

WISCONSIN AVIATION TALEWINDS

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25 years!

Newsletter of the Watertown, Madison & Dodge County FBOs

Volume 24
No. 2

ing Issue
1 - June 2007

*Spring has sprung, the grass has riz,
Where, oh where the flowers is?*

Arthur Godfrey



IT TIME FOR A FLIGHT REVIEW?

by Ray Klaus, NAFI Master CFI-II-MEI

How do you go about it? Do you just get together with your friendly CFI for an hour of ground and one hour of flight? Or do you do the FAA "Wings Exam" with flight maneuvers, takeoffs and landings, simulated IFR, and attend a seminar? Do you use this opportunity to dust off and expand your skills or just to get it over with as quickly as possible?

The FAA established the Biennial Flight Review (now called the Flight Review) in 1974 to help reduce pilot-related accidents. Its purpose is to assure a pilot is safe in the operations he or she normally conducts. It is not intended to be a checkride but a learning experience. The maneuvers performed at a flight should reflect the pilot's experience and type of flying. It should be performed as needed, not just every 24 months as required by the FARs.

Quarterly or semi-annual flight reviews are especially important for pilots who fly infrequently, as well as pilots who fly frequently, so they can stay up to speed and prepare for seasonal wind, weather, and density-altitude variations. Also, it is a good time to review flight restrictions and intercept procedures, along with a bunch of other stuff.

It is easy to regard the maneuvers taken from the *FAA Practical Test Standards* as a series of hoops to jump through. They are really there to help to develop aircraft control and precision beyond the dull normal of light-and-level flying. These skills are necessary to improve a pilot's proficiency and personal safety.

To do the job right, it is necessary for an instructor to profile a pilot's history along with the aircraft and avionics in advance in order to prepare for the flight. Is flying for fun or serious transportation? How frequently does the pilot fly and what are typical destinations?

Social scientists have come up with labels such as "Aeronautical Decision-Making" and "Scenario-Based Training." ADM simply means to practice and mentally precondition a response to certain emergency conditions whether they be equipment failures or environmental. Scenarios offer "what if" situations which require ADM. What if you have only one vacuum pump and it fails in the clouds? What if the electrical failed? You are in the clouds with two engines, two alternators, but only one battery, and it died because of old

A VIEW FROM OUR PRESIDENT



OPPORTUNITY KNOCKING

I have always defined luck as when opportunity meets preparation. There have been many times when I have heard folks exclaim that so and so is "so lucky" because he (she) "fell" into this great flying job. Yet many of us know that person prepared and positioned him/herself for the day that opportunity showed itself.

One of those days may just be getting ready to reappear. The opportunity to get paid to fly may become much more widespread. A perfect storm of circumstances is brewing that I think will lead to a pilot shortage. The ingredients for this storm are many. Significant airline-pilot retirements and improving health of the airlines will certainly improve job prospects in that sector of the flying world. But real opportunity will continue to grow in the general aviation side: fractionals, shared ownership groups, charter, flight instructors, VLJs, corporate, technically advanced aircraft instruction, and specialized areas such as aerial law enforcement and air ambulance. All these areas show signs of expansion. Some even show signs of exploding. All can have fascinating careers where every day you look forward to "going to the office."

Some flying careers have their frustrations, but what job doesn't? Nevertheless, hopping into a state-of-the-art flying machine, moving across the country in a couple of hours, getting to know some of the neatest people on earth, routinely visiting new and occasionally exotic places, and topping it off with a "greaser" landing sure beats working for a living!

If you have ever thought about a career in aviation, now is the time to prepare for what may be a great opportunity. Talk to one of our CFIs, flight school managers, or charter manager to see how you may fit into this intriguing future. While you are at it, ask why they always have a smile on their faces!

Jeff Baum

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IS IT TIME FOR A FLIGHT PREVIEW (CONT.)

age and hasn't been energized. Over the years, I've experienced most of the "what ifs" and have been fortunate enough to survive. I would be glad to pass along the experience.

You don't have to be a commercial pilot to learn how to do chandelles. The objective is to turn in the smallest possible radius. This is especially handy if you find yourself in a box canyon flying down the East River in New York with skyscrapers dead ahead, or with the Red Baron in a Fokker on your tail.

Learning to do a "lazy eight" or "eights-on-pylons" will elevate you from being an automated airplane driver and reacquaint you with the true meaning of pitch, bank, and rudder control.

Doing a flight review in a tailwheel airplane is another way to make your "spirits soar" and sharpen your skills. The flight review does not have to be a dull routine. If you would like help in designing a flight review to suit your needs, let me know.

Editor's Note:

Ray Klaus was selected as the 1991 and 2003 FAA DPAFSDO Flight Instructor of the Year. He received the FAA Wright Brothers Master Pilot Award in 2004 for accomplishing over 50 years of accident- and violation-free flying. Ray welcomes your comments and may be reached at Box 473, Park Ridge, Illinois 60068; (847) 823-5995; or at arayaviation@aol.com.

CAP VISITS MADISON

The Wisconsin Wing Civil Air Patrol conducts demonstration flight of their recently installed Archer command software program while flying their new Gippsland GA-8 aircraft. The program enhances their capability in the air search and rescue.

The aircrew and passengers involved in the aircraft are pictured below.



Pictured from left to right: Captain Mikael Asfoor, Pilot; Major Harold M. CAP Co-Pilot; Brig. Gen. Gerald Olsen, Deputy Adjutant General; Keith Tveit, Wisconsin Emergency Management Services Coordinator; Maj. Gen. Al Wilkenir, State Adjutant General.

The demo flights were conducted through the Wisconsin Aviation facilities on the Dane County Regional Airport, Madison, Wisconsin.

Don Winkler
Director, Public Affairs & Media,

RECURRENT TRAINING FOR AIRPORT FIRE DEPARTMENT

Wisconsin Aviation Flight Instructor Gustav Ryberg instructed the personnel from the Dane County Regional Airport's Fire Department and Airport Operations Sections on operating procedures within the airport.



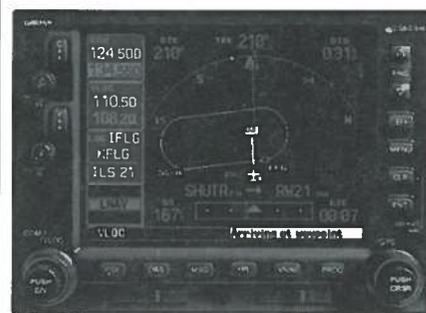
The procedures are listed in the FAA regulations for vehicle movement in this type of environment. The training is done as an introduction for new personnel as well as a continuous program for longer-term employees. The session was conducted at the Wisconsin Aviation terminal, Madison, Wisconsin.

Don Winkler
Director, Public Affairs & Media, MSN

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TEACHING WITHOUT A MEDICAL!

Having been an FAA certificated pilot for over 38 years and a flight instructor for almost 30 years, I have been subjected to a flight physical without a worry in the world. However, the ensuing exam brings with it the potential for that inevitable comment, "I'm sorry, but I can't issue you an FAA medical certificate."

For those of us that are experiencing those "silver threads turning the gold," we all dread the aforementioned AME words. The sooner or later we can no longer qualify for a medical. So what do we do then? We may not be able to execute PIC duties, but are our flight instruction days also over? Well, yes! As most of you know, a CFI can engage in a wide variety of flight instructional activities without a medical.

As a CFI is not acting as pilot in command or as a required flight crewmember, he or she can instruct. Whether the instruction is for pay or not doesn't make any difference (see Part 61.23(b)(5) of the federal aviation regulations). The FAA considers a flight instructor to be a teacher, not a pilot. A good tip to remember this is to ask yourself the question, "Is the person I am instructing legally qualified and current to fly the airplane by himself or herself?" If so, then the CFI doesn't need a medical to instruct.

One catch is that a safety pilot is considered a required flight crewmember. A CFI providing instruction with the pilot under the hood is considered a safety pilot and, consequently, cannot instruct without a medical. On the other hand, if the pilot is legally qualified and current on instruments, a CFI could provide instruction in actual instrument conditions without a medical. In this case, the student is the pilot in command, and a safety pilot is not required for the flight.

A CFI with a glider rating can teach in gliders without a medical. The same holds true for balloons. CFIs can give two of

the three hours required for the Pilot Proficiency (Wings) Program. They can give flight reviews, provided the pilot is legally qualified to act as pilot in command and no hood time is given. A CFI can give flight training to a pilot seeking a commercial certificate, provided no hood time is given and the pilot has a complex airplane signoff; teach ground school and provide simulator training; and may renew their certificates without a medical.

A CFI does need a medical to train a student for a private certificate or a pilot for an airline transport pilot certificate. A medical is required to give instrument training in VFR conditions, to give complex, high-power, and tailwheel signoffs, and to administer an instrument proficiency check. In these cases, the CFI is either acting as pilot in command or as a required flight crewmember.

But does a CFI need a second-class medical to provide this instruction? No. A third-class medical is all that is required for a CFI to act as pilot in command or as a required flight crewmember (see Part 61.23(a)(3)(iv) of the FAA regulations). There is no reason for a CFI to obtain a second-class medical unless he or she is involved in some other flying operation that requires it.

So, losing one's medical should not be the end of the line for a CFI. We still have lots of opportunities to use all the experience, knowledge, and skill we have gained over the years of teaching to continue to contribute significantly to safe and effective pilot training.

Jim Schumacher
Comm: SEL, MEL, Inst.
CFI: CFI
GI: AGI, IGI

GREEN BAY RADIO – OVER AND OUT

Effective April 23, 2007, Green Bay FSS will close!

From that date, all FSS business will be handled by the Washington Hub in Leesburg, Virginia. We can still use 1-800-743-7433 for automated weather broadcasts; however, any filings or filing of flight plans will be handled by calling 1-487-6867.

Cockehead-Martin took over the Green Bay Facility 18 months ago with the understanding that it would be closed for "cost efficiency" reasons. Of the 39 people employed there, 15 have been transferred to other FSS stations. The remainder have either taken retirement or are out looking for jobs.

We will miss the great service provided by these good people. Their patience and understanding will be a significant

Jim Quinn
CFI, RYV

Mystery Aircraft



Who can name this aircraft?



TRIBUTE TO THE FORGOTTEN MECHANIC

Through the history of world aviation,
Many names have come to the fore.
Great deeds of the past in our memory will last
As they are joined by more and more.

When man first started his labor
In his quest to conquer the sky,
He was designer, mechanic, and pilot,
And he built a machine that would fly.

But somehow the order got twisted,
And then in the public's eye,
The only man that could be seen
Was the man who knew how to fly.

The pilot was everyone's hero;
He was brave, he was bold, he was grand,
As he stood by his battered old airplane
With his goggles and helmet in hand.

To be sure, these pilots all earned it,
To fly you have to have guts,
And they blazed their names in the Hall of Fame
On wings with bailing wire struts.

But for each of these flying heroes
There were thousands of little renown,
And these were the men who worked on the planes
But kept their feet on the ground.

We all know the name of Lindbergh,
And we've read of his flight to fame,
But think, if you can, of his maintenance man—
Can you remember his name?

And think of our wartime heroes,
von Richthofen, Mitchell, and Scott;
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.

Now pilots are highly trained people,
And wings are not easily won,
But without the work of the maintenance man,
Our pilots would march with a gun.

So when you see mighty aircraft
As they mark their way through the air,
The grease-stained man with the wrench in his hand
Is the man who put them there.

Author Unknown

MADISON BASE CUSTOMER OF THE QUARTER



Ron Gibson was chosen for this article not only because he has been a long-time customer, but he has also transcended into a new segment of aviation, the Sport Pilot category.

Ron retired from Oscar Meyer Corporation after 25 years of service. He was a technician in the I.T. department. Prior to that, he was a computer programmer. He obtained his Private Pilot Certificate in 1983 and purchased his first aircraft, a Cessna Skyhawk in 1985. In 1989, he moved up to a Cessna Skylane.

Ron has occupied a hangar on the south ramp of the Dane County Regional Airport for over 20 years. He has seen changes in FBOs on that ramp, starting with Frickelton, Armstrong, Coldstream, and now Wisconsin Aviation. He recently made a change of his own—he purchased a special light-sport aircraft (S-LSA), a Technam P2004 Bravo, an Italian-manufactured aircraft. There are over 20 new light-sport aircraft manufacturers in the market today and more on the horizon. The price range varies but falls in the \$90,000-\$120,000 range. Many older, conventional airplanes also qualify as LSA if they meet weight and airspeed classifications.

Wisconsin Aviation operates a Fantasy Air USA Allegro 2000, based at our Watertown facility. Presently there are three students in training and several more in the pipeline. Wisconsin Aviation provides maintenance service for all LSA at both the Watertown and Madison facilities.

Ron explained that when looking in retrospect on the type of flying he was doing, his needs were more in the range of a smaller aircraft. He flies within a 50-mile radius of the airport, mainly for pleasure and attending fly-ins at airports that either have grass strips or do not have an Air Traffic Control Tower.

The FAA reports that there are currently 597,109 certificated pilots. The average pilot is 45.6 years old. There were only 939 sport pilots by the end of 2006. The monthly increase of sport pilots has increased to 134 per month during the last four months of 2006. The average age of sport pilots is 52.9.

*Don Winkler
Director, Public Affairs & Media, MSI*

WISCONSIN AVIATION'S FIRST SPORT PILOTS

This past January, two of Wisconsin Aviation's Watertown students received their Sport Pilot's Licenses. Bob Hartwig (pictured on left) received his on January 25, 2007. Bob lives in Horicon and usually flies his home-built Fisher 202 out of Dodge County. Bob has been an ultralight pilot since 1988. The FAA regulations state that anyone who is flying an ultralight that weighs over 254 pounds, has a fuel capacity over 5 gallons, and/or goes faster than 55 knots must have a Sport Pilot's License. Bob fell under this category of ultralight pilots with his Fisher 202. Bob is also building a Sonex, which is Light-Sport-approved.



Rocky Wruck (pictured on the right) received his Sport Pilot's License two days later on January 27. Rocky lives in, and works in, the city of Milwaukee. Even though he had an hour's drive to get to Watertown, Rocky made the drive and came in twice a week to reach his dream. Now he and his wife, Heather, are enjoying the freedom of flight.

The Sport Pilot is a new category of aircraft designed to get more people into flying. This category of aircraft requires fewer hours of flight to become certified. Also, a person doesn't need an aviation medical to fly with this type of certificate. As long as they haven't been denied or revoked a medical by the FAA, they only need a state driver's license.

Congratulations go to Bob and Rocky! Enjoy your brand new licenses!

Kevin Loppnow
CFI, RYV

WIFE COOKS UP FIRING SCHEME



A Continental Airlines co-pilot is suing his ex-wife who confessed to secretly and vengefully baking bread laced with marijuana.

Two days after eating the bread, the pilot failed a drug test and was fired. He got his job back later that year after his ex-wife made a full confession to authorities.

Congratulations SUPERSTARS!

The individuals listed below have achieved solo status, new certificates, or ratings as shown since the previous issue of Talewinds.

SOLO STATUS

- | | | |
|----------------------|--------------------|---------------------|
| David Chaimson (MSN) | Jake Kummrow (RYV) | Andy Pechmann (MSN) |
| David Hinrichs (MSN) | Bill Leffert (RYV) | Jim Pope (MSN) |
| Jacob Job (RYV) | Greg Loos (RYV) | Paul Sadler (MSN) |
| Mark Jones (MSN) | Ty Manegold (RYV) | |

CERTIFICATES & RATINGS

Instrument
David Helleberg (RYV)

Commercial
Bryant Turke (RYV)

Multi-Engine
Kevin Loppnow (RYV)

Private
Jim Anderson (MSN)
Steve Apfelbaum (MSN)
William Buchholtz (RYV)

John Byrnes (RYV)
Richard Fraser (RYV)
Kyle Hoeg (MSN)
Lucas Kinateder (RYV)
Ty Manegold (RYV)
Dietrich Riniker (RYV)
Rob Wilson (MSN)

Sport
Bob Hartwig (RYV)
Rocky Wruck (RYV)

Multi-Engine Instrument
Steve Thompson (MSN)

FAA Amends Procedures for "Taxi Into Position and Hold"

Beginning February 5, ATC incorporated new verbiage when clearing aircraft to taxi into position and hold (TIPH) or when clearing airplanes to land when another aircraft is holding on the same runway as the landing aircraft. If an airport has an airport-movement-area safety system (AMASS) installed and it is not in full operation, controllers will not be able to issue TIPH and landing clearance for the same runway. As a consequence, pilots may be hearing more "continue" type clearances. Controllers also will be advising you when there is traffic in position holding on intersecting runways when cleared to land or take off. For more information, contact your local FSDO or a current CFI.

Answer to Mystery Aircraft

Photo from page 3

B-19, 10-CREW, MILITARY LONG-RANGE BOMBER

- Manufacturer:** Douglas; largest land airplane in the world by 1942.
- Span:** 212 ft.
- Length:** 132 ft., 4 in.
- Empty Weight:** 84,059 lbs.
- Gross Weight:** 140,000 lbs.
- Landing Weight:** 161,879 lbs.
- Fuel Capacity:** 10,480 gals.; 11,280 gals. with bomb-bay tanks
- Engine:** Wright "Duplex Cyclone" R 3350 (4)
Each rated (low blower) at 1,700 hp
- Max. Speed:** 227 mph at 16,700 ft.
- Cruising Speed:** 205 mph at 10,000 ft.
- Stalling Speed:** 76 mph
- Service Ceiling:** 20,000 ft.
- Rate of Climb:** 545 ft./min.
- Normal Range:** 5,845 mi.



Murphy's Law #1

If you knock yourself out to be on time, your flight will be delayed.

TRUE OR FALSE?

A pilot arrives at his destination only to discover that a blustery crosswind would make it hazardous for him to use the single runway. He may, however, legally land on a long, perpendicular taxiway without declaring an emergency.

ANSWER TO TRUE OR FALSE QUESTION
True. There is no requirement that a landing be made on a runway. The pilot, however, is responsible for determining that the operation would not be careless or reckless. At a controlled airport, controllers would likely clear a pilot to land on a taxiway at his own risk.

IN MEMORIAM

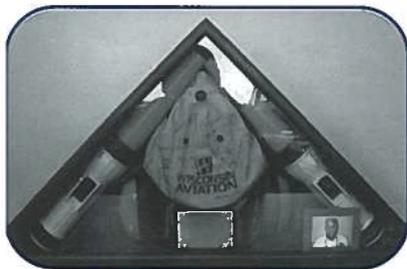
George Charles Hughes

10/29/1937 – 3/24/2007

George grew up in Superior, Wisconsin, and after high school served honorably in the U.S. Army until 1957. Subsequently, he attended UW-Madison and then held numerous positions in the U.S. Postal Service. He retired from the USPS in 1991 with combined federal service of over 30 years. Following his retirement, he remained active working as a line technician with "a magnificent crew" at Wisconsin Aviation for over seven years. George passed away,



unexpectedly and peacefully, in his sleep on March 24th. He was well liked by all his fellow line technicians, and through their combined efforts, his family was presented with this memorial, reminiscent of George's service as a member of the Wisconsin Aviation team.



CHARTER HUB



February 23, 2007 • Volume 2 • Number 2

WISCONSIN AVIATION FEATURED IN THE NATIONAL MEDIA ONCE AGAIN!

Spring 2007

AIRCRAFT FOR SALE

'88 PIPER CHEROKEE 140/160: Only 2875 TT and only 395 SMOH/Conversion to 160 hp, King IFR, DME, very good paint! October annual. **Reduced to \$39,900!**

'9 PIPER ARROW 200: Beautiful 140-kt. LoPresti Speedster! Extensive mods, beautiful paint, leather interior, King digital, Strikefinder, much more! 5150 TT, 495 SMOH. **\$74,950**

'9 PIPER SENECA II: 7150 TT, 1795/150 SMOH, 870 SPOH, 3-bladed hot props, club seating, dual Collins 251/351 NavComs with dual glideslopes, Collins 350 audio panel with 3-lite marker beacon, Collins 650A ADF, Collins 950 transponder with encoder, Altimatic IIIC coupled to pilot, NSD-360 HSI, Garmin 155 coupled GPS, WX-950 stormscope! Sperry RDR-160 color radar! FAR 135 aircraft, leaseback wanted. **\$9,950**

'77 CESSNA 172N: Only 1830 TTSN! 493 SFRM! NMDH! NavPac, MX-300 NavCom with Glideslope, Same Midwest owner since 1979. **Reduced to \$53,900!**

'88 CESSNA 182S: Only 1295 TTSN! King digital, KAP-140 autopilot, KLN-94 GPS coupled, BFG 950 stormscope, Tanis heater. **\$175,000**

'9 CESSNA 310R: Fresh (Nov.) extensive annual! Known ice! King digital! KFC-200 autopilot/flight director! Sperry color radar! 9350 TT, 19 SMOH. **\$145,000**

'9 CESSNA 414AW RAM VII: Blowout price! 8255 TT, 1680 SRAM/SPOH, KFC-200 autopilot with flight director, Argus 5000 moving map display, Garmin 155 GPS, KWX-56 radar, WX-10A stormscope, Ryan TCAD, Collins radios, just off 135. **Reduced to \$278,000!**

'75 CESSNA CITATION 500: 135 Workhorse! 950/950 SMOH with airtight warranty on 1A engines, dual GPS, thrust reversers, anti-ski brakes, aft baggage, multiple interiors, King 2000 vertical profile 4-color radar, dual King KY-196 comms, GPS to radar King graphics adapter, IAVN-220A navs, ALT-55 radar altimeters, Shadin-Digidata coupled to GPS (KLN-90B) computer, KNX-135 comm/GPS (stand-alone), Bendix 5-70 autopilot, dual AVI-200 RMI, PN-101 co-pilot HSI, Bendix flight director, dual encoding altimeters, stand-by gyro horizon. Is there another aircraft this useful that has 12,770 hours?! **Reduced to \$795,000/Make Offer!**

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

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 in the market to buy and we don't have the plane you want, we'll find it for you.

WISCONSIN AVIATION RANKED "THE BEST" BY NWA

Northwest Airlines recognized Wisconsin Aviation-Madison as an outstanding FBO for 2006. Madison's NWA manager, Peter Hinton, handed out certificates of recognition to each of the line personnel responsible for providing the exemplary service.



Shown from left to right: Wisconsin Aviation Line Manager Steve Danner; Wisconsin Aviation Line Personnel Craig Mieczkowski, Kevin Stubbendick, Mark Rodland, Terry Schmitt, Karl Gottschalk, Matt Daily, and Bill Gustafson; NWA Station Operations VP Joe Taney; NWA Midwest Region Director Brian Mahon; and NWA Madison Manager Peter Hinton.

Wisconsin Aviation exceeded NWA's criteria for on-time scheduling and therefore enhanced airline service for the carrier. A reward was presented at our Madison terminal.

Don Winkler
Director, Public Affairs & Media, MSN

The Lighter Side of Aviation Claims!

Who's in Charge?

An aircraft was on a night cross-country flight for the purpose of checking out a new pilot in the aircraft. The pilot and his instructor were on final approach to the Patterson, LA, airport. The instructor advised the pilot that he was not lined up on the runway. After some discussion, the instructor took command of the aircraft and proceeded to demonstrate a proper landing. However, the instructor did not remember that there were two runways at the Patterson airport. One runway was hard-surfaced and the other one a water runway. That's right! You guessed it! This instructor from a well-known, nationwide pilot-training firm, made a perfect landing on the water runway. The aircraft sank and was a total loss. The pilots swam ashore and continued to discuss who was really the pilot in command. Just before the crash, a witness fishing on the bank of the seaplane canal saw the plane veer from one runway to another. Finally the fisherman threw down his fishing pole and ran for cover.

Any question as to who the PIC was?

RETURN SERVICE REQUESTED

*Serving
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25 years!*YOUR *Spring*
2007 Edition

IS HERE!

**WHAT'S AROUND THE CORNER**

- June 3 **Wisconsin Aviation-UNU Annual Open House**
EAA Chapter 897 Breakfast
8:00 am – 12 Noon
Airplane rides.
- June 10 **Wisconsin Aviation-RYV Annual Open House**
Wisconsin 99's Pancake Breakfast
7:30 am – 11:30 am
Airplane Rides/Static Displays
10:30 am – 2:30 pm +
- July 6-8 **Aircraft Rides in the EAA Ford Tri-Motor@MSN.**
Hosted by EAA Corben Chapter #93
- July 23-29 **EAA AirVenture 2007 – Oshkosh**
Visit us at Booth #3132 in Building C.
- August 26 **Juneau Lions Club Breakfast @ UNU**
8:00 am – 12 Noon
Airplane rides.

Watch this column in future issues of *Talewinds*
for upcoming events regarding the many facets of aviation.

**WISCONSIN
AVIATION
TALEWINDS**

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