“So what do you do for a living?” I am often asked. I smile inwardly and decide how I want to answer. The options flow: “Chief cook and bottle washer.” “I sit behind a desk and run a corporation.” “I’m a pilot.” “I own an FBO.” “I’m in the aviation business.” None of them really answers the question, so I prepare for round two.

“We’re an aviation company that uses airplanes to create time and convenience and add to the quality of life for people going places,” I proclaim, and that usually at least gets them thinking. More questions follow, and eventually folks get some idea of what we do—or more than likely lose interest in talking to me. But the question remains: How does one adequately describe what we do and what we can do for people who have never experienced how aviation can fit into, or become a part of, their lives? Most of the time I think they believe that I’m full of _ _ _ _ or exaggerated lies, or else they believe my travel stories are done with smoke and mirrors.

The real answer to the question is that we are in the people business. Sure, airplanes are really cool, but the people we meet, get to know, and work with are really the best part of this business. It is just a joy to have such diverse and interesting clientele to work with, not to mention some of the nicest, friendliest,
What started as simply a few extra transient aircraft suddenly bloomed into one of the biggest challenges in Bentheimer’s 6-year career at the field. “We normally have about 25 parking spaces and 25 tie-downs,” he said. “By 10 p.m. Sunday, I counted more than 151 aircraft.”

At the peak, Bentheimer says he estimates there were as many as 175 aircraft on the field.

Again, so whaddya do?

“You get really creative,” he joked. “I was parking planes in places I never imagined I could park planes. If I could have taken the fence down, we’d be parking cars elsewhere and putting planes there.”

Centennial, CO-based pilot and Internet podcastre Nate Duehr, who was part of the earthbound Cessna-to-Oshkosh group, said he had been receiving “Tweets” and text messages from others that many of the outlying airports such as Fond du Lac and Appleton were filling up—even closed to inbound traffic.

“So, I tweeted back, ‘Why don’t you come to Juneau?’ It’s a great little airport!” he chuckled.

Duehr has tagged the message #OSH10 so other pilots monitoring Twitter could easily find the updated information. Duehr went on to add that pilots relaying information to tagged groups via social media tools like Twitter played a very big role in helping people find a place to stay. “There was no playbook for this operation,” said Bentheimer. “We pretty much improvised all the way, right down to family members volunteering to help. We have been very blessed.”

Bentheimer hopes his guests feel the same.

“We were all very impressed all the way down to family members volunteering to help. We have been very blessed.”

“The orchestra, providing the theme music, was the widely acclaimed “Ladies Meat Swing.” The reason for the event was twofold. The first was to raise money to send WWII veterans to Washington, D.C., to see their National WWII Memorial site. The other worthy cause was for the Community Action Coalition, a local organization committed to reducing poverty in Dane, Jefferson, and Waushesa counties.

When the last note was sounded and the remaining dancers were walking back along the tarmac, shoes in hand and tired feet, the evening had achieved the goals for which it had strives. Badger Honor Flight had two seats paid for to send two veterans to Washington, D.C., and the Community Action Coalition had made a profit from their sale of food and spirits, which could be used for the needs of people in the counties they served. Some donations continued to be received days later.

I figure that even with all the changes in our future, we will always have airports, airplanes, and hangars. The challenge will be finding time for us to get together and continue to use these assets for the benefit of others. How about planning to attend our next Hangar Dance, our 10th, in 2011? It will be held at the same place—Wisconsin Aviation. We can hang out together. See related article on page 8.

Don Winkler
Public Affairs & Media, MSN

Wisconsin Aviation Welcomes Home National Award-Winning Journalists

NASSO’s inaugural National Journalism Award was presented to longtime Flying magazine columnist Gordon Baxter in 1997.

The Weimans founded Wisconsin Flyer Magazine in 1978 and renamed it Midwest Flyer Magazine in 1980. Throughout the past 34 years, Dave and Peggy’s periodical has been an aviation lifeline throughout the Midwest. The magazine continues to cover issues of special interest to pilots, FBOs, airport owners, governmental officials, and the general public. Headquartered in Oregon, Wisconsin, the magazine now serves 11 Midwest states.

Pilot and aviation attorney Alvin Whitaker, congratulated Midwest Flyer Magazine Publishers Dave and Peggy Weiman upon their return to Madison, Wisconsin, following the award program. Whitaker, a former Assistant U.S. Attorney and the owner of a rare 1971 Messerschmitt B0209 Monsun, was featured in the first aviation article written by Dave Weiman in 1977 for Air Progress.

Wisconsin Aviation congratulates Dave and Peggy for their continuing contribution to the aviation community. Keep up the good work!

Midwest Flyer Magazine has received the “National Journalism Award” “in recognition of superior news coverage of aviation issues nationwide.” The award was presented by the National Association of State Aviation Officials (NASAO) on September 14, 2010, at ceremonies held during the organization’s convention and trade show in Wichita, Kansas. This award was presented for the first time in more than 12 years.
This was the scene viewed at Wisconsin Aviation—Madison in early August. The enormous aircraft, first known as the C-5 (Cargo Experimental-Heavy Logistics System) Transport, was required to carry a payload of 125,000 pounds (56,700 kg) over a distance of 8,000 miles (12,875 km), or twice that load over a shorter distance.

Construction of the prototype began in August 1966. The first C-5A Galaxy flight took place on June 30, 1968, and lasted for 94 minutes. Commonly known as the “The Box That the C-141 Came In,” the C-5A Galaxy was presented to the United States Air Force in December 1969 for training purposes. The first operational aircraft were delivered in June 1970. Later that year wing cracks were found throughout the fleet. Consequently, all C-5A aircraft were restricted to a new cargo weight. To correct their new lifting weight and service life, 77 C-5As underwent a re-winging program. The final redesigned wing was delivered in July 1986. The United States Air Force initiated a comprehensive upgrade program to ensure the capability of the C-5 fleet to at least the year 2040.  

Don Winkler  
Public Affairs & Media, MSN

How do small-town FBOs take the next step to being able to offer their customers a full range of charter and rental aircraft? How can we, as a leading established FBO help our industry grow? One solution is to form a partnership between the two organizations that will offer more aviation opportunities to a lot more people.

Wisconsin Aviation, the state’s largest full-service FBO, has partnered with Solverson’s Top Flight Aviation, LLC, of Reedsburg to help spread the gospel of aviation. Top Flight is owned by Britt and Ryan Solverson, two brothers who love aviation and are also corporate pilots. Over the years, Reedsburg has seen several operators and a continued growth in general aviation. Presently Solverson has a limited pilot training program and aircraft rental service. For more information about Solverson Aviation, go to www.SolversonAviation.com.

The Solversons and Wisconsin Aviation’s Jeff Baum got to know each other personally through activities associated with the Wisconsin Aviation Trades Association (WATA), the state’s trade association. Both companies are interested in putting more into the market. With this partnership, we now are able to offer the sport pilot certificate through ATP (Airline Transport Pilot).” Britt also mentioned that the sport pilot training “…is a quicker and less expensive way for someone to get a (pilot) license.”

Jeff Baum stated that “the partnership should be good for everyone involved. The biggest factor is that aviation awareness will be spread. We feel it is a win-win situation!”

Congratulations, Superstars!

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

Congratulations to all!

Solo Status

Raymond Berglund (MSN)  
Nate Dailing (RYV)  
Tom Hattori (RYV)

Alex McCunn (RYV)  
Tyler Novak (MSN)  
Rick Reed (UNU)  
Blake Salter (MSN)

Nate Schubert (RYV)  
Tom Wangard (MSN)  
Terry White (UNU)

Certificates & Ratings

Instrument

Ryan Kollberg (MSN)  
Mary Linton (RYV)  
Brent Nicholson (RYV)

Private

Jason Abramovitz (MSN)  
Cornelis DeJong (RYV)  
Keith Farley (RYV)  
Cameron McCallum (MSN)  
Curt Peterrell (RYV)  
Jay Peterson (RYV)  
Shandra Pulver (MSN)  
Nate Schubert (RYV)  
James Stevenson (MSN)

Commercial

Robert Spenle (MSN)

Wisconsin Aviation Partners with Solverson/Reedsburg

Two primary services will be affected by this new working relationship—air charter and flight training. Air charter is a service that has’t been available at the Reedsburg Municipal Airport for some years. But now, “We’re going to be offering charter flights through Wisconsin Aviation,” Ryan said. The residents of the greater Reedsburg area will now have access to the state’s largest charter fleet. “Wisconsin Aviation’s fleet of 20 plus charter aircraft include some of the most technologically advanced in the world,” said Baum. “It’s a great option for area businesses as well as the recreational traveler,” he said. Charter Flights are available 24 hours a day, 365 days a year, and include emergency air ambulance services and cargo. Wisconsin Aviation’s FAA charter authorization includes the continental United States, Alaska, Canada, Mexico, and the Caribbean. No-obligation charter quotes from the Reedsburg area are available by calling Solverson at 608-524-2322 or Wisconsin Aviation at 888-405-0211.

“We can call either organization if they are interested in learning to fly,” Ryan said. “With this partnership, we now are able to offer the sport pilot certificate through ATP (Airline Transport Pilot).” Britt also mentioned that the sport pilot training “…is a quicker and less expensive way for someone to get a (pilot) license.”

Happy with the new partnership are from left to right: Britt and Ryan Solverson, owners of Solverson Aviation, and Jeff Baum, president/CEO of Wisconsin Aviation.
The rental of a sport aircraft, such as the Ercoupe 415C, is the lowest on our rental fleet at $75 per hour. The Ercoupe is designed and certified as not capable of sustaining a spin. The stall is very “soft” and difficult to detect. The Ercoupe is designed without rudder pedals, the aircraft is steered on the ground with the yoke. Additionally, the Ercoupe is clean as a whistle and easy and fun to fly. The Ercoupe was designed to meet the requirements of the Light Sport Aircraft. It includes diesel engines and Wankel engines.

An aircraft can be specifically designed and certified as a Light Sport Aircraft. Recent FAA initiatives have launched Wisconsin Aviation back into the fast-growing world of Light Sport aviation. In September of 2004, the FAA created a new classification of aircraft called “Light Sport” and a new pilot certification called “Sport Pilot.”

Light Sport Aircraft — The FAA defines a light-sport aircraft (LSA) as an aircraft with:

- Maximum gross takeoff weight of not more than 1,320 pounds for aircraft not intended for operation on water; or 1,430 pounds for aircraft intended for operation on water.
- Maximum airspeed in level flight of 120 knots (140 mph).
- Maximum stall speed of 45 knots (52 mph).
- Either one or two seats.
- Fixed undercarriage and fixed-pitch or ground-adjustable propeller.
- Single electric motor or reciprocating engine, which includes diesel engines and Wankel engines.

In addition to the above aircraft, specifically designed to meet the LSA requirements, certain previously certificated aircraft, such as the original Piper Cub and the early Ercoupe, happen to fall within the definition of a light-sport aircraft and can be operated by individuals holding FAA Sport Pilot certificates.

Sport Pilots may not:

- Operate for hire or in furtherance of a business.
- Operate at night.
- Operate in class A airspace (as if any of these aircraft could get there).
- Operate in B, C, or D airspace without an endorsement.
- Operate outside the U.S.
- Operate above 10,000 MSL.
- Operate in less than 3 miles visibility.
- Operate without visual reference to the surface.
- Other limitations also apply.

Sport Pilot Certificate — LSA, whether registered as Light Sport Aircraft or not, may be operated by holders of a Sport Pilot certificate as well as pilots with a recreational, private, or higher pilot certificate—even if their medical certificates have expired. They need only to have a valid driver’s license to prove that they are in good enough health to fly. We must emphasize that if the FAA has denied, revoked, or suspended your last medical certificate application, you may not operate LSA. Also, some limitations apply to the Sport Pilot Certificate.

Sport pilots may not:

- Operate for hire or in furtherance of a business.
- Operate at night.
- Operate in class A airspace (as if any of these aircraft could get there).
- Operate in B, C, or D airspace without an endorsement.
- Operate outside the U.S.
- Operate above 10,000 MSL.
- Operate in less than 3 miles visibility.
- Operate without visual reference to the surface.
- Other limitations also apply.

New Sport Pilots — If you are an aviation enthusiast seeking your first pilot certificate, the sport pilot certificate provides the easiest and least costly way to fly for fun and recreation. To earn a sport pilot certificate, one must:

- Be at least 16 to become a student sport pilot.
- Be at least 17 to test for a sport pilot certificate.
- Be able to read, write, and understand English.
- Hold a current and valid U.S. driver’s license as evidence of medical eligibility (provided the FAA didn’t deny, revoke, or suspend your last medical certificate application).
- Alternatively, you can also use a third-class airmen’s medical to establish medical fitness.
- Pass an FAA sport pilot knowledge test.
- Pass an FAA sport pilot practical (flight) test.

The minimum required training time for a sport pilot is 20 hours of flight time, 15 of which must be with a CFI. We believe that a more realistic estimate is 40 hours. The total cost including ground school, books, and exams, based on average time for the average student, is $5760—a significant savings from $7744 for a Private certificate.

The Returning Private Pilot — If you hold a recreational or above pilot certificate and your medical has lapsed (not denied, revoked, or suspended), or you are looking for a less expensive flying alternative, you can operate a light sport aircraft simply by getting checked out in the aircraft by one of our CFIs. This alternative is very attractive to pilots who still want to fly for fun but do not want the hassle of a biannual physical or the extreme hassle of an annual provisional medical.

Whether you are looking for your first flying experience or hankering to get back in the left seat after a long layoff, Light Sport may be the opportunity you are looking for. And, at $75 per hour, the Ercoupe can give you hours of great flying at a very reasonable price.

Steve Schwegel  
Flight School Administration
Another Reason to Visit Wisconsin Aviation

We provide the finest in customer service! Do we... 
- Charge ramp fees? NO! 
- Charge facility-use fees? NO! 
- Appreciate your fuel purchase? YES!

Your fuel purchases help us provide: 
- Our spacious ramps. 
- Our comfortable facilities. 
- NATA Safety 1st line technicians who will gladly: 
  - Assist you with your luggage. 
- Tidy up your aircraft. 
- Cater to your every need. 
- The ramp equipment that moves your aircraft safely. 
- The insurance that helps protect your valuable asset. 
- A host of local, state, and federal taxes and mandates. 
- A myriad of other services you may use.

You're always welcome at Wisconsin Aviation where... 
“We prefer to earn your business.”

A Sentimental Journey

The “Sentimental Journey,” a WWII B-17G Flying Fortress, arrived for its fifth visit to Wisconsin Aviation—Madison on August 2, 2010. Its first visit was during the period of September 4-11, 2001. That was also the date of our first Hangar Dance, but more memorable, the fateful date of the terrorist attack on the Twin Towers in New York City. Since then it has been our desire to always request the B-17 as the significant prop for our annual WWII Hangar Dance. This year, due to scheduling, the aircraft arrived two days after our 9th Hangar Dance. Nonetheless, its arrival was greeted by members of the “Ladies Must Swing” dance orchestra, playing “Sentimental Journey” as it taxied up to Madison’s east-ramp hangar.

The “Sentimental Journey” rolled off the assembly line at Douglas Aircraft in late 1944 and served in the Pacific, but did not see military action. After the war it was transferred to Eglin Field, Florida, to serve as an air-sea rescue aircraft, and later in 1959 it went to military storage at Davis-Monthan Air Force Base in Tucson, Arizona. It was then sold to a California corporation for service as a barge bomber, flying thousands of sorties as a forest fire suppression fighter throughout the United States. In January 1978, with the formation of the Arizona Wing of the Confederate Air Force (CAF), it was announced that B-17G N9323Z had been donated to that organization. It was subsequently disassembled and meticulously restored to its original WWII configuration. In the process it needed a new top gun turret. After months of searching, one was located on the top of a bar in Oregon. The owner of the bar was contacted, and an offer was made to replace the top turret with a replica, identical to the one adorning the bar, in an exchange for the real one. The deal was consummated, and that turret now garnishes its original WWII configuration. In January 1978, with the formation of the Arizona Wing of the Confederate Air Force (CAF), it was announced that B-17G N9323Z had been donated to that organization. It was subsequently disassembled and meticulously restored to its original WWII configuration. In the process it needed a new top gun turret. After months of searching, one was located on the top of a bar in Oregon. The owner of the bar was contacted, and an offer was made to replace the top turret with a replica, identical to the one adorning the bar, in an exchange for the real one. The deal was consummated, and that turret now garnishes its original WWII configuration.

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The January 19, 2008, edition of The Economist featured an article on “The Militarisation of Space.” It contends that our growing reliance on space and cyberspace could become a dangerous dependence. Satellites move in predictable orbits. Anybody who can reach space can in theory destroy a satellite, even if only by releasing a cloud of “dumb” pellets in its path—using a shotgun rather than a rifle to kill the orbiting “bird.”

What would happen if a major power such as Russia or China were able to intercept our space assets with missiles and “space mines” or disable them with laser and electronic jammers? The Chinese routinely turn powerful lasers skyward demonstrating their potential to dazzle or permanently blind our spy satellites. We have backups, but our space architecture is fragile. Space is no longer a sanctuary, it is a contested domain.

On January 11, 2007, China fired a missile from a mobile launch position deep inside China. It intercepted one of China’s aging weather satellites. The impact created a huge field of debris now floating in space. The weightlessness of space means that this debris will keep spiriting around the Earth for years, if not for centuries.

Some strategists argue that America’s space system vulnerability is closer to home. Ground stations and control centers, particularly those of commercial operations, are exposed to conventional bomb- ing. Communication links to and from satellites are open to interference. Critical parts of the space system could be attacked from distant computers. In addition, American military forces have an ongoing struggle to find enough bandwidth to prevent the myriad of electronic systems from jamming each other.

Is It Really “Dead”?

Pilotage and dead-reckoning appear to be a lost art. The nav-sys- tems chapter in the FAA’s Flying Handbook discusses VOR, ADF, RNAV, LORAN, and GPS exclusively.

In days of old, bold pilots navigated the oceans, continents, and North and South Poles without any high-tech, electronic stuff. They simply did it with a compass, clock, some charts, a navigation log, and a pair of eye-balls.

The wonderness of GPS navigation and WAAS approaches, along with weather and traffic interfaces, is now part of our aviation lifestyle. Can we ever navigate without it?

We have come to regard satellite navigation as bulletproof. We expect it to always be there for our use—but there is no guarantee. The system was created for the military to use in weapons target- ing. It provides the high ground from which to watch, listen, and direct military forces. The revolution in military technology is at heart a revolution in the use of space. Civilian users are ben- eficiaries of the system so long as the government doesn’t turn it off for security reasons, or some space debris doesn’t damage our satellites, rendering them useless.

The “Sentimental Journey” can be seen on static display from 10 a.m. to 4 p.m. On January 11, 2007, China fired a missile from a mobile launch position deep inside China. It intercepted one of China’s aging weather satellites. The impact created a huge field of debris now floating in space. The weightlessness of space means that this debris will keep spiriting around the Earth for years, if not for centuries.

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Before the cold weather season is upon us, I’m going to practice some of that dead-reckoning and pilotage stuff, enjoy looking out the window, and visiting those little country airports with sod runways and friendly people. Ideally, I’ll do it in a tailwheel airplane. Would you care to join me?
Wisconsin Aviation is pleased to announce the addition of a state-of-the-art Frasca 142 simulator to our training fleet. This simulator provides incredible diversity in training as it specifically emulates most piston single and multi-engine GA aircraft.

This Frasca 142 is not your normal, run-of-the-mill simulator. With almost 180° visibility and four large projection screens, this non-motion FTD (flight training device) can virtually trick your inner ear into believing that you are moving. The instructor can present training scenarios in the Frasca that cannot (or should not) be experienced in an aircraft.

Why should I train in a simulator?

- Simulator training is a great way to learn IFR procedures without the distractions generated when flying the aircraft.
- Students can fly more approaches in a scheduled lesson in the simulator versus what can be accomplished in the aircraft.
- You are in a classroom setting. If there is something you don’t understand, we can pause the approach and clarify what is required and why.
- Wisconsin weather (ice, snow, thunderstorms) – it doesn’t matter to the simulator.
- Daytime, nighttime, third-shift – the simulator doesn’t care, and we don’t either. We will meet your schedule!

The Frasca 142 rents for only $80/hour plus instructor time. While physically located at the Dodge County Airport in Juneau, this simulator is available to all Wisconsin Aviation customers under the tutoring of their primary CFI or by one of the professional CFIs at Juneau.

The addition of this Frasca 142 is just another advancement to our overall training programs which supports the commitment we have in promoting safe pilots.

Start today! For more information, contact your Wisconsin Aviation instructor or Tim Bentheimer at 800-319-0907 for details.

Tim Bentheimer
Manager, UNU

10 Fall 2010

1777 Piper Archer II: 7000 TT, 2468 SFOH, XK-170B with glideslope, MX-170C digital NavCom, KR-86 ADF, Garmin GTX-327 transponder, Garmin 150XL GPS, Autocorrect IIIB coupled autopilot, October 2009 annual. $37,500/Make Offer!

2006 Cirrus SR22-GTS: Avidyne FliteMax Entegra glass cockpit, dual Garmin 430s, 55X autopilot, Skywatch! Stormscope! XM weather! TKS ice protection! Terrain! Charts-capable, Service Center-maintained since new, 900 TTSN. Leaseback Wanted! $269,000

2005 Cirrus SR22-GTS: Pristine aircraft! Only 550TT! NDH, Platinum engine, S-TEC 55X, TAWS, traffic, CMAX, de-ice, XM weather, Tanis heater, NDH! Always hangared! This one has it all plus 4 Bose headsets! Leaseback Wanted! Reduced to $269,000!

2000 Commander 115: Pampered and always hangared! Fresh Annual, 765TT, GNS 530W/430W! Sandel HSI! WX-500 and GDL-69 Weather! TCAD, air conditioning, one owner. Reduced to $289,000!

1981 Cessna Conquest II Dash 10: Collins Proline, Bendix RDR-1100, stormscope, Argus 5000, TCAD, 4-bladed Hartzells, Dual VCRs, Part 135, SIDs complete! Fresh props, 1799 SMOH, 9853 TT. Leaseback wanted! Reduced to $1,495,000!

1979 Piper Seneca II: Sperry RDR-160 color radar, BFG WX-950 stormscope, NSD-360 HSI, Garmin 155 GPS coupled to HSI, 3-bladed hot props, club seating, FAR 135-maintained, 7150 TT, 1795/150 SMOH. $149,950

Also Available
1975 Piper Warrior ~ 1977 Cessna 172XP
Call for details.

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.

For full specifications and photos, visit our website at WisconsinAviation.com.
What's Around the Corner - 2011

Jan 11  IFR Ground School @ UNU
         Tuesdays thru April 5, 6-9pm

Jan 13  Private Ground School @ UNU
         Thursdays thru April 7, 6-9pm

May 21  National Learn to Fly Day

June 5   UNU Open House / 3rd Annual Wings & Wheels /
         EAA Chapter 897 Breakfast

June 12  RYV Open House / Ninety-Nines Pancake Breakfast

July 25-31  EAA AirVenture @ OSH

Aug 28  Juneau August Fest / Lions Club Pancake Breakfast

Sept 13  IFR Ground School @ UNU
         Tuesdays thru Nov 29, 6-9pm

Sept 15  Private Pilot Ground School @ UNU
         Thursdays thru Dec 8, 6-9pm

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