New FBO Manager Named at Juneau

Wisconsin Aviation has named Mary Gasper as FBO manager of Wisconsin Aviation’s Juneau facility at the Dodge County Airport, one of the finest, state-of-the-art airports in Wisconsin.

Mary, a native of Milwaukee, has worked for Wisconsin Aviation as a customer service representative since 2002, when she moved to Juneau. In her new role as FBO manager, she will oversee fueling operations, buildings and facilities, customer service, flight school activities, and tenant relations.

“Mary displays an exemplary performance in customer service,” Wisconsin Aviation President Jeff Baum said. “She repeatedly goes above and beyond our customers’ expectations and has always demonstrated friendliness and professionalism to our aviation enthusiasts as well as to her fellow employees. She brings energy, experience, and a customer-first attitude.”

Mary is also a private pilot, obtaining her license in July of 2002, two days before starting her employment with Wisconsin Aviation. In March 2008 she obtained her instrument rating and has aspirations for acquiring a commercial rating. She owns a Piper Cherokee 140 and has flown it around the country. Mary says that she loves customer service and doing whatever she can to accommodate the customers. She especially enjoys working during EAA AirVenture, masterfully handling over 300 visiting aircraft this past summer.

A View from Our President

Winning

Charlie Sheen has certainly added a new dimension to the word winning. There was a time when it had but one meaning, and now you hear it tossed around like a bean bag. Here in Wisconsin, we’re defining winning in terms of our beloved Packers, Badgers, and Brewers having quite a year. Our hats off to them!

Personally, we each have our own criteria for winning. It may be as simple as getting through the day or as complicated as getting a new degree, a new job, or the affection of someone special. We see winning in a lot of happy people reaching milestones such as first solos, private licenses, instrument ratings, light sport licenses, or tailwheel checkouts. We see winning in the smiles on the faces of people getting out of planes at the end of a great trip or upon purchasing a new airplane (yes, airplanes are starting to sell again!).

When I’m flying charter or corporate flights, winning to me isn’t making a greaser landing. It’s when people say, “Wow, this was great!” I’ll even take the “There’s no other way we could have accomplished this,” or the usual, “This really spoils you.” We also get that winning feeling when we get that critical part or shipment to its destination on time—or especially on some of our air ambulance or organ transplant flights when you know you’ve contributed to a much bigger win.

The other night I got a different kind of winning feeling as we landed at the Washington Reagan Airport (DCA) for the first time since 9/11. You still jump through hoops to get there, but what a great feeling being back! And for our passengers (a certain presidential candidate and staff), how nice to be five minutes from where he was giving his speech. Now that’s a win-win!

Speaking of winning, our thanks to all of you for helping us “win” during the recession. We definitely see things picking up, and we certainly hope that means a win for each of you.
A Legendary Friend of Wisconsin Aviation Passes Away

An accomplished aviator and friend of many at Wisconsin Aviation, legendary actor Cliff Robertson passed away from natural causes on September 10, a day after his 88th birthday. Robertson won an Oscar in 1968 for his performance in Charly. He is also known for his later roles of John F. Kennedy in the World War II drama PT-109 and Uncle Ben in the Spider-Man movies.

Robertson, also known to be a generous, kind-hearted, and devoted family man, will be greatly missed by his family, friends, and followers.

Tips for Acing Your Written Exam

While it may seem the cliché to say “study, study, study,” this is the backbone to any hope of 100%. “Practice makes perfect” works its way into everything. Read through your textbooks—and more than once or twice. I recommend three times at the least! But don’t limit yourself to just reading your textbook. Try watching training videos or recording any important information that you need to memorize and then playing it back to yourself. Personally, I found a handheld Dictaphone convenient. Another thing to consider is reading a variety of training books written by different authors who may present the same information but each in a different light.

Attending a formal ground school like the ones held at Wisconsin Aviation is very beneficial. You not only go over the material with an instructor, but you also get to interact with other students. All in all, it can be a very fun experience!

Most importantly, RELAX! Don’t stay up late studying the night before your exam. Believe it or not, that can actually hurt your chances at passing. The best thing is to get a good night’s sleep. There is really no need to get all stressed. You are just taking your written exam. Think of it not as an impending hurdle but rather a step—just one of many—and a step not as intimidating as it may seem.

Christen Van Wormer, Pilot

WisconsinAviation.com

The French Connection

This story is not about Gene Hackman in a pork pie hat chasing drug dealers around New York, but it is about a connection Wisconsin Aviation has made with pilots in France who have found that coming to Watertown to take flying lessons is a pretty good idea. Over the past few years, four citizens of Paris, France, have chosen our Watertown flight school to pursue their aviation training. Why, you might ask, would Parisians choose to come to Watertown, Wisconsin (of all places) to take flying lessons? The first and probably the most essential is that the French Directorate General for Civil Aviation will accept American flying certificates and ratings and convert them to the French equivalent. The next most important thing is that flying lessons are considerably less expensive here than they are in France. And, finally, Wisconsin Aviation is just a great place to do business. But then we’re a little bit biased.

The “French Connection” all started with the arrival of a French pilot named Pierre Portmann who came to Wisconsin Aviation back in the 1990s to get checked out in and rent some of our aircraft in conjunction with attending the EAA Convention in Oshkosh. His son, Patrice Portmann, a French aerobatics champion, accompanied Pierre on subsequent visits to the United States and Wisconsin Aviation. During his stay in July of 2009, Patrice took training with Watertown Flight Instructors Jim Quinn and Kevin Loppnow, getting checked out in the Cirrus SR22 and obtaining additional ratings. Apparently, he was quite satisfied with his experience because the word got around to another French pilot named Dr. Christian Felumb. After a chat with Patrice, Christian contacted Wisconsin Aviation and was soon planning one of those long European vacations in Wisconsin. The idea was so enticing that Dr. Felumb was accompanied by his wife Carine and his daughter Celine. All three took lessons during their stay in the month of August.

Christian, a practicing osteopath, and his wife Carine live in Paris. He is part owner of a single-engine Socata aircraft and flies out of an airport close to his home. During his stay, Christian began training to receive his instrument rating. Flying with Jim Quinn and CFII Elaine Kauh and working in the simulator at our Dodge County facility, he advanced his instrument flying skills and will complete his rating in France. Christian’s big accomplishment was taking and passing the instrument written exam.

Carine Felumb is a real estate agent in Paris. She had her first training experience here in the Watertown flight school. She entered our private pilot program flying with Elaine Kauh and Jim Quinn and will continue her training in France.

Celine Felumb, Christian and Carine’s daughter, lives and works as a teacher in a French school in Madagascar. Celine also started her private pilot lessons in Watertown and intends to continue her training in Madagascar. Carine and Celine also flew with CFII Glenn Ingram at Wisconsin Aviation’s flight school at the Dodge County Airport.

When they were not flying, the Felumbs enjoyed touring Southern Wisconsin. Some of the highlights were a trip to Madison’s State Street on a warm August day, taking in a community theater play in Lake Mills, sightseeing on the lakewest on Milwaukee and, best of all, their introduction to American baseball. They now know what a “sausage race” is! It was a great pleasure for Wisconsin Aviation to host our friends from France. We look forward to their return.
How to Save Money and Beat the National Average!

As Jason was busy finishing his senior year in high school, he was not able to fly again until May 27—again, more than a month since his last flight. The May 27 flight was unusually hot and bumpy. Jason did not fare well on this lesson. Unfortunately, he got sick and had to use “the bag” before he got back to the airport. This was the point where the story turns. Jason decided he really wanted to get his Private Pilot license. Not only did he want to get his private license, but he wanted to get it before he started college in the fall.

In addition to working the line for Wisconsin Aviation, Jason started flying three times a week and continued studying for the Private Pilot written test. He passed the Private Pilot written test on July 1. On July 4, Jason flew solo for the first time. Now the fun really began—flying solo, gaining experience, learning to navigate, instrument flight, night flight, and flying solo cross country. By this time it was August and Jason’s departure for college was looming.

I recommended Jason for the Private Pilot check ride on August 13. On August 18, Jason successfully passed his check ride with FAA examiner Dick Hanusa. On August 20, Private Pilot Jason Bennett left for his next adventure of pursuing studies in engineering at Minnesota State University in Mankato.

I write this article to illustrate how anyone can beat the 65-72-hour national average for obtaining a pilot license. Diligent study directed by the instructors and frequency of flight is the key. Not only will you obtain a license in a shorter period of time, but you will save money as well. Most people take six months or more to get a Private Pilot certificate. Jason Bennett’s example of three months blows the averages out the window! Further, he accomplished his goal in only 43.8 hours of total flying, 3.8 hours over the FAA’s minimum requirements, and that reduced the cost significantly.

CONGRATULATIONS, Jason, on a job superbly done!

Jeffrey J. Anderson Senior Instructor, UNU

The Shirttail-Removal Tradition

In American aviation lore, the traditional removal of a new pilot’s shirttail is a sign of the instructor’s new confidence in his student after successful completion of the first solo flight. In the days of tandem trainers, the student sat in the front seat with the instructor behind. As there were often no radios in these early days of aviation, the instructor would tug on the student pilot’s shirttail to get his attention and then yell in his ear. A successful first solo flight is an indication that the student can fly without the instructor. Hence, there is no longer a need for the shirttail, and it is cut off by the often proud instructor and sometimes displayed as a trophy.

Jason Bennett started working for Wisconsin Aviation part-time on the line, servicing aircraft at the Dodge County Airport (UNU) while he was still a junior in high school. For Jason this was just a job to earn some extra money. He was not really interested in learning to fly. As time went by Jason did become interested and decided to take the Private Pilot Ground School taught by Instructor Glenn Ingram during the winter of 2011.

Inasmuch as Jason took ground school with Glenn, he took his first flight with him on March 19. It was April 23, more than a month, before Jason flew again. This time he flew with me.

The 796 can display victor airways, jet routes, minimum enroute altitudes, and leg distance, much like what’s found on traditional enroute charts. Garmin FliteCharts are standard; Jeppesen charts can be used as an option. A document viewer allows you to easily pull up weight and balance info, flight manuals, reroute charts, or a wide range of electronically formatted materials you download to the device. Also available is a “scratch pad” and a checklist viewer.

Garmin Introduces the aera® 796 Portable GPS

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CONGRATULATIONS, Jason, on a job superbly done!

Jeffrey J. Anderson Senior Instructor, UNU

The aera 796 qualifies as either a Class I or Class II EFB (see electronic flight bag article in Winter 2011 Tlewinds issue). Gns-reference VFR sectional and IFR enroute charts come preloaded showing your aircraft’s position overlayed directly on the relevant chart. When in IFR map mode, the 796 can display vcttr airways, jet routes, minimum enroute altitudes, and leg distance, much like what’s found on traditional enroute charts. Garmin FliteCharts are standard; Jeppesen charts can be used as an option. A document viewer allows you to easily pull up weight and balance info, flight manuals, reroute charts, or a wide range of electronically formatted materials you download to the device. Also available is a “scratch pad” and a checklist viewer.

In addition to the 3D Vision mode, aera 796 also easily switches to a top-down view of your entire route. A GXM 40 smart antenna is included with aera 796, giving you access to high-resolution weather and audio entertainment right in the cockpit (XM subscription required). XM WX™ Satellite Weather includes next-generation radar (NEXRAD), METARs, TAFs, TFRs, lightning, winds aloft, and more for the U.S. and Canada. In addition, the 796 can receive PIREPs, turbulence forecasts, icing forecasts, and more. The weather data can be laid directly over the unit’s navigation and topographic map databases. On the ground the 796 helps you navigate around unfamiliar airports using SafeTaxi’s detailed taxiway diagrams and position information for over 1,000 U.S. airports. In addition to all of that, access to 170+ channels of digital music, news, and programming through your aircraft headset or cabin audio system will keep you informed and entertained.
New Airplanes Join the Wisconsin Aviation Fleet!

N180B
Cessna Citation V
Ultra Jet
Available for Charter!

- Ultra-quiet cabin
- Luxurious interior
- Full-service refreshment center
- Articulating/reclining seats
- Air conditioning
- Full lavatory
- 8-passenger seating
- 2000-mile range
- Speed of 470 mph

N6424W
Piper Cherokee 140
Available for Rent at MSN!

- VFR or IFR trainer
- Great panel!
- 2 seats
- 150 hp engine
- $94/hour

To view our diversified fleet of charter and rental aircraft, please visit WisconsinAviation.com
A Visit with the Medical
Dr. Terry Turke

Heart Disease and Your Medical Application

As many of you may know, heart disease is one of the most common causes of death in the United States. Heart disease is responsible for more deaths each year than any other cause, including cancer. The good news is that heart disease is preventable and treatable with lifestyle changes and medical interventions. The bad news is that heart disease can be caused by a variety of factors, including genetics, diet, smoking, and lack of physical activity.

In this article, we will discuss the process of applying for a medical certificate and how your cardiovascular history and risk factors will be evaluated. We will also go over the process of obtaining a medical certificate and how it is used by the Federal Aviation Administration (FAA). Finally, we will discuss what you can do to prevent heart disease and improve your chances of obtaining a medical certificate.

Ask the AME

You may have questions about your medical or about the human factors associated with flying. If so, send them to the Tasteful winds staff, and we will forward them to Dr. Turke. Replies will be published in future issues. Send your questions to: Talewinds@WisconsinAviation.com or mail to Wisconsin Aviation Talewinds, 1741 River Drive, Watertown, WI 53094

Ray Klaus
NAFI Master CFII, CFII, MEI

My Most Memorable Flight

“Normal time,” is the cliché answer to my wife’s question, “When will you be home?” This sassy answer elicits eyerolls or some other caustic expression in the right circumstances. The FAA requires a medical certificate with a 300-day validity period for the holder. The certificate is renewed every 12 months after a medical examination. The examination includes an interview, a physical examination, and a vision examination. The interview assesses the candidate’s overall fitness to fly, while the physical examination evaluates the candidate’s cardiovascular health.

In brief summary, requirements for a Special Issuance regarding angina, myocardial infarction, or any other evidence of coronary artery disease include:

• A waiting period of 6 months after angina, angioplasty, by-pass surgery, or any procedure that makes that portion of the artery open and reducing pressure.
• Data required would be the hospital admission, coronary catheterization reports, and on-site reports regarding all cardiac events and procedures.
• Additional requirements include a current cardiovascular evaluation including:
  • An assessment of personal and family medical history
  • A clinical cardiac and general physical examination
  • An assessment statement regarding the applicant’s medications, functional capacity, modifiable cardiovascular risk factors, motivation for any necessary change, prognosis for incapacitation, and blood chemistries (fasting blood sugar

My Most Memorable Flight

Jesus’ flight was memorable because of the once-in-a-lifetime view of a space shuttle being launched. We are sure you have had a flight that was just as memorable but for a different reason. We would like you to make “My Most Memorable Flight,” a regular feature of Talewinds, so please send us a description of your most memorable flight. Please include your name and contact information and a description of the trip, the aircraft, and why it was a memorable flight. See back page for address and email.

Tell Us About Your Most Memorable Flight

Dr. Terry Turke is a FAA Senior Aviation Medical Examiner (AME) located in Watertown, Wisconsin (920-261-2020).
Congratulations, Superstars!

The individuals listed below have achieved solo status since the previous issue of Talewind.

Solo Status
Mark Ambelang (RYV)
Jacob Ballweg (UNU)
Lynne Brock-Hattori (RYV)
Bud Downra (RYV)
Jason Jeffers (RYV)
Robert Johnson (MSN)
Nikole Moody (MSN)
Randy Ryskoski (UNU)
Brent Simonson (MSN)

Certificates & Ratings
Christen Van Wormer (MSN)
Lynne Brock-Hattori (RYV)
Katelyn James (RYV)
Greg Smetana (MSN)
Brent Simonson (MSN)
Randy Ryskoski (UNU)
Robert Johnson (MSN)
Mark Ambelang (RYV)
Nathan Dailing (RYV)
Brent Simonson (MSN)
Marshall Pang (MSN)
Greg Smetana (MSN)

Sport Pilot
Mike Dean (RYV)
Scott Harman (RYV)
Gary Meyer (RYV)

Private
Jason Bennett (UNU)
Lynne Brock-Hattori (RYV)
Nathan Dailing (RYV)
James Dudek (UNU)
Danny Gallo (RYV)
Bob Groh (RYV)
Bill Hall (RYV)
Tom Hattori (RYV)
Brian Kuhn (RYV)
Marshall Pang (MSN)
Christian Van Wormer (MSN)

Instrument
Dan Dannhausen (MSN)
Kip Frautsch (MSN)
Dave Harris (RYV)
Griffin Stangel (MSN)

Commercial
Kari Kauh (RYV)

Safety Matters
Taxi with Care

Continuing with the theme, “don’t rush it,” here’s a look at ways to stay safe while moving your aircraft on the ground.

I recently read an online account of one pilot who had a mishap while taxiing for departure with his CFI on board. The aircraft’s right brake failed and they ended up running off the pavement and into the mud. They had to summon help to push the aircraft back onto the pavement. Luckily, they avoided a pro strike and other aircraft damage.

“Could you argue that I should have been driving more slowly?” this pilot admitted, adding that if the brake had failed earlier in the taxiing and they struck another aircraft, the incident would have been much worse.

Brake failures and other brake-related accidents aren’t as rare as you’d think. To learn more, check out the NTSB Brief in the September issue of Plane & Pilot magazine. Tips for taxiing:

• Test the brakes before starting the engine by checking for firmness. After engine start, advance the throttle just enough to start moving, and then apply the brakes. A brake test is a good item to put on your pre-taxi checklist.

• Now that you know the brakes are good, treat them well. Minimize their use, and don’t ride on them while taxiing. Picture someone walking alongside your wingtip. If he needs to run to keep up, you’re going too fast.

• Hold the flight controls in the proper position to prevent the wind from flapping them around or, worse, picking up part of the airplane. Consult your flight training manual if you need a refresher on this.

• Slow down well before a turn or a stopping point by retarding the throttle. You should need only minimal braking that your passengers notice because you’re so smooth. Any “funching” of the aircraft or people inside is unacceptable. Think: “If a brake fails right now, am I going slowly enough to stop before I run off the taxiway or into another aircraft?”

• If you need to apply significant brake to make a turn, you’re going too fast. (The same goes for free-castering nosewheels – braking is normal, but we’re talking about controlling speed here.) By the same token, if you must add a touch of power to keep moving through the turn, you’re at the right speed.

• Use the heads-up policy that is now the norm in large-aircraft operations – never lock down at avionics or checklists while the aircraft is in motion. If you need to attend to something in the cockpit, such as copying a clearance or setting the GPS, wait until you make a full stop in a practical spot. Avoid sitting on taxiways or other areas that could interfere with other moving aircraft.

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• And, as always, be familiar with airport markings and lighting and make sure you understand taxi instructions from Ground Control. If you don’t, use those brakes and ask!

Needed…

Pilots to Fly Jumpers!

If you have a commercial pilot certificate and a total of 500 hours and would like to build your hours, you can fly for time with the Seven Hills Skydivers. If interested, call Bob Payne @ 608-244-5088.

Aircraft for Sale


2006 Cirrus SR22-GTS: Avionix FlightMax Entegra glass cockpit, dual Garmin 340s, 55X autopilot, Skywatch! Stormscope! XM weather! TKS ice protection! Terrain! Charts-capable, Service Center-maintained since new, 1300 TTTN! Leaseback to Wisconsin Aviation Wanted! $269,000.

2000 Commander 115: Pampered and always hanged! Fresh Annual, 765TT, GNS 530W/430W! Sandel HSI, WX-500 and GDL-69 Weather! TCAD, air conditioning, one owner. Reduced to $89,000!


For full specifications and photos, visit our website at WisconsinAviation.com.

We Welcome Your Consignment! Wisconsin Aviation, Inc., is one of the state’s largest aircraft dealers. We maintain a large inventory of brokered aircraft. If you are considering selling your aircraft, please call to discuss the advantages of listing your aircraft with us. If you’re in the market to buy and we don’t have the plane you want, we’ll find it for you.

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What’s Around the Corner

Dec 3  iPad/Foreflight Class @ MSN
      Saturday, 6-9 pm ($65)

Jan 10 Instrument Ground School @ UNU
      Tuesdays thru March 27, 6-9 pm ($225)

Jan 12 Private Pilot Ground School @ UNU
      Thursdays thru March 29, 6-9 pm ($225)

Jan - TBA  Register now for Private and Instrument Ground Schools at RYV starting January
           2012 (dates to be announced). To sign up, email: Elaine.Kauh@WisconsinAviation.com.

For more details, visit our website at WisconsinAviation.com or email us at WisAv@WisconsinAviation.com.