precedes even "Smokey Bear." Local seaplane pilots began flying fire detection flights and hauling fire crews for the Forest Service in 1929, and in 1935, the first contract was issued for seaplane usage. The Forest Service acquired its first dedicated aircraft to support the Superior National Forest in 1938, a four-seat Stinson SR6A floatplane, and the program has been in continuous operation ever since. Construction of a hangar, dock and ramp on Shagawa Lake in Ely was started in 1941 and expanded in 1961 to accommodate a growing fleet of aircraft.

Varied Aircraft

Over the years, the program has utilized a variety of aircraft, including the original Stinson, as well as two other Stinson 108 Station Wagons, a Piper J-4 Cub Coupe, Norseman, Seabee, and several Cessna 180 and 185 Skywagons. The current fleet of three de Havilland Beavers was acquired in 1957, 1959 and 1967. Two of the three Beavers were purchased directly from de Havilland and have spent their entire lives operating out of Shagawa Lake. The third Beaver is a military model that served for several years in the U.S. Army before the Forest Service acquired it. Any time the ice is out in northern Minnesota, all three aircraft are on EDO 4930 straight floats with a 125-gallon water bombing tank installed. In winter, the aircraft are pulled off floats and put on 8.50 X 10 wheels with de Havilland hydraulic wheel skis attached.

USFS DHC-2 Beaver in front of the Superior National Forest Seaplane Base in Ely, Minnesota.

Modifications to the aircraft include the Wipaire 5600-pound gross weight increase kit, a ventral fin on the underside of the aft fuselage and Kenmore Sea Fins on the ends of the horizontal stabilizer to improve directional stability, and Garmin G500 glass panel instrumentation, along with two independent GTN 650 GPS/COM/Navigator units. Two VHF and two FM radios, in addition to an 800 Mhz input for fire and law enforcement handheld radios, provide extensive communication capabilities. A camera port on the underside of the fuselage allows installation and use of a tree-seeding hopper, as well as a fish stocking tank, both of which, along with the water bombing tank, were custom fabricated at the hangar in Ely.

Manning

The program is usually staffed with three full-time Beaver pilots and in the past has hired contract pilots during the summer. A full-time airframe and powerplant mechanic with inspection authority privileges is also employed year-round. The hangar/maintenance facility on Shagawa Lake in Ely is fully equipped to conduct aircraft configuration changes and 100-hour and annual inspections in addition to most service bulletin and airframe directives that apply to the three 60-plus-year-old Beavers.

Wilderness Missions

The program's primary area of responsibility is the 3 million-acre Superior National Forest in northeast Minnesota. Included entirely within the forest is the 1 million-acre Boundary Waters Canoe Area Wilderness (BWCAW). The entire wilderness prohibits aircraft from flying below 4,000 feet mean sea level (MSL). USFS Beavers routinely receive permission from the Superior's forest supervisor to fly inside the prohibited areas, and to take-off and land when conducting fire, search and rescue, or law enforcement missions, as well as Department of Natural Resources fisheries support and wildlife and forest survey flights.

The Beaver's impressive load-hauling capabilities, short take-off and landing performance, and reliability make it the perfect aircraft for an operating area short on roads and runways, but long on water and ice.

Fire Season

During fire season, which generally runs from April through October in northern Minnesota, the pilots focus on wildland fire support. Prescribed burns undertaken by Forest Service firefighters lower the potential for high-intensity wildland fire by reducing hazardous fuels. Prescribed burns also restore

fire as an ecosystem process. The Beavers support prescribed burns by observing smoke dispersion, burn progression and the potential threat for the fire to compromise planned boundaries. Beavers also deliver ground personnel and supplies to either directly support prescribed fire operations or to monitor fire behavior.

When fire indices reach certain levels, routine fire patrols are flown, usually in the afternoons when relative humidity is at its lowest daily level. Pilots fly standard routes over the Chippewa National Forest in early spring, and then over the Superior National Forest from May through September or October. Any previously unreported smoke or fire is reported to the Forest Service operations desk in Grand Rapids, Minnesota, which coordinates further action.

The Beavers can provide a fire size-up: a detailed report on incident location, size, characteristics, spread potential and threatened structures. For fires in locations that are easily accessible by ground forces, the pilots can help direct firefighters on the quickest approach and report winds and progression. For remote fires that are more difficult for ground forces to access, or any fire that threatens structures or has limited water sources, ground forces or dispatch can direct the Beaver to conduct initial attack via scooping and dropping water with the water bombing tank. The tank is permanently installed; however, the pickup tube is carried inside the aircraft until initial attack is requested. Depending on the proximity of the water source, the pilot can drop water on the fire every three to four minutes.

When fires become too large for the Beaver to effectively drop water, the pilots and aircraft instead begin to transport firefighter crews and gear to the scene. Typical loads include two firefighters with various gear, pumps, hoses, Pulaskis, axes, chainsaws, fuel, food, etc. An aluminum canoe is strapped onto the left float, and the pilot drops off the crew as close as safely possible to the fire. Sandy beaches are not common in the BWCAW, so the pilot will then usually shut down in the middle of the lake and drifts while loading the crew and their gear into the canoe to paddle the rest of the way. Often, crews will paddle home after the fire, but the Beavers can also bring the crews out. Whenever firefighters are in the field, the Beavers are on standby to transport injured individuals.

With its long loiter time, excellent visibility and slow flight characteristics, the aircraft can carry an air tactical group supervisor along and serve as an air attack platform to provide positive air control and coordination between air and ground forces on larger fires.

A Minnesota Department of Natural Resources biologist loads Brown Trout into the fish tank in the DHC-2 Beaver.

Rescue Missions

The Beaver program has a standing agreement with the Minnesota counties of St. Louis, Lake and Cook to provide year-round aerial support for search and rescue, medevac, body recovery and law enforcement missions. Most of these flights are within the BWCAW, as there are no roads and mechanical access is generally not permitted. Usually occurring in May to September, common scenarios involve dehydration, broken bones or sprains, axe wounds, heart attack or stroke symptoms, overdue parties or individuals, or a SPOT or InReach device being activated inadvertently. The Beavers average one to two body recoveries per year for drownings or heart attacks. An EMT is carried for any medevac situation, and a law enforcement officer for any search or non-medical incident.

Wildlife Surveys

Wildlife surveys make up a good portion of the annual flying. The program has provided over 35 years of continuous support to the U.S. Geological Survey by flying year-round survey flights with wildlife biologists tracking radio- and GPS-collared wolves and deer, as well as conducting beaver survey flights in the fall. Forest Service surveys for bald eagles are also flown in the spring.

Fish Stocking

The program also supports the Minnesota Department of Natural Resources with fish-stocking operations and surveys of remote lakes. Fish stocking involves landing in the lake, shutting down and slowly releasing the fish from the internal fish tank through the camera hatch. If the lake is too small to land and the fish are the correct size, aerial release is possible. For lake surveys, the planes carry two biologists, along with six to eight 250-foot experimental gill nets, camping gear,

Forest Service firefighters preparing gear to load onto a DHC-2 Beaver at the Superior National Forest Seaplane Base in Ely, Minnesota.

USFS DHC-2 Beaver dropping 125 gallons of water on a forest fire.

USFS DHC-2 Beaver supporting a springtime prescribed burn on the Chippewa National Forest.

outboard motor and gas, and a 19-foot square stern canoe strapped on the float.

Aerial Seeding

Springtime flights include installing a hopper to broadcast tree seed to restock previously harvested areas. The Beaver flies 40-foot-wide strips at approximately 80 mph and 50 feet above ground level (AGL) to spread the seeds, primarily spruce or jack pine. A 40-acre plot can typically be completed in 10-15 minutes, and multiple plots with different seed types can be completed during a single flight.

Annual aerial pest detection survey flights map insect, disease and weather event disturbances on federal forestlands for forest health monitoring and to facilitate local forest management activities. These flights involve flying gridlines over the entire Superior and Chippewa National Forests, as well as over Isle Royal National Park off the northeast tip of Minnesota.

Bright Future

The future of the USFS Beaver program remains as bright as ever. Under Forest Service Eastern Region fire and aviation management, plans are underway to expand the use of these aircraft and pilots beyond northern Minnesota to better serve Forest Service aviation needs in surrounding states and potentially throughout the region. ❑

R. A. "Bob" Hoover Trophy Virtual Award Presentation... Like The Man The Award Is Named After, This Presentation Was An Event Like None Other!

by Dave Weiman

Most spectators who have seen the late Robert A. "Bob" Hoover perform at airshows at Oshkosh and throughout North America, flying either his North American Rockwell Shrike Commander, Sabreliner or P-51 Mustang, would have never guessed that he was as modest as the guy next door, but he was. Those who had the pleasure of knowing him, knew this, and it was a characteristic emphasized by Mark Baker, President and CEO of the Aircraft Owners & Pilots Association (AOPA), during a virtual award program, February 3, 2021. The program, which was emceed by Baker and airshow announcer, Rob Reider, celebrated the 2020 award recipients because that event was postponed last year due to the coronavirus pandemic. The event was live streamed to members, and is available online at: **https://www.youtube.com/watch?v=ijwhxOVET2o&ab_channel=AOPALive**

The R.A. "Bob" Hoover Trophy is presented to an individual who fosters Bob Hoover's legacy…an aviator who has shown the same passion for aviation, and the drive to share flying with others.

Burt Rutan
David Tulis Photo, Courtesy of AOPA

This year's recipient is aerodynamicist, Burt Rutan, of Mojave, California.

Known as an aviation maverick, Elbert "Burt" Leander Rutan is the most innovative and productive aircraft designer of all time. With over 300 conceptualized vehicles, and over 30 of those designs built and tested, it's easy to see why.

With an early interest in airplanes, Burt Rutan began building new aircraft configurations with parts from wrecked balsa wood kits. This fascination to investigate new ideas has continued throughout his career.

Graduating third in his class at California Polytechnic Institute in 1965 with a Bachelor of Science Degree in Aeronautical Engineering, Rutan took a job at Edwards Air Force Base as a civilian flight test engineer. There he supported flight research for the McDonnell Douglas F-4 Phantom, focusing on spin recovery tactics.

In 1972, Rutan moved to Kansas for two years to work with Jim Bede at Bede Aircraft Company to test the BD-5J. During the award program Rutan stated that he and Bede approached Bob Hoover at the National Championship Air Races in Reno, Nevada, and had him demonstrate the jet at the event's airshow. Hoover not only performed in the airshow, but also flew his P-51 Mustang overhead to supervise and assist race pilots in emergency situations.

Rutan left viewers in suspense regarding Hoover's first flight in the jet, saying that the full story will be included in his memoirs, which will be available free for download to everyone at some future date.

After completing the BD5-J project, Rutan moved back to California to pursue development of his own aircraft.

The Rutan Aircraft Factory operated from 1974 to 1985 to sell plans for airplanes Rutan developed, and to support homebuilders. During those 11 years, Rutan developed 12 different aircraft, the most notable of which was the Long-EZ. Then in 1982, Rutan founded Scaled Composites as an aerospace research company allowing him to pursue his unrelenting thirst for discovery.

The success of Scaled Composites owes itself to Rutan's philosophy that the best ideas come from the collaborative efforts of small, closely-knit project teams and an environment unlimited by adversity to risk.

As a result of Rutan and his team's efforts, the aircraft "Voyager" was built and flew around the world nonstop by Rutan's brother – test pilot and former U.S. Air Force combat pilot – Dick Rutan – and Jeana Yeager, December 14 – 23, 1986.

In 2004, Burt Rutan demonstrated the feasibility of a shape-changing airfoil for reentry with the sub-orbital "SpaceShipOne" flown by civilian astronaut, Michael Winston Melvill, and its launch aircraft, "White Knight One," and later in 2011, "SpaceShipTwo" and "White Knight Two." Both spaceships were designed to be reusable.

Rutan's work on experimental aircraft brought generations of pilots into aviation. He designed 49 manned aircraft, 25 of which are in displays in museums around the world, including the Smithsonian Air & Space Museum, and 17 of which are still flying.

Although Burt Rutan officially retired from Scaled Composites in 2011, his legacy continues in Mojave.

Because Rutan has been on the leading edge of aviation design and innovation for decades, one virtual award program viewer sought his opinion on the eVTOL designs circulating in the aviation industry. The roughly 150 eVTOL companies worldwide "are all doing it wrong," Rutan quipped, adding that he has an idea that he believes will be "kind of cool." If it gets built, Rutan said, it will be his fiftieth research airplane.

"While he was a very humble man, Bob Hoover radiated a remarkable spirit and overcame many obstacles in his life's journey to become an inspiring and motivating, innovative

pilot—not the least of which was surviving (and escaping) a POW camp during World War II," Baker said. "It's in this spirit for adventure, and for giving back to the aviation community, why this award and this evening exists."

Rutan was honored with the highest honor of the evening, the R.A. "Bob" Hoover Trophy for exhibiting "the airmanship, leadership, and passion for aviation" that Hoover had, as well as for having a "distinguished career as a pilot and aviation advocate, while also serving as a source of inspiration and encouragement for current and prospective aviators."

Burt Rutan became the fifth recipient of the award. The first trophy was presented to Hoover himself in 2016, and since then, the recipients have included airshow performer and EAA Young Eagles Cochairman Sean D. Tucker in 2017; actor, pilot and former EAA Young Eagles Chairman Harrison Ford in 2018; and Clay Lacy of Clay Lacy Aviation of Van Nuys, Calif. in 2019. All past recipients were on hand to salute Hoover and recognize Rutan for his accomplishments.

Brigadier General Charles E. McGee Aviation Inspiration Award

Ret. Brig. Gen. and Tuskegee Airman, Charles McGee.
David Tulis Photo, Courtesy of AOPA

In addition to the Hoover Trophy, AOPA honored retired Tuskegee Airman, Brigadier General Charles E. McGee, who received the inaugural Brigadier General Charles E. McGee Aviation Inspiration Award.

As a member of the Tuskegee Airmen, McGee fought two wars at once during World War II, one against fascism in Europe and the other against racism in the United States. McGee, now 101, persevered to make the world a better place, and he encourages others to do the same. In a pre-recorded message, he encouraged young people to follow four Ps: perceive, prepare with a good education, perform to the best of their ability, and persevere despite their circumstances.

"His 138 combat missions are just one part of General McGee's story," Baker said. "He has been a trailblazer for generations of aviators. He has enabled thousands of enthusiasts to follow their dreams, who might not have had a chance to climb into the cockpit."

Baker also presented the Charles E. McGee Aviation Inspiration Award to another military aviator and aviation

U.S. Air Force Lt. Col. Kenyatta Ruffin.
David Tulis Photo, Courtesy of AOPA

leader, Kenyatta Ruffin, a U.S. Air Force F-16 pilot and the commander of the 71st Operations Support Squadron. Ruffin soloed a glider at age 14; became a flight instructor; founded a flight school; helped found a STEM summer camp; and founded Legacy Flight Academy, which works to preserve and grow the legacy of the Tuskegee Airmen and gives young people a first flight in a GA aircraft.

General Aviation Safety Award

"Safety is our DNA here at AOPA," Baker said, introducing AOPA Air Safety Institute Senior Vice President and former U.S. Air Force Thunderbirds Leader, Richard McSpadden, who presented the 2020 General Aviation Safety Award to Boris Popov, founder of BRS Aerospace, and the inventor of the ballistic emergency parachute used in many civilian aircraft today.

Popov designed the whole-airframe parachute concept after he survived a hang-gliding accident. Popov was hang gliding behind a boat when a miscommunication caused the boater to speed up instead of slow down, making the hang glider pitch up dramatically. Popov fell 500 feet and hit the water, knocking the fillings out of his teeth. He decided then to develop a parachute safety device to help prevent similar accidents. The concept expanded and was approved for ultralights and experimental aircraft. Later, it was approved for installation on certified aircraft, and now more than 30,000 GA aircraft are equipped with BRS parachutes. Cirrus was the first manufacturer to install the parachute as standard equipment on its aircraft.

Popov said the award was "a precious tribute" to everyone who worked diligently to help develop the parachute. More than 438 lives have been saved to date, Popov said, asking viewers to imagine what this has meant to the families and businesses whose loved ones and employees were saved, as well as the benefit to GA through fewer fatal accidents. ❑

AOPA Sweepstakes RV-10 Awarded

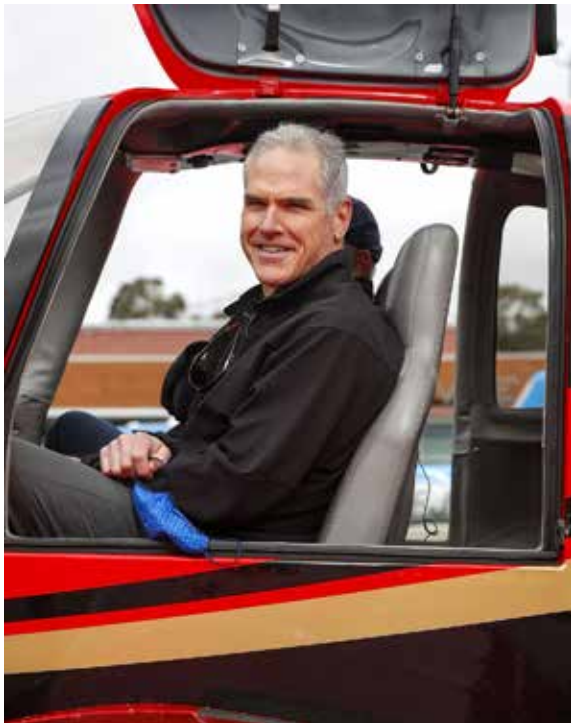
"I'm sitting in this airplane, and they are telling me it's mine!

AOPA Sweepstakes Van's Aircraft RV-10
Chris Rose Photo

LIVERMORE, CALIF. – Those were the words of AOPA member, Aaron Benedetti of Livermore, California, when AOPA President & CEO Mark Baker handed him the keys to the AOPA Sweepstakes Van's Aircraft RV-10, January 24, 2021. Benedetti's old college friend, Darren Pleasance, led Benedetti to the surprise presentation at Livermore Municipal Airport. Also, on hand for the presentation, was AOPA Editor at Large, Dave Hirschman, and photographer, Chris Rose.

In addition to being an airline captain, Benedetti is an active general aviation pilot. He has owned several airplanes over the years, including a Pitts S1 and an Aeronca Champ. He flies with a friend in his friend's RV–7, so he is familiar with the RV series, and the RV–10 is similar in many ways. He wants to use the RV–10 to visit smaller airports in the West: "My wife, Karen, and camping gear will fit nicely," he said.

Benedetti learned to fly in the San Francisco Bay area before studying engineering during college at the University of California at Santa Barbara. He flew for a regional airline and then was hired by United Airlines in 1990. Today, he's a Boeing 787 Dreamliner captain and mostly flies oceanic routes between San Francisco and Europe, Asia, and Australia. Benedetti is an avid paraglider who has been known to bring a backpack parachute rig on trips so that he can soar from mountaintops around the world on layovers.



The surprise of winning the AOPA Sweepstakes Van's Aircraft RV-10 sets in as Aaron Benedetti sits in the left seat of the aircraft at California's Livermore Municipal Airport on January 24, 2021, just minutes after being told he was the winner! When Benedetti looked at the RV-10's instrument panel, he remarked that it was similar to the Boeing 787 he flies for the airlines. The 787 has five screens and the RV-10 has three. Benedetti called his wife, Karen, from the cockpit to share the good news: "I'm sitting in this airplane, and they're telling me it's mine. It's remarkable." *Chris Rose Photo*

How is the winning name drawn?

The sweepstakes drawing is completely random. An international judging organization in New York City handles the drawing and sends AOPA randomly selected entrants' numbers with the prize assigned to each, so AOPA can deliver the

prizes to the winners.

Experienced RV-4 owner, Dave Hirschman, flew the RV–10 to California in mid-January. The two-day, 15-hour flight from AOPA headquarters in Frederick, Maryland to Livermore loosely followed the transcontinental railroad route across the Rockies and Sierras. It also highlighted the impressive capabilities of the aircraft—the first experimental-category aircraft that AOPA has given away in more than 25 years of its sweepstakes.

(L/R) AOPA Sweepstakes RV-10 winner Aaron Benedetti with AOPA President Mark Baker shortly after Baker handed Benedetti the keys to the plane. *Chris Rose Photo*

The trip across the continent consisted of five three-hour legs: three IFR and two VFR. Altitudes ranged from 4,500 feet across the Ohio Valley to more than 11,000 feet over Lake Tahoe. The aircraft was built in Canada in 2007, and Edwin French—the amateur builder—made sure it was optimized for cold temperatures, which included a Tanis Aircraft preheat system (https://www.tanisaircraft.com/).

AOPA managed the restoration of the Sweepstakes RV–10 with master craftsmen over 18-months. Rob Hickman of Advanced Flight Systems designed and installed a three-screen, digital IFR instrument panel with an Avidyne IFD550 nav/com at its heart; Geoff Combs of Aerosport Products provided a carbon fiber panel and center console.

South Florida Sport Aviation installed a leather interior and overhead ventilation system; Craig Barnett of Scheme Designers drew up a distinctive new look; and a team led by Kendall Horst of Lancaster Aero applied its lustrous paint.

Champion Aerospace provided new magnetos for the 260-horsepower engine, and Whelen installed exterior LEDs.

Aerox gave the winner a portable oxygen system, SlideDown pitched in a new set of tiedowns, and Bruce's Custom Covers provided a durable fuselage cover to protect the airplane from the elements. Tin Tail Numbers contributed an aluminum panel painted to precisely match the Sweepstakes RV–10's attention-getting N-number.

Van's Aircraft will provide RV–10 transition flight training for Benedetti with Mike Seager, an Oregon instructor who has given thousands of hours of dual instruction in the RV series. Benedetti has the option of doing the training in his own airplane or in an RV–10 at Van's Aircraft.

EDITOR'S NOTE: Special thanks to AOPA Pilot Editor at Large, Dave Hirschman; AOPA Sr. Manager of Media Relations and Public Affairs, Jennifer Non; and AOPA photojournalist, Chris Rose, for the information and photos used for this article. ❑

Minnesota Aviation Hall of Fame Announces New 2021 Date To Induct Class of 2020

As promised, the Minnesota Aviation Hall of Fame Board of Directors met in mid-January to reassess the status of the COVID-19 virus, the administration of the vaccine, and examine the possibility of gathering 400-plus people in one room in April 2021. The board decided to postpone the Class of 2020 Induction Banquet for the third time, as the status of the virus is still uncertain, as is the rollout of the vaccine.

The new date is Saturday, October 30, 2021, and the event will now be held at the DoubleTree by Hilton Bloomington – Minneapolis South at 7800 Normandale Boulevard.

Fingers are crossed that the third time is the charm!

Going forward, all current reservations will be honored for the banquet on October 30. Those who hold a banquet reservation and know they will be unable to attend, may notify the committee for a full refund or to donate their $60.00 reservation fee to the organization. Also, tickets are still available for anyone who has not yet made a reservation.

Email all requests for refunds and new reservations to MAHOFBanquetReservations@gmail.com or call 952-906-2833. Be sure to include a mailing address and telephone number. ❑

Great Bend Airfest Planned For September

The Great Bend Airfest will once again land at Great Bend Municipal Airport in Great Bend, Kansas. The event, held every three years because of the cost, will take flight September 17-18.

"I don't believe there were more than three airshows in the whole world last year because of COVID," said airport manager, Martin Miller, when addressing the city council earlier this year. "And we figured 2021 was going to be in high demand, so we got busy."

The committee started in November booking acts. They were successful and have a full schedule of aerial and static displays planned, with more in the works.

The last fest took place in 2018, the 75th anniversary of the World War II Army Airbase that is now the airport. The show took attendees on a historical journey through military and civilian aviation.

"We're going to change the format a little bit from history to entertainment," Miller said. The show will feature more high-energy performers above the crowd.

"We've got a lot of talent here and the challenge will be to put it into three to four airshows," he said, noting that will be decided later. There may even be a nighttime show.

"All of these headliners have calendars on the web, which will include Great Bend. This leads to improved attendance since these pilots have avid followers who will make the trek to watch them."

As for the events planned, the opening day will feature groups of school children visiting the airport, something that is always popular. There will also be the regular veterans' recognition activities, which are well-attended as well.

Highlights will include a Soviet-era MiG-17 fighter flown by Randy Ball; nighttime antics from Matt Younkin in a Beech 18, equipped with strobes and an airshow smoke system; and the return of Larry Lumpkins and his P-51 Mustang "Gunfighter." Various other airshow acts will take to the skies as well.

Between aerial displays, there will be entertainment on the ground, Miller said. And there will be a lot of military and historical displays as well.

"We're talking about tens of millions of dollars' worth of equipment on the ground," Miller said. "Although at the airport, this is truly a city team effort."

The fire department will provide fire and rescue support… the police department will provide security…and the public works and public lands departments will provide manpower to keep the show going. "They've been great partners for us," Miller said. (https://www.greatbendairfest.com/) ❑

ICEPORT 2021

Brad Thornberg Photo

At Mac's Twin Bay Resort, Lake Mille Lacs, Isle, Minnesota

Brad Thornberg Photo

Brad Thornberg Photo

Aviators in Minnesota and Wisconsin look forward to the first weekend in March for several reasons: the days are longer, temperatures are warmer, and it is time for the ICEPORT Fly-In Brunch at Mac's Twin Bay Resort on Lake Mille Lacs, Isle, Minnesota **(https://www.macstwinbay.com/).**

Since 2013, pilots and their passengers have converged on the lake to share in a true winter get-together on ice.

Jeremy D. Dando Photo

Jeremy D. Dando Photo

Jeremy D. Dando Photo

Brad Thornberg Photo

Jeremy D. Dando Photo

Jeremy D. Dando Photo

On Saturday, March 6, 2021, light winds and moderate temperatures prevailed, so it was a great day for winter flying!

Flags provided by Tanis Aircraft Products of Glenwood and Blaine, Minnesota, marked the end of "Iceway 09." Aircraft lined up and landed long on the 80-foot wide by 5300-foot long iceway. Despite the warm spring temperatures, the lake was reported to have over 36 inches of ice to support the 153 aircraft that flew in.

After landing, pilots taxied in and parked under the guidance of volunteer marshallers. Brunch was served on shore by Da Boathouse restaurant.

There was a great mix of aircraft – singles, twins, classics, antiques and modern turboprops – that flew in over a span of two hours.

A Kodiak 100 garnered a lot of attention, spinning up its 8-foot prop on takeoff. In contrast, there was a 1947 Piper Cub Special powered by a 65 hp engine; a classic Piper twin; and dozens of modern and vintage Cessnas, including

Jeremy D. Dando Photo

Jeremy D. Dando Photo

The winner of the Tanis Avionics/Cabin Preheater was Joel Ebnet pictured here holding the box it came in. Not pictured is Roger Spofford, who won the 4-cylinder Tanis Engine Preheat System, and Kent Bosch, who won the SwitcheOn Celluar Remote.

Jeremy D. Dando Photo

(L/R) ICEPORT 2021 organizer, Mark Priglmeier of CreateLift Aviation LLC, with event sponsor, Doug Evink of Tanis Aircraft Products.

Jeremy D. Dando Photo

taildraggers, tricycles and amphibious floatplanes. The aircraft that flew the furthest was from Florida, and the most unique aircraft was a Delta Dyke.

A fly-in requires a lot of work and many volunteers. The driving force for ICEPORT is Mark Priglmeier of CreateLift Aviation LLC of Sauk Rapids, Minnesota, with sponsorship support from Doug Evink of Tanis Aircraft Products. Volunteers from nearby St. Cloud, Brainerd and Cloquet, Minnesota, showed up early and stayed late. Mac's Twin Bay Resort and Da Boathouse restaurant plowed the iceway. Tanis Aircraft Products gave away a Tanis Engine Preheat System as the grand door prize, a Tanis Avionics/Cabin Preheater as the second-place door prize, and a SwitcheOn Celluar Remote as the third-place door prize. Each aircraft that landed this year was automatically entered in the contest. Winners were announced at 1:00 p.m. that day.

Mark Peterson Photo

For some pilots, this was their first-time landing at ICEPORT… for others, it was their annual/would-not-miss-it-for-anything annual event. Be sure to put ICEPORT 2022 on your to-do list for next March.

Follow **Facebook.com/CreateLift** and download updates and flight procedures. You can also email createlift@gmail.com or call 320-200-8050 with questions. Pilots monitored 122.9 MHz this year. ❑

Oshkosh Offers Free Admission To Youth 18 & Under

OSHKOSH, WIS. – Young people ages 18 and under will be admitted free of charge to EAA AirVenture Oshkosh 2021, as a way to introduce more youth to the possibilities in the world of flight. The 68th Experimental Aircraft Association fly-in convention will be held July 26-August 1 at Wittman Regional Airport.

This effort is designed to encourage more aviation-minded families and their children to attend the event that brings more than 10,000 aircraft from around the world to Oshkosh each year.

"EAA's mission is growing participation in aviation and in 2019, after EAA reduced admission costs for students, we saw an increased number of families coming to AirVenture," said Jack J. Pelton, EAA's CEO/Chairman of the Board. "As we continue to plan for a full AirVenture fly-in in 2021, inspiring young people and giving them a first look at what's possible in aviation is part of our mission, but it's only achievable if they can get in the gate. This effort will build on the more than 60 years where AirVenture has earned a reputation as a wonderful family event. We invite youth from around the world to experience AirVenture at no cost."

The free youth admission is available throughout AirVenture week. Longstanding youth activities and programs at AirVenture include such popular offerings as the hands-on KidVenture display and program area; technology, innovation, and education options throughout the grounds; and extraordinary events such as daily air shows and more than 1,500 forums, workshops, and seminars.

Complete admission pricing and advance online purchase is currently available at EAA.org/AirVenture. ❑

Samaritan's Purse DC-8 To Be Displayed At EAA AirVenture Oshkosh 2021

Aircraft part of salute to humanitarian aviation at Oshkosh

OSHKOSH, WIS. – The Samaritan's Purse Douglas DC-8, which has flown medical personnel and other relief workers, as well as tons of food, medicine, and supplies to aid victims of natural disasters, war, famine, and other emergencies around the globe, will be featured at the world's largest fly-in convention in 2021 as part of EAA AirVenture Oshkosh.

Samaritan's Purse Douglas DC-8

The DC-8 will be part of a salute to humanitarian aviation at the 68th edition of the Experimental Aircraft Association's annual fly-in convention, July 26 - August 1, at Wittman Regional Airport in Oshkosh.

"Aviation is regularly used as the first response to areas around the world that have been hard hit by natural disasters or other calamities, and we are featuring some of those humanitarian outreach efforts this year at Oshkosh," said Rick Larsen, EAA's vice president of communities and member programming, who coordinates AirVenture features and attractions. "The teams who operate and supply the Samaritan's Purse DC-8 have a unique story to tell of their efforts to bring relief to dozens of stricken areas over the past five years. We welcome them to Oshkosh as we highlight the good aviation provides around the world."

In 2020, Samaritan's Purse was among the first aid organizations to respond to the COVID-19 pandemic, as

it delivered 38 tons of medical relief supplies, including an Emergency Field Hospital, to Italy during the most-dire days of the pandemic in that country. Missions last year also included trips to aid families in Armenia who fled conflict, hurricane victims in Honduras, and families in Lebanon impacted by a deadly explosion.

The DC-8 was first deployed in 2016 and is configured to carry up to 84,000 pounds of cargo and 32 passengers. It significantly increased the organization's capacity to respond immediately to crises around the world as part of the 23-aircraft fleet (including two helicopters) in the Samaritan's Purse aviation division.

"When disasters strike anywhere in the world, getting relief supplies and disaster response specialists to the site as soon as possible is absolutely essential," said Franklin Graham, pilot and president of Samaritan's Purse. "The DC-8 allows us to respond at a moment's notice and bring life-saving relief in Jesus' Name. We want to share how aviation is critical in the aftermath of a disaster, and there is no better place to do that than at Oshkosh."

The Samaritan's Purse DC-8 is scheduled to be at AirVenture from Monday to Wednesday, July 26-28.

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.eaa.org/airventure. EAA members receive the lowest prices on admission rates. Free youth admission for ages 18 and under is supported in part by The Boeing Company. For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAA. ❑

EAA AirVenture To Highlight U.S. Air Force Special Forces

OSHKOSH, WIS. – The aircraft and personnel of the U.S. Air Force Special Operations Command (AFSOC) will be among the highlighted programs at EAA AirVenture Oshkosh 2021, July 26-August 1 at Wittman Regional Airport in Oshkosh, Wisconsin.

AFSOC is comprised of highly trained, rapidly deployable Airmen, who conduct special operations missions worldwide. Airmen who undertake Special Operations careers specialize in unique skills such as parachuting, scuba diving, rappelling, motorcycling, survival skills, and more. Aircraft in the command include specialized mobility aircraft such as the MC-130, CV-22 and C-146, Close Air Support aircraft such as the AC-130 gunship, and Intelligence, Surveillance, and Reconnaissance (ISR) aircraft such as the MQ-9 and U-28.

"Even those who have a solid familiarity with the U.S. Air Force often know little about its special operations units and the important mission they fulfill, so we want to bring some visibility to that at Oshkosh in 2021," said Rick Larsen, EAA's vice president of communities and member programming, who coordinates AirVenture features and attractions. "The Air Force has been extremely cooperative through the years at showcasing its remarkable people and aircraft at AirVenture, and we look forward to discovering even more in 2021."

In 1990, AFSOC formally stood up as a Major Command (MAJCOM) within the Air Force and the air component to United States Special Operations Command (USSOCOM), but their heritage traces back to the Army Air Forces during World War II. In the three decades since AFSOC's formation, they have been involved in missions around the world in both independent campaigns and in conjunction with other military branches.

"We are excited to highlight specialized airpower at the nation's largest airshow, but it's the Airmen flying these aircraft that provide our real value to the Nation…Humans are more important than hardware. The 20,000 innovative problem solvers in this command are exactly what we need to maintain our competitive advantage in the future, and I am proud to showcase them at Oshkosh," said U.S. Air Force Lt. Gen. Jim Slife, Commander of Air Force Special Operations Command.

Final announcements on participating aircraft and activities have not been released but are expected to include aircraft flying during AirVenture airshows and presentations by USAF Special Operations units throughout the week. ❑

Duluth/Superior EAA Chapter Awards James Ray Aviation Scholarship

Kai Braaten of Duluth, Minnesota, has been awarded a James Ray Aviation Scholarship by Duluth/Superior EAA Chapter 272. The scholarship provides up to $10,000 for flight training, leading to a private pilot's certificate for the student. Braaten began his training in January of 2021.


Kai Braaten

In addition to the scholarship, Braaten will receive a Lightspeed 850 aviation headset when he passes the FAA private pilot written exam.

The Ray Scholarship is funded by a $1 million grant to the Experimental Aircraft Association (EAA) for 100 scholarships administered through local EAA chapters. The scholarship program is renewed annually, and the intent is to provide flight training dollars for young people to become private pilots.

The Ray Foundation was founded by James C. and Joan L. Ray of Naples, Fla. James Ray was born in San Francisco, California on January 1, 1923 with the spirit of a true entrepreneur. As a youngster, he was never idle, and had countless part-time jobs, selling magazines, and delivering groceries and laundry. He was also an Eagle Scout, and upon graduation from high school, he became a steelworker.

Ray's dedication to aviation began shortly after the December 7, 1941, attack on Pearl Harbor which he witnessed firsthand as a civilian steelworker. Following the attack, Ray enlisted in the Army Air Corps and was involved in the D-Day invasion as a B-17 command pilot with the 8th Air Force. Post war, he served in the Air National Guard, and was very involved in general aviation.

Also following the war, Ray married the love of his life, Joan L. Paine, raised two children, and began a very successful business career. Working in venture capital investments, he became a seed investor and advisor to over 300 startup technology companies.

Aviation remained an ever-present part of his life. Throughout the years, Ray owned and flew many different aircraft.

The Ray Foundation was first involved in veterinary research in the 1960s. In later years, he focused much of his philanthropy on aviation, supporting the John D. Odegard School of Aerospace Sciences at the University of North Dakota; EAA's Air Academy in Oshkosh, Wis.; Aircraft Owners and Pilots Association's youth aviation and pilot safety initiatives; and Sun 'n Fun Fly-In's youth aviation education programs. Ray was also instrumental in funding the construction of Central Florida Aerospace Academy in Lakeland, Florida.

Ray died peacefully on April 1, 2017 at the age of 94 following a short illness. He was preceded in death by his wife, Joan, in 1986; son, Jim, in 2005; and daughter, Joanie, in 2009.

Further information about the Ray Scholarship can be found at EAA.ORG/Rayscholarships or by contacting EAA Chapter 272 through their website (EAA272.COM) or the chapter phone 218-461-1752. ❑

GAMA Accepting Applications For 2021 Edward W. Stimpson Aviation Excellence Award Scholarship

WASHINGTON, D.C. – The General Aviation Manufacturers Association (GAMA) is now accepting applications for its 2021 Edward W. Stimpson Aviation Excellence Award Scholarship.

Each year, GAMA awards a graduating high school senior, pursuing studies in aviation, with a $2,000 scholarship. GAMA is proud to continue to offer this unique scholarship as part of its commitment to workforce development and advancing careers in general aviation. It is named in honor of a GAMA founder and past president, Edward W. Stimpson.

Scholarship applicants are evaluated on academic achievements, involvement in extra-curricular activities and their interest in pursuing a career in general aviation. Completed applications are due by April 16, 2021; email submissions are preferred.

For more information, including eligibility requirements and access to the application, visit **gama.aero**. GAMA's website also features information about internships and career opportunities in general aviation, and an aviation job board. ❑

EAA AeroEducate Initiative Helps Young People Explore & Cultivate Aviation Interest

OSHKOSH, WIS. – AeroEducate, the newest youth aviation initiative from the Experimental Aircraft Association, will bring an interactive, educational, and engaging experience to young people ages 5 to 18 years old beginning in 2021.

AeroEducate's web-based resource provides clear, age-appropriate pathways to aviation and aerospace engagement, and even career paths. A multitude of turnkey, easy-to-use aviation-themed activities for teachers and EAA chapters can be used at sites ranging from classrooms to EAA chapter hangars.

"What EAA has created with AeroEducate is a wide-ranging program where a child can reach specific goals in aviation that are achievable, affordable, and engaging," said Jack J. Pelton, EAA CEO and Chairman of the Board. "This is the 'Next Step' for direct youth aviation education that was pioneered by the EAA Young Eagles program in the 1990s. AeroEducate will encourage participation from young people, their parents, teachers, and EAA chapters in a way that builds interest in aviation from initial fun to possible career paths."

Among the elements of AeroEducate are:

• Badging Program – designed to motivate engagement and continued discovery.

• Career Pathways – demystifies the journey, regardless of area of aviation interest.

• Classroom Activities – aviation-infused to help educators spark interest among youth.

• Database of Youth Aviation Activities – creating nationwide opportunities to participate.

As part of AeroEducate, EAA is partnering with aviation industry leaders to develop specific career pathways that include professional pilot, air traffic controller, maintenance technician, engineering, and aviation business. United Airlines' Aviate program led the way in late 2020 by becoming the first industry partner in AeroEducate. Aviate, established to inspire and develop the next generation of talented and diverse United pilots, will effectively create a path from a Young Eagles flight to a profession as a commercial pilot. Additional industry partners will be announced as their participation is finalized.

EAA is developing educational components with North Carolina State University, encompassing an aviation focus that can be used in both traditional and non-traditional learning environments. That flexibility is especially useful as online and distance learning has become more prevalent over the past year. The activities focus on STEM principles, and follow Common Core Standards, Next Generation Science Standards, and technology and literacy standards. In addition, the teaching activities that are being developed for EAA AeroEducate are available at no charge and are easily adaptable to existing curricula.

"AeroEducate aims to take that youthful discovery and fascination with flight into a positive direction that builds goals and fun for young people, as well as resources for their parents, teachers, and local mentors," said Rick Larsen, EAA's vice president of communities and member programming. "This initiative uses the best of aviation, education, and technology in a way that reaches kids where they are and where they want to go."

Development of AeroEducate programming will continue through the first half of 2021, with further updates and announcements also coming at EAA AirVenture Oshkosh in late July.

For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or go to www.eaa.org. For continual news updates, connect with www.twitter.com/EAA. ❑

School Board Approves Aviation & Drone Curriculum

JAMESTOWN, N.D. – The Jamestown Public School Board has approved new curriculum that includes aviation and drone technology. Jamestown Public School Superintendent Dr. Rob Lech says the opportunity in Career and Technical Education (CTE) has been in the works for some time. He says commitment from other organizations will be vital, but believes there are opportunities for aviation I and II, and drone technology. The school board believes that as drone technology continues to evolve, the curriculum would benefit students. ❑

Visit the "Archives" section at MidwestFlyer.com for back issues of the magazine from 2006 to present, or check out hundreds of articles by Columns, Features, Headlines and Sections.
Also, search by name or topic using the "Search Box" on the home page.

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The Man At The Helm of EAA Chapters

Charlie Becker flying the Zenith CH-750 Cruzer One Week Wonder in 2014 after it completed flight testing. In the right seat is Sean Elliot, EAA Vice President of Government Relations.
EAA Photo

Charlie Becker with his Wag Aero Cuby.
Shawn Sweeny Photo

One very important role at the Experimental Aircraft Association (EAA) headquarters in Oshkosh, Wisconsin, is the Director for Chapters & Communities and the Manager of the Homebuilt Community. That person is Charlie Becker (EAA 515808). In his role, Charlie oversees the EAA chapter network and homebuilt programs.

Charlie has worked for EAA since 1999. During that time, he created EAA's Hints for Homebuilders weekly how-to video series, webinar program and oversaw the acquisition of the EAA SportAir Workshops.

Charlie is a lifetime member of EAA. He is the past president of EAA Chapter 252 in Oshkosh, Wisconsin, and has served as an officer in two chapters for more than 10 years. He has been a member of five chapters since joining Chapter 32 in St. Louis, Missouri in 1995.

Charlie is a private pilot and avid homebuilder. He built a Sonex and led the EAA staff in building a Zenith CH-750 STOL aircraft, as well as the 2014 and 2018 "One Week Wonder" projects. He currently has two aircraft under construction. The first aircraft is a "Pirate Cub," which is a plans-built knock off of a Piper Super Cub. The second is a new homebuilt design by Adventure Aircraft, the EMG-6. The aircraft is a primary glider with the ultimate design goal of self-launching on electric power. Charlie is also a volunteer Technical Counselor. For more information on these projects, visit https://eaabuilderslog.org/?blproject&proj=7RBTypXd7

Charlie Becker with the late, Audrey Poberezny, pulling a rivet on the Zenith CH-750 Cruzer One Week Wonder at AirVenture 2014, while volunteer Patricia Mawuli looks on. *EAA Photo*

and www.facebook.com/EMG6project.

Charlie Becker lives in Oshkosh, Wisconsin with his wife, Theresa.

For additional information on getting involved in an EAA chapter near you, go to the EAA website at www.EAA.org/ and locate the "Chapter" page.

EAA® AirVenture® Oshkosh™ 2021 will be held July 26 to August 1, 2021. ❑

Rinker Celebrates 20 Years At Hanson

Matt Rinker

SPRINGFIELD, ILL. – Matt Rinker, a resident project representative at Hanson Professional Services Inc., recently celebrated 20 years of service with the firm. Rinker, who joined the company in 2001, has conducted topographic and boundary surveys and designed pavement reconstructions, and fencing, lighting and drainage installations at airports, including Coles County Memorial Airport in Mattoon, Decatur Airport, St. Louis Lambert International Airport, St. Louis Downtown Airport in Cahokia, Litchfield Municipal Airport and Quincy Regional Airport in Illinois. He has also performed data collection for pavement condition index surveys at bases in the U.S., Puerto Rico and Germany for the U.S. Army Corps of Engineers (USACE) and hydrographic surveying on the Missouri River in North Dakota for USACE's Omaha District. Hanson Professional Services is a national, employee-owned consulting firm providing engineering, planning and allied services. The firm's corporate headquarters is located in Springfield, Illinois. ❑

Tanis Aircraft Products & SwitcheOn Form Strategic Partnership

Tanis Aircraft Products, a Dovair Aviation, Inc. company, and SwitcheOn, a Malmoset, LLC company, have announced the creation of a strategic partnership that will benefit the consumer.

Tanis Aircraft Products, the world's leading manufacturer of aircraft preheating systems, and SwitcheOn, a cellular remote power switch manufacturer, have formed a partnership that will provide the most advanced cellular option of remote power switching for consumers.

Doug Evink of Tanis Aircraft Products says that this partnership is a continuation of their desire to bring the most advanced technology to the aviation preheating marketplace. Sean Mollet of SwitcheOn says that partnering with Tanis Aircraft Products brings together the most advanced power switching product and the most advanced preheating system. This is what so many pilots have been wishing was available and now it is. This is the answer to making one plus one equal more than two.

Tanis Aircraft Products pioneered the aircraft preheating industry in 1972 and started selling aircraft engine preheating systems in 1974. Tanis received their first patent in 1976 and has sold well over 100,000 systems. In late 2019, Dovair Aviation, Inc. purchased FST LLC and moved its production into the Tanis Aircraft Products facilities. A new updated website www.preheatremote.com was created to help existing customers, while Tanis continued to make product improvements.

First on the list was to create a new Android application which was released in late 2020, along with an updated iOS application. During the review process it was also determined that newer cellular technology was available that would make the user interface much easier. As new hardware and software was being developed, the world was shaken with the COVID-19 pandemic which caused Tanis to slow down the development process. When Tanis restarted the process, it saw that SwitcheOn had released a very similar product to what Tanis had in development, so it just made sense to partner with SwitcheOn.

Sean Mollet of SwitcheOn has a proven background in automotive original equipment manufacturing (OEM), after-market, and aeronautical product engineering. He is also a general aviation pilot, has a Tanis preheating system on his airplane, and brings his knowledge and expertise to the cellular power switching industry.

Tanis Aircraft Products, FST LLC, and Preheatremote.com will continue to support the legacy FST LLC products that have been sold and will offer upgrade options to put this new hardware and software into their existing products. Additional announcements to come.

To contact Tanis Aircraft Products call 1-800-443-2136 or visit preheatremote.com or tanisaircraft.com ❑

It's New, It's Strong, It's Superstructure! Triple Leg Stand-Alone Hydraulic & Bifold Doors

Schweiss Doors of Hector, Minnesota, has completely raised the bar in terms of hydraulic and bifold doors for aircraft hangars, and commercial and industrial use.

The new "Schweiss Superstructure Triple Leg Stand-Alone Door" is the only one of its kind. This trailblazing tripod leg design transfers the weight of the door to the footings that support it, eliminating the need for additional side columns from the building manufacturer, significantly reducing building costs.

The free-standing door has its own superstructure framework attached that can be added to the client's new or existing building. It's all self-contained, so a retrofit is easy. This hangar door is so strong, yet so simple, that it requires nothing more than a common framed opening.

The stand-alone design eliminates the need for the building manufacturer to utilize a building truss or header to support the door on the building structure itself.

To learn more about the new Schweiss Superstructure Hydraulic and Bifold Liftstrap Doors, go to **www.schweissdoors.com** or call 507-426-8273. ❑

Free Recorded Webinar Series For Airports Now Available!

Since the Wisconsin Bureau of Aeronautics (BOA) was unable to host its annual seminar in 2020, the bureau has released a series of free recorded webinars for airport managers, consultants, and other airport stakeholders. The webinars may be accessed on the BOA website at: http://bit.ly/BOAwebinars, or they can be viewed directly via the links below. Additional webinars are in the works and will be announced once available. BOA officials hope you find these webinars helpful and encourage you to share them with anyone else that might be interested:

Airport Legislative and Funding Update (12:50 runtime)
Mark Graczykowski – Airport Program Engineer, BOA

Learn about the status of state and federal legislation related to airport project funding and what impact it might have on the outlook for future airport projects.

FAA Airports District Office Update (6:50 runtime)
Deb Bartell – Chicago ADO Manager, FAA

Find out how entitlement, discretionary, supplemental and CARES Act funding at Wisconsin airports in fiscal year 2020 compared with previous years. Also hear about FAA grant administration priorities and learn more about annual milestone dates at the Chicago ADO to help keep your airport project on track.

Wisconsin Accident Statistics and How to Encourage Safe Piloting at your Airport (27:25 runtime)
Jurg Grossenbacher – FAAST Team, FAA Milwaukee Flight Standards District Office

This webinar provides an overview of recent trends in Wisconsin accident statistics, what the FAA Safety Team is doing to address these trends, and how you can get involved to try and encourage safe piloting at your airport. Find out who to call if you feel someone is flying dangerously.

The Fundamentals of Airport Compliance (34:29 runtime)
Hal Davis – Airport Compliance Program Manager, BOA

A basic understanding of airport compliance is essential for anyone with a hand in managing or governing an airport. In this webinar, you'll learn what state and federal rules must be followed if your airport accepts a grant for an airport improvement project and how to avoid common violations. Also, find out about the complaint process and what happens if an airport is found in noncompliance.

The Importance of the Airport Planning Process (1:49:45 runtime)
Mark Graczykowski – Airport Program Engineer, BOA
Sandy Lyman – Community Planner, FAA Chicago Airports District Office

Today, proper airport planning is a prerequisite for any airport development project. In this webinar, find out what purpose airport planning serves, learn the difference between master plans, narrative reports, and airport layout plans and how good the planning process can benefit other facets of airport improvement projects. ❑

Encouraging Words From Isle, Minnesota

by Dave Retka, President
Isle Airport Association

So long 2020! A year consisting of more than a fair share of disappointment and loss. To those who have experienced loss, be it job, opportunity, friends or family, we extend our sincere sympathy and wishes for a much better 2021.

Well, we did it! The tall trees off the south end of the runway are gone. The State will not be closing Isle Airport. A few more trees on airport property at the north end will also come down this winter. The State has told us once these trees are removed, we will meet public airport licensing criteria. And this is our next big goal…reestablishing Isle Public Airport. For now, we will continue as a private airport, but we will be meeting with the city throughout this year to convince them to approve a move to public status. The benefits of a public airport in Isle are huge, and in our opinion, the only way Isle Airport will achieve longevity.

We sincerely thank all the individuals and organizations that contributed to our efforts this past year. This includes Kyle Lewis of AOPA, who came to Isle and held a townhall meeting to explain the value of small airports to local residents; the Recreational Aviation Foundation which came through with a sizable monetary grant; the Minnesota Pilots Association which helped spread the word around the state; many EAA chapters contributed; Minnesota Flyer and Midwest Flyer Magazine which published several articles about our situation; and countless individuals who came forward with letters of support and donations.

What we did was monumental. We convinced the City of Isle, which had their sights set on an RV park on the airport property, to enforce an easement to remove trees on private property – the very trees that would have forced the State to close Isle Airport in the spring. Thank you, thank you! The organizations mentioned above deserve every pilot's support, for they truly "go to bat" to protect our right to fly.

As I mentioned, we remain a private airport at the present time. That means there are no outside funds available to Isle Airport for maintenance and operation. These funds must come from association dues, donations and our annual July flight breakfast. And we hope our flight breakfast this year will be a success because last year's event was cancelled. We ask that you help spread the word to support Isle Airport. Thank you all very much! ❑

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https://am1280thepatriot.com/radioshow/7656

Topics Covered:

- EAA AirVenture Oshkosh Update
- The Commemorative Air Force Rescue & Preservation of the B-29 Superfortress "FiFi"
- Debate Over Flying Warbird Aircraft
- Canada Fishing Fly-Out Plans For 2021

Special Tributes:

- Warbird & Airline Pilot, Randall Lee Sohn
- Antique Airplane Association Founder & President, Robert Lee Taylor
- The Person Who Gave EAA Its B-17, Bill Harrison
- The Founder of Frasca Simulators, Rudy Frasca

Calendar

Include the DATE, TIMES, LOCATION *(INCLUDE CITY, STATE & AIRPORT NAME & I.D.)*, and CONTACT PERSON'S TELEPHONE NUMBER, as well as that person's address & email address for reference. First 15 words **FREE**. $.75 for each additional word.

Go to "Calendar" at www.MidwestFlyer.com and post your aviation event.

You can also email: dave@midwestflyer.com – Or Mail To – Midwest Flyer Magazine, 6031 Lawry Court, Oregon, WI 53575

NOTAM: Pilots, be sure to call events in advance to confirm dates and for traffic advisories and NOTAMs. Also, use only current aeronautical charts, etc., for navigation and not calendar listing information.

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

Due To The Coronavirus Pandemic, A Number of the Events Listed Below Have Either Been Canceled or Postponed, *So Call Ahead Before Going!*

APRIL 2021

10* LAWRENCEVILLE, ILL. - Pancakes, made to order Omelettes, Bacon, Sausage, Eggs, and Drinks Breakfast 8-Noon. Event will be rain or shine. 812-881-7923

10* FAA SAFETY TEAM FAASTEAM - **9-10am.** - Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as we discuss the basic theory and practice behind uncoordinated flight with special focus on slips and skids. Slips have practical use, such as forward slips and crosswind-touchdown sideslips. But there are other situations where both slips and skids can be beneficial. Contrary to popular belief, there is no such thing as a perfectly coordinated turn, and rudder does more than what many people think. Wings Master Knowledge 2credit www.faasafety.gov

10* BENTON (H96), ILL. - Food Truck Fly-In & Cruise-In 2am-7pm.

13--14 IOWA CITY, IOWA - Iowa Public Airports Association (IPAA) Conference. iowaairports.org 515-272-0687 or sheath@iowaiports.org

13--18 LAKELAND, FLA. - Sun n Fun Aerospace Expo. flysnf.org

17 MINNEAPOLIS/ST. PAUL, MINN. - **Minnesota Aviation Hall of Fame. MAHOFBanquetReservations@gmail.com or call 952-906-2833.**

21 WATERTOWN (WRYV), WIS. - Hamburger Social Fly-In 5pm.

24 WESTFIELD (I72), IND. - "Indy Flyers Aircraft Walkaround" Pancake Breakfast.

24* WESTFIELD, IND. - Pancake Breakfast and Spring Walkaround 7:30am-Noon. 317-674-3703.

28-30* MINNESOTA AIRPORT CONFERENCE - The 2021 Minnesota Airports Conference, originally scheduled to be held in Rochester in April, has been **canceled**. Even though we won't be gathering in person, AirTAP and MnDOT Aeronautics are dedicated to providing you with ongoing informational and educational opportunities during this time. To that end, we'll be hosting a free webinar series starting in late winter 2021 and running through the spring. More information on topics and timing will be available on the AirTAP training page as the series develops. For more information, please contact Katherine Stanley at **sell0146@umn.edu** or **612-626-1023**.

MAY 2021

8* BENTON (H96), ILL. - Food Truck Fly-In & Cruise-In 2am-7pm.

8* TERRE HAUTE (3I3), IND. - Sky King Airport P-Factor Days Pancake Breakfast 8-10:30am. Rain or shine. 812-466-2229.

15* PERRYVILLE, MO. - Perryville Regional Airport Fly-In with food and plenty of camaraderie. Hopefully displays of cars and antique farm machinery. 314-540-0367.

19 WATERTOWN (WRYV), WIS. - Hamburger Social Fly-In 5pm.

19-20 ST. CHARLES, ILL. - Illinois Aviation Conference at the Hilton Garden Inn. 217-789-6252.

21-22* BUFFALO, MINN. - Minnesota Pilots Association 2021 Great Minnesota Aviation Gathering (GMAG), Buffalo Municipal Airport. See special approaches and details: www.mnpilots.org.

21-23 BRAINERD, MINN. - Minnesota Seaplane Pilots Association (MSPA) will hold its 2021 Annual Safety Seminar at Madden's Resort on Gull Lake (mnseaplanes.com)

29* FREMONT MICH. - Memorial Day Weekend Pancake Breakfast and Fly-In 8am-1pm. Flag Raising Ceremony at 0900, Homebuilt Aircraft static displays, Airplanes, classic cars, tractors, RC aircraft, Fun for the entire family! 231-245-7798.

JUNE 2021

6* NOBLE (KOLY), ILL. - Fly-In Breakfast 8-11am Airplane Shaped Pancakes, Biscuits, Sausage, Gravy, Doughnuts, Coffee, Juice. 618-393-2967.

6* TEKAMAH (KTQE), NEB - Breakfast 7-11am. 402 870 0058.

12* FRIENDSHIP (63C), WIS. - Young Eagles Rally "Free Airplane Rides for Kids" & Bike Rodeo 9am - 1pm. Registration Link: https://youngeaglesday.org?1479. For additional information contact Mathieu Labs at 630-222-0682. eaachapter931@gmail.com

12* BENTON (H96), ILL. - Food Truck Fly-in & Cruise-In 2am-7pm.

12-13 LA CROSSE, WIS. - Deke Slayton Airfest. airfest.com

16 WATERTOWN (WRYV), WIS. - Hamburger Social Fly-In 5pm.

19 GRAND RAPIDS (MI93), MICH. - Burger Fry Fly-In 11am-3pm at the new Galloway Landings. Additional Information: Pattern 1,800 MSL, tower on south side 1,600 MSL, **Approach/Departure runway heading 1 mile with no turns. No flying over horse ranch buildings or wooden fence areas on West end, fly straight out.** Frequency 123.45 Mhz for air and ground communications. For more information contact Clark Galloway at cgalloway9@gmail.com or 616-309-8182.

19* IONIA (Y70), MICH. - SMAT Community Fun Day with Pancake Breakfast and Food All Day, Kids Carnival Games, Inflatables beginning at 7am. Evening Concert from 7-8:30pm. 616-527-4160.

26-27 DULUTH, MINN. - Duluth Air and Aviation Expo. duluthairshow.com

29-6/5 BATTLE CREEK, MICH. - Battle Creek Field of Flight Air Show and Balloon Festival. bcballoons.com

JULY 2021

1-5 BATTLE CREEK, MICH. - Battle Creek Field of Flight Air Show and Balloon Festival. bcballoons.com

3-4 KANSAS CITY, MO. - KC Air Show. kcairshow.org

10* BENTON (H96), ILL. - Food Truck Fly-in & Cruise-In 2am-7pm.

10* TERRE HAUTE (3I3), IND. - Sky King Airport P-Factor Days Pancake Breakfast 8-10:30am. Rain or shine. 812-466-2229.

10-11 DAYTON, OHIO - Vectren Dayton Air Show. daytonairshow.com

10-11* MILLE LACS LAKE (MY72), MINN. - Isle Airport on the SE shore of beautiful Mille Lacs Lake, Saturday evening bonfire and campout. Sunday morning flight breakfast. 7 a.m. - 12 p.m. Everyone is welcome. PIC's free. CTAF 122.9 Contact: Dave Retka (651) 263-8614 or daveretka@gmail.com

11 EAST TAWAS (6D9), MICH. - Pancakes, sausage, eggs, coffee, juice

breakfast 7am-Noon at Iosco County Airport. For more information contact Fred Hupert at fhupert@aol.com or 989-820-0296.

16 **St. Paul. Minn. -** 133d Airlift Wing Commemorative Hangar Dance. falconheights.org

17-18 **St. Paul, Minn. -** 133d Airlift Wing Centennial Airshow. falconheights.org

21 **Watertown (WRYV), Wis. -** Hamburger Social Fly-In 5pm.

23-25 **Janesville, Wis. -** Janesville Warbird Weekend 2021 at Southern Wisconsin Regional Airport. jvl20.splashthat.com

26-8/1 **Oshkosh, Wis. -** EAA AirVenture Oshkosh 2021 (68th Experimental Aircraft Association Fly-In Convention) coincides with EAA's Spirit of Aviation Week. eaa.org

AUGUST 2021

1 **Oshkosh, Wis. -** EAA AirVenture Oshkosh 2021 (68th Experimental Aircraft Association Fly-In Convention) coincides with EAA's Spirit of Aviation Week. eaa.orgfly

7-8 **Ypsilanti, Mich. -** Thunder Over Michigan Air Show at the Willow Run Airport. yankeeairmuseum.org

8 **Lino Lakes (8Y4), Minn. -** Minnesota Seaplane Pilots Association (MSPA) Pig Roast Fly-In. Noon-4pm at Surfside Seaplane Base. www.mnseaplanes.com

14* **Benton (H96), Ill. -** Food Truck Fly-in & Cruise-In 2am-7pm.

18 **Watertown (WRYV), Wis. -** Hamburger Social Fly-In 5pm.

22* **Poplar Grove (C77), Ill. -** Airport Fly-In with Vintage Planes, Cars, and Food. 815-547-3115.

23-25 **Kansas City, Mo. -** 4 States Airport Conference at Kansas City Marriott Downtown. www.4statesairportconference.com

28 **Westfield (I72), Ind. -** Westfield Airport Aviation Day, 11am-3pm. Lunch will be served and there will be all sorts of aviation activities.

SEPTEMBER 2021

4* **Marion (MZZ), Ind. -** The action starts early at 7am and runs until 2:00pm. This annual event features antique, classic, homebuilt, ultralight, rotorcraft and warbird aircraft as well as vintage cars, trucks, motorcycles, fire trucks, autocycles, military vehicles and tractors. An all-you-can-eat Pancake Breakfast is served. 765-664-2588

6-11* **Galesburg (KGBG), Ill. -** 50th National Stearman Fly-In Golden Anniversary (https://www.stearmanflyin.com). Tye Hammerle, 262-658-8139, tye@leakpath.com.

11 **Waukegan, ILL. -** Northern Illinois Air Show at the Waukegan National Airport. northernillinoisairshow.com

11* **Benton (H96), Ill. -** Food Truck Fly-in & Cruise-In 2am-7pm.

11* **Terre Haute (3I3), Ind. -** Sky King Airport P-Factor Days Pancake Breakfast 8-10:30am. Rain or shine. 812-466-2229.

15 **Watertown (WRYV), Wis. -** Hamburger Social Fly-In 5pm.

18* **Grand Marais, (KCKC) Minn. -** Pancake Breakfast 8-11am at the Grand Marais/Cook County Airport. See the beautiful fall colors along Minnesota's North Shore of Lake Superior. Spend the day hiking or exploring the lakes, Boundary Waters Canoe Area Wilderness or the charming village of Grand Marais. For more information please contact Rodney Roy at 218-387-3024 or email airport@boreal.org.

18-20 **Brainerd, Minn. -** Minnesota Seaplane Pilots Association (MSPA) Safety Seminar, Madden's on Gull Lake, Brainerd, Minnesota (https://www.maddens.com/). For details: http://www.mnseaplanes.com/

OCTOBER 2021

12-14 **Las Vegas, Nev. -** National Business Aviation Association (NBAA) announced its 2021 Business Aviation Convention Exhibition (NBAA-BACE). nbaa.org

17-19* **Elkhart Lake, Wis. - 65th Annual Wisconsin Aviation Conference** at The Osthoff Resort.

20 **Watertown (WRYV), Wis. -** Hamburger Social Fly-In 5pm.

Ohio Air & Space Hall of Fame & Museum & Ohio State University Announce AvSTEAM Partnership

COLUMBUS, OHIO – The Ohio Air & Space Hall of Fame and Museum (OAS), and the Ohio State University (OSU) Center for Aviation Studies & Air Transportation and Aerospace Campus (Ohio State Aviation), announced March 1, 2021 a memorandum of understanding outlining a partnership supporting Aviation-based Science, Technology, Engineering, Arts and Math (AvSTEAM) education programming. The agreement includes opportunities to jointly develop and deliver curricula and activities, co-produce public events, support the historic preservation efforts of OAS, and promote AvSTEAM education throughout the state of Ohio.

OAS is currently fundraising to transform the original Port Columbus Air Terminal into its home and a civic showpiece. In addition to a $550,000 grant from the State of Ohio and early gifts from donors, OAS has received a generous gift from the Wright Brothers Foundation toward the renovation of the historic 13,000 square foot-plus Art Deco-style terminal and tower, built in 1929, which is on the National Register of Historic Places.

Continued on Page 62

Classifieds

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HARTFORD, WISCONSIN (KHXF) – Hangar for Sale: 70 x 70 hangar built in 2014. Higher Power hydraulic door that measures 60 x 16. Hangar is located at the North End of the field: $180,000. Contact **Dana 608-235-9696** or **danaosmanski@gmail.com.**

GET THREE MONTHS FREE RENT ON HANGARS at Southern Wisconsin Regional Airport (JVL), Janesville, WI. Available on T-hangar units #25-#44 only (1-year commitment required). Check out our website **www.jvlairport.com** for airport amenities and call **608-757-5768** for current availability. Better yet, fly in and see for yourself. While you're here, enjoy a meal at Bessie's Diner or 18-holes of golf at the Glen Erin Golf Club.

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EAA CHAPTER 234 MEETINGS every second Thursday at 7pm at 1220 Airport Access Road, Traverse City, Michigan. Currently meeting via zoom. **269-924-7300.**

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Ask Pete Continued From Page 23

Q #2: My instructor won't sign me off for a tailwheel endorsement even though he has given me a few hours of dual instruction this winter in his Aeronca Champ on skis? His answer is that I need time on wheels to get a tailwheel endorsement. I could not find that in the regulations, anywhere?

A: One challenge of learning to fly tailwheel airplanes is keeping the airplane going straight while landing or taking off, which is a challenge on wheels, but not on skis. When on skis on snow, the airplane will track pretty straight, except if on bare ice. I agree with your instructor… For you to be endorsed as competent in tailwheel airplanes, you should get some real experience/dual instruction and become competent first on wheels.

Q: Our local Chamber of Commerce is having a big shindig next spring at our local golf course. I am a member of the chamber and have been asked to fly one of our planes onto the golf course. I would like to do this as it would be a unique publicity stunt. Do you have any experience with stuff like this?

A: Here I would tell you, do as I say, not as I have done. I would NOT recommend that you do so, as whatever you gain in publicity, would be a drop in the bucket compared to the bad publicity if you scare neighbors, or God forbid, have an accident. Instead, invite the chamber out to your airport. Golf courses are for driving golf balls…airports are made for driving airplanes!

Continued on Page 62

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Ask Pete Continued From Page 60

Q: My local airframe and powerplant mechanic has a good reputation as an engine rebuilder. He says even if he replaces most all of the parts of an engine at overhaul, the total time of the engine does not change, so there might be a logbook entry something like: "Engine total time 1944 hours, since major overhaul (SMOH) 0 hours?

A: Only the factory can grant "zero time" to a rebuilt engine. It is really not a big deal on small engines. On larger engines, a "factory rebuild" may add a few bucks to value, but usually costs more than a local rebuild like your friend is doing.

Q: Does the FAA ever sanction a frozen lake as a runway?

A: Yes, only one to my knowledge, in New Hampshire. Do an Internet search for "frozen runway, Lake Winnipesaukee, N.H." Many other lakes are used occasionally by knowledgeable pilots, but use extreme caution and consult with experienced local pilots first.

Q: My local FBO, and the FBO at my former residence, both limit the range of rental airplanes to 300 miles. Couldn't they make more money having renters like me fly long distances with their airplanes?

A: I'll give you a few scenarios that I have personally experienced as an FBO manager before I too began to limit rental range: 1) For 3 weeks in a row, a renter had my Cutlass RG reserved for a 500-mile weekend trip. But either Friday late afternoon or early Saturday morning he called and cancelled because of crummy weather at his destination. So, we turned down numerous requests to rent the airplane that weekend, and now here it was, great weather at our airport, and the airplane was suddenly not scheduled, costing me close to a thousand dollars in lost revenue. 2) When a rental airplane is far from home, and develops a mechanical glitch, (usually very minor), often on a weekend, it can't get fixed until at least Monday (if the destination airport has a mechanic). But, the renter has to be back to his job Monday morning, and the temptation for the renter is to just leave the airplane, buy an airline ticket or rent a car to get home, leaving the FBO's airplane far from home. Then there is a battle over who pays for the retrieval, which is many hundreds of dollars in extra cost. You can see that this can cost the owner (me) and the renter financial and scheduling headaches. If the glitch happened relatively nearby, I could get my mechanic who was also a pilot to fly with me to the nearby airport, and either fix it on the spot, or ferry the airplane home often the same day.

Q: The Pilot's Operating Handbook (POH) for my (new-to-me) airplane gives clear instructions on both best angle of climb speed, and best rate of climb speed. But the POH recommends NOT raising the landing gear until I am well clear of all obstacles when climbing (at best angle of climb speed) out of a short field. I don't understand this, as I am positive the airplane climbs better with wheels up?

A: Yes, you are right, but during the transition of wheels being retracted, there often is significantly MORE drag during the several seconds it takes to get the wheels tucked away. In fact, as you gain experience in the airplane, you will notice a significant drag increase while wheels are coming up. So, you are usually best to leave the wheels down until well clear of obstacles at the end of the runway.

EDITOR'S NOTE: Pete Schoeninger is a 40-year general aviation veteran, starting out as a line technician as a teenager, advancing through the ranks to become the co-owner and manager of a fixed base operation, and manager of an airport in a major metropolitan community. He welcomes questions and comments via email at pete.harriet@gmail.com or call 262-533-3056.

DISCLAIMER: The information contained in this column is the expressed opinion of the author only, and readers are advised to seek the advice of others, and refer to aircraft owner manuals, manufacturer recommendations, the Federal Aviation Regulations, FAA Aeronautical Information Manual and instructional materials for guidance on aeronautical matters. ❑

Ohio Air & Space Continued From Page 59

Public exhibits on the first floor will honor a diverse roster of air and space pioneers from Ohio and Ohio companies and organizations significant to the advancement of powered flight and manned space exploration.

The second floor will be devoted to youth STEAM education and workforce development programming. The Wright Brothers, John Glenn, Neil Armstrong, Charles E. McGee, and Jerrie Mock are just a few of the OAS honorees whose inspirational legacies will be integrated into AvSTEAM curricula and activities in collaboration with Ohio State Aviation.

"A wealth of the world's innovation and technological advancements were created right here in 'The Birthplace of Aviation,' thanks to ordinary Ohioans making extraordinary contributions," said OAS Executive Director Ron Kaplan. "The world-class facilities and programs of Ohio State Aviation have been instrumental to that success for over a hundred years. Thus, we are delighted that our very first STEAM education partnership is with the Ohio State University (OSU) Center for Aviation Studies. The timing is ideal to share our state's remarkable history of flight, while fostering the future-looking workforce that will maintain Ohio's leading role in aerospace and technology." ❑

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