

# Talewinds

Newsletter of the Watertown, Madison & Dodge County FBOs



Spring 2026



## A View from Our President: *Logbook Journeys*

One Saturday, a good customer came in and purchased a new logbook. In conversation, the gent, now let's say past the first two-thirds of his life, commented that he probably wouldn't fill this logbook quite as fast as the last one. That got us talking... what great flights, what great adventures, what neat friends and acquaintances will share in the joys that will be recorded on those pages? It's fun to dream and to speculate, but it also tells us to start planning. What will fill your next logbook pages?

We can think forward but can also look back. Every once in a while, I will grab an old log (I have 10 or 11 of them) and start turning pages. Smiles soon follow, along with the "Oh yeah, forgot all about that one." The places, the people, the different planes. Hot, cold, nights, weather, aerial sights seen, ground sites visited. It just keeps reminding me how much flying adds to one's life. It also spurs me to think about how much more there is to explore, discover, and experience.

So what's in your logbook or experience planner? If you don't have a logbook, is now just maybe the time to start? If you do have one and the last entry is too long ago, why not start making fresh ones? And for those of you who are currently posting entries or collecting memories from the back seats of our planes, thank you for flying with Wisconsin Aviation!

*Jeff Baum*

## Aircraft Management Services *Enjoy the benefits. Avoid the headaches.*

Whether your business travel finds you on a commercial airliner or on a chartered plane, the thought of investing in an aircraft for your corporation has probably crossed your mind. If you and your employees travel often, a cost-benefit analysis is likely to show that investing in a corporate aircraft will not only reduce the time you spend traveling but give you a significant tax benefit as well.

The daunting aspect of owning an aircraft is not the initial purchase but the ongoing management of it. Ownership means staffing your own pilots and covering every hour whether the plane flies or not. There are numerous tasks involved (outlined in the centerfold), and depending on the skills in your organization and the time you are willing to spend, you can possibly attend to these duties yourself. A better, more efficient plan, however, would be to leave it to the professionals and enter into a management agreement with Wisconsin Aviation. Vice President of Technical Services Paul Boucher says, "We can develop a tailored package to suit your particular needs, and we will always treat your aircraft as if it were our own."

*Continued on page 4*

## Wisconsin Aviation Welcomes Two Directors to Its Team

As part of its strategy to grow operations and services and remain committed to its mission of delivering the best possible service, Wisconsin Aviation has recently added two new members to its leadership team. President and CEO Jeff Baum expressed his excitement over their arrival, “I’m pleased to have both Tyler and Mitch on board and am eager to see the results of their upcoming efforts to help take Wisconsin Aviation to a new level. They are both overflowing with ambition and bring valuable experience in the general aviation industry.”

### Tyler Timm, Director of Flight Training



In this role of Director of Flight Training, Tyler will assume the responsibilities of flight school staffing and development, management of the flight school fleet, and aircraft sales. Tyler previously worked at the University of Nebraska at Omaha in the Aviation Institute, the FBO Oracle Aviation at KMLE, and Union Pacific Railroad in Omaha, Nebraska. Tyler has a proven track record in instructing, driving operational efficiency, and fostering partnerships.

Tyler possesses a Juris Doctor from Creighton University School of Law, a Masters in Aviation and Aerospace Management from Purdue University, and is currently completing his EdD in Aviation and Space from Oklahoma State University. His diverse aviation, business, and legal experience bring strong leadership and valuable knowledge to the company.

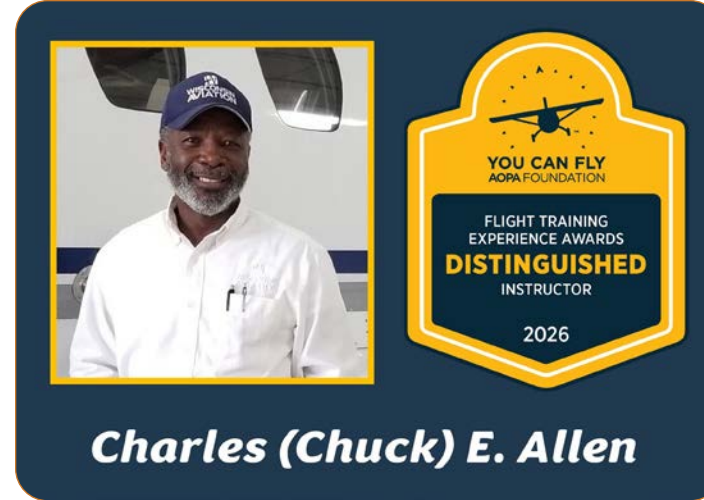
### Mitchell Wild, Director of Business Development



As Director of Business Development, Mitch will be focused on building and growing our aircraft programs and revenue initiatives across the business. In this role, Mitch will work toward strengthening our internal processes around pricing, quoting, and program structure. His efforts will also include driving new revenue through charter sales, shared-ownership opportunities, aircraft management acquisition, and hangar space sales.

Born and raised in Wisconsin, Mitch attended Fox Valley Technical College in Oshkosh, where he earned his flight and instructor certificates. After starting his aviation career as a flight instructor, Mitch expanded his background by working as a Chief Pilot in Part 91 and 135 operations, later transitioning to a sales director position. We’ve known Mitch for many years and welcome him to the Wisconsin Aviation team.

## Charles Allen Receives Prestigious Award



Wisconsin Aviation Flight Instructor Charles (Chuck) Allen has been recognized as a Distinguished Instructor, a title given to high-scoring flight instructors from the 2026 Flight Training Experience Awards, given out annually by the Aircraft Owners and Pilots Association (AOPA). The Flight Training Experience Awards are part of the You Can Fly program, a comprehensive set of initiatives designed to get people flying and keep them flying. The awards were created to highlight the best flight training the industry has to offer.

Congrats, Chuck, and thanks to all who completed a review. To learn more, visit [www.aopa.org/FTawards](http://www.aopa.org/FTawards).

## Milwaukee Woman Pursues Pilot Dream to Honor Father’s Aviation Career

*By Bria Jones, FOX6 News Milwaukee (January 28, 2026)*



WATERTOWN, Wis. - A Milwaukee County woman is chasing a dream rooted in family, faith and a lifelong love of aviation, as she works to become a pilot in a field where Black women remain underrepresented.

### Inspired by her father

What we know: From the moment the engine roars to

life, Valencia Caldwell says she feels at home. Her appreciation for airplanes was sparked by her late father, Terrance Caldwell, whose career in aviation inspired her at a young age.

“I wanted to be a pilot since I was little,” said Caldwell. “He was Air Force – that is where a lot of that love for aviation came from [...] and when he became an air traffic controller, I would find myself at the towers with him prior to 9/11.”

After her father died in 2019, Caldwell said the passion they shared for aviation resurfaced in a powerful way.

“I would find myself back at airports watching the planes because that was kind of our thing,” said Caldwell.

By day, the 36-year-old teaches STEM in Wauwatosa. Outside the classroom, she spends nearly all of her time working toward her private pilot license.

“I’m either training or I’m studying right now, that is my life,” said Caldwell.

From classroom to cockpit, Caldwell is earning her wings one license at a time, training at the Watertown Municipal Airport through Wisconsin Aviation.

### Training toward a license

What they’re saying: Charles Allen is Caldwell’s flight instructor with Wisconsin Aviation and works through New Beginnings Aerospace Ministry, a program that helps young people of color pursue aviation careers through grants and support.





## On Course

### Teaching 2026 Pilots on Yesterday's Systems

Walk onto almost any training ramp in 2026 and the contrast is obvious. The student shows up with an iPad, Bluetooth headset, weather apps, traffic overlays, and a phone full of aviation content. Then they climb into an airplane whose bones are much older: a trainer built around simple fuel systems, legacy engine instrumentation, basic electrical architecture, and, in many cases, avionics that still demand disciplined knob-turning and real systems understanding. That is not a mismatch to apologize for. It is the heart of what good flight training should be. The problem is not that students are learning in older airplanes. The problem is when training treats those older systems like relics instead of teaching them as the foundation for competent modern flying.

Modern pilots absolutely need to know how to use technology. They must understand GPS navigation, moving maps, autopilot logic, and the growing role of portable devices in the cockpit. But the FAA has been clear that pilots should be proficient in automation while also knowing the system's limitations and what to do when it fails. That matters because a glass display does not eliminate the airplane underneath it. A sleek primary flight display still depends on electrical power, sensors, and pitot-static inputs. If the student learns only what buttons to push, but not what those buttons are commanding or what data those screens depend on, the training has created an operator rather than a pilot.

That is why "old-school" systems knowledge still matters in a very modern way. Students should know how fuel actually gets to the engine, what an alternator failure really means, how a pitot-static problem may appear, what standby instruments are telling them, and how avionics behavior changes when the supporting systems degrade. FAA safety guidance has specifically warned that glass avionics remain vulnerable to the same pitot-static failures as legacy systems and can be even more vulnerable to aircraft electrical failures because of their power demands. In other words, the modern cockpit still punishes weak systems knowledge the old-fashioned way. The screen may look newer, but the consequences are not.

## Aircraft Management Services

(continued from p. 1)

A management agreement also gives you something solo ownership cannot: access. You still have your dedicated pilot(s), but you also gain backup from our full roster of qualified pilots. You still own your aircraft, but when it's down for maintenance or when a mission calls for a different airplane, you have access to our entire fleet. And if you choose, we can place your aircraft on Wisconsin Aviation's Part 135 certificate, putting it to work

This is where flight schools and instructors can sharpen their approach. Instead of teaching legacy systems as a memorization block for the oral exam, they should teach them as the explanation for what students will eventually see in flight. A lesson on the electrical system should not end with naming components; it should continue into what happens when the alternator drops offline, what loads get shed first, and why that matters for radios, navigation, and situational awareness. A lesson on pitot-static instruments should not stay trapped in the "steam gauge" era; it should connect directly to how the same failure can corrupt information on a glass display. When students understand the architecture behind the interface, they become more adaptable across airplanes, panels, and training environments.

There is also a teaching culture issue here. New pilots in 2026 are often digital natives. They are comfortable with interfaces and quick to trust them. That can be an advantage, but only if instructors deliberately build the habit of cross-checking, questioning, and hand-flying. The FAA has recently emphasized regular manual flight practice, scenario-based training, automation-failure exercises, and transitions from automation back to raw aircraft control. Flight Safety Foundation has made a similar point from the instructor side: key safety messages need to be delivered consistently, and standardization instructors can play a real role in catching the drift toward over-trusting automation or skipping rigorous systems understanding.

Teaching 2026 pilots on yesterday's systems is not about resisting progress. It is about refusing to confuse convenience with competence. The best-trained student is not the one who can most quickly program a route into a display. It is the one who understands what keeps the airplane alive when the display or instrument goes dark, the autopilot disconnects, or things begin to fail. Aviation still rewards pilots who know what is happening behind the panel. In that sense, yesterday's systems are not old at all. They are still teaching the right lesson. As a Boeing 777 Captain for United Airlines once told me, "Understanding and knowing how the system works, will one day save your life. It isn't a question of if, but when."

Tyler Timm  
Director of Flight Training

#### Sources Included:

Federal Aviation Administration, AC 61-98E: *Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check.*  
Federal Aviation Administration, *FAA Safety Briefing, May/June 2025.*  
Federal Aviation Administration, *FAA Safety Briefing, May/June 2024, especially "Broken Glass Procedures."*

generating charter revenue when you are not using it. This can lower your yearly ownership costs compared to managing the plane on your own.

If you presently own an aircraft or are considering buying one, contact Wisconsin Aviation to discuss how we can manage it for you. Read more about our aircraft management services in the centerfold.

## Remembering Alvin E. Whitaker

### August 2, 1939 – November 30, 2025

Wisconsin Aviation mourns the passing of our longtime friend and corporate attorney Al Whitaker. Al was with us since the inception of Wisconsin Aviation in 1981 and will be missed beyond measure. He meant so much more to us than just legal support. He became a true friend and confidant to everyone who crossed his path, treating all with sincerity and kindness. Al was one of a kind, and we were truly blessed to have shared in his life and will always cherish the time we had with him. His obituary, reprinted below, so expertly tells the impressive story of his 86-year dash.

Alvin ("Al") E. Whitaker of Waterloo, Wisconsin, died peacefully on November 30, 2025. Al lived a full life of 86 years, not easily defined by his many experiences: lawyer; pilot; veteran; University of Wisconsin football player. He was adamant that his simple death notice should include none of the details revealing what a remarkable man he was—a request he was told was being rejected by the people who loved him.

Al was one of eight children in a military family, taking him from Georgia to Southern California where he became a high school football star. While being recruited by Arizona, Washington and UCLA, Al encountered Badger great, Elroy "Crazylegs" Hirsch, who asked him why he wasn't considering Crazylegs' alma mater, the University of Wisconsin. Crazylegs immediately called the Badger coaches and handed the phone to Al. From that point on Al's home became Wisconsin, other than his years of service in the U.S. Air Force.

Al joined the U.S. Air Force after receiving his undergraduate degree, rising to the level of Captain. He served with distinction in the Vietnam war, stationed in Thailand and later England. His experiences both reflected and contributed to his skill as a teacher and leader. He was proud of his service to his country, even as he recalled that, as a black Air Force officer in Mississippi, he was barred from the beaches his white colleagues used and could enter some restaurants only to pick up takeout from the back door. When Al was interviewed about the Vietnam war and his service, whether it was for articles or television documentaries, he invariably deflected attention to the men and women with whom he served and said he was honored to have supported those heroes' efforts; most notably the heroes who gave their lives in uniform.

When Al returned to the Wisconsin campus, he was considering graduate school. He met two graduating students, one who obtained a master's degree in the humanities and couldn't find a job, and another student fresh with a law degree and job opportunities. Al chose the law over a prolonged period of Ramen noodles, although in reality he spent his life and legal career more focused on helping others than cashing in himself.

During law school, Al met the love of his life, Marian Lichtenwalner. Al spent the rest of his five and one-half decades with Marian, settling in the countryside outside Waterloo. Upon graduation from law school, Al joined the U.S. Attorney's office in Madison, becoming a skilled trial attorney. He later also worked

Al and Marian pose in their prized 1980 Wing D-1 Derringer.



as a public defender and in private practice. Al continued to take on challenging or hard-luck legal cases up until the last year of his life, despite several declarations that he was "definitely retired this time."

Al's desire to teach led him to Madison College (formerly MATC), where he taught classes in police science. Virtually every police department in southern Wisconsin has officers and deputies taught by Al, and who would approach him years later to tell him how much they enjoyed his classes. Although Al didn't talk much about himself unless asked, he was a consummate storyteller. Listening to Al was like curling up with a favorite book that you couldn't put down, or wait to pick up again. Friends who met Al for lunch had to be prepared for the lunch conversation to run right into evening plans, and if you met Al for dinner you might as well bring your pajamas. Of course, one reason that the hours passed was that Al's stories were told at Al's pace, which greatly contrasted with his speedy past as a Division I athlete.

Other than Marian, Al's greatest love was flying. Al would not condone that it took over 600 words into this obituary to focus on flying. Al enjoyed taking people up in one of his prized planes and sharing his love of the skies—and sometimes his love of barrel rolls. Al chose to live in Waterloo because he was able to build a private grass airstrip and hangar on the property.

Although Al and Marian did not have children of their own, his friends' children were dear to him, with some becoming pilots themselves. Al enjoyed seeing the next generations grow up. Weddings and other special occasions would trigger Al to draw one of his artistic cartoons that would be captioned and framed as a gift, revealing yet another talent that he brushed off as nothing notable.

Al is survived by Marian, his sisters Patricia and Linda, sister-in-law Jaci, and brothers James and Jerry. He was preceded in death by his parents, James and Mary Rogers Whitaker, and by brothers David, Zach and Jay. Al's final wishes included donating his body to science. A service of remembrance will be held at a later date at the airplane hangar near Al and Marian's home. Because Al supported so many causes, resulting in a daily clogged mailbox, we ask that in lieu of flowers that you designate a donation to an appropriate charity in Al's honor—with or without an Al-length story of how you chose it.

# Wisconsin Aviation's Aircraft Management Services

*Enjoy the benefits. Avoid the headaches.*



Acquisition & Sales



Flight Operations



Leaseback Option



Ground Handling Services



Avionics



Maintenance

## Acquisition & Sales

- Broker services
- Appraisals
- Registration assistance

## Flight Operations

- Pilot service & dispatching
- Pilot training & scheduling
- Ground transportation & catering
- Customs reporting

## Leaseback Option

- Charter revenue potential
- Trade-time alternatives
- Offset operating costs

## Ground Handling Services

- Fueling
- Hangar & storage
- Stocking of aircraft supplies

## Maintenance & Avionics

- Annual inspections
- Repairs & installations
- Maintenance & compliance status reports
- Weather & navigation subscription services
- Aircraft cleaning & detailing
- Aircraft interiors

## Other Services & Benefits:

- Insurance coverage
- Finance administration
- Substantial cost savings on fuel, hangar, maintenance, crew training & insurance
- Risk management
- Customized packages

***“We will always treat your aircraft as if it were our own.”***

*See what Wisconsin Aviation can do for you to make travel as convenient and cost effective as possible.*

## Upcoming Events at the Watertown Municipal Airport (KRYV)

### Fly-in Food Fests – May thru September

Watertown Airport's local EAA Chapter 320 has some fun events scheduled for 2026. This year's lineup of themed Fly-in Food Fests is displayed to the right. Open to the public, these activities serve as great community-builders for general aviation enthusiasts. Come on out to the airport and enjoy the airplane activity while you dine. All proceeds go to EAA Chapter 320 to support local aviation activities and various youth aviation education programs.

### Flying Start – May 16

Also hosted by EAA Chapter 320, this event provides an opportunity for people from the community who are over 18 years of age and have an interest in learning to fly. To be held from 8:30 am until noon, the program consists of an informational PowerPoint presentation followed by a free introductory Eagle Flight by volunteer pilots from the chapter. For more information, contact Dan Birnschein, event coordinator, at 414-429-8932.

### Vietnam Memorial Wall Dedication May 25

Held at Marine Corps Aero Park on Boomer Street, 3:00 – 4:00 pm. Ceremony features an F-35 fighter jet flyover and static display of Blackhawk helicopters to honor the bravery and sacrifice of Vietnam veterans.

### Young Eagles Rally – June 13

EAA Chapter 320 offers the community's youth (ages 13-18) the chance to get a taste of flying at this learn-to-fly event, held from 9:00 am – 2:00 pm. Free introductory flights are provided by the chapter's volunteer pilots. For more information, contact John Puttre, event coordinator at 920-650-6027 or [VP.EAA320@gmail.com](mailto:VP.EAA320@gmail.com).



**EAA CHAPTER 320**  
**2026 FLY-IN FOOD FESTS**

**I Love America! Spring Kickoff**  
Wed, May 20, 5:00-7:00 pm Rain Date: May 21  
*A salute to our veterans and first responders with classic brats & burgers on the grill.*

**Summer Fiesta & Taco Mania**  
Wed, June 17, 5:00-7:00 pm Rain Date: June 18  
*Join us for a few fun hours of tasty Mexican cuisine sprinkled with some spicy hangar talk.*

**Annual Corn & Chicken Roast**  
Wed, Aug 19, 5:00-7:00 pm Rain Date: Aug 20  
*Enjoy an evening of casual cornhole toss and other fun games—and some tasty food as well!*

**Wings & Wheels Fly-in & Car Show**  
Wed, Sept 16, 4:00-6:00 pm Rain Date: Sept 17  
*Come and gawk at some cool planes, cars & motorcycles while fueling up on pulled pork & shredded turkey sandwiches.*

WATERTOWN MUNICIPAL AIRPORT (KRYV) 1741 River Drive, Watertown, WI  
FLY IN OR DRIVE IN - ALL ARE WELCOME!  
ALL EVENTS ARE OPEN TO THE PUBLIC. \$8.00 FOR ADULTS; \$5.00 FOR CHILDREN 6 & UNDER.  
ALL PROCEEDS SUPPORT EAA CHAPTER 320'S LOCAL AVIATION ACTIVITIES.  
FOR EVENT UPDATES, VISIT OUR WEBSITE & SOCIAL MEDIA PAGES.  
EAA320.COM

### Wings Over Watertown (WOW) – July 16-18

EAA 320's biggest event of the year, WOW-POP was created to welcome aviators from all over the world who stop at Watertown on their way to EAA's annual AirVenture show in Oshkosh. This 3-day event is open to the community to enjoy as well and offers fun for all ages, including a band and hangar dance on Friday evening, July 17. Other fun activities are in the works! Stay tuned to [www.EAA320.com](http://www.EAA320.com) for event updates.

### Pancake Breakfast & Airport Community Day – September 13

The pancake breakfast, sponsored by the Wisconsin Chapter of the Ninety-Nines (international organization of women pilots), will be served from 8:00 am until noon. Other activities throughout the day will include airplane rides, provided by Wisconsin Aviation, from 9:00 am until 3:00 pm, drone exhibits, static aircraft displays (both vintage and modern), and more. Come on out to the airport for a day of family fun!

## Preflight Your Medical

All of us as pilots should preflight ourselves prior to a flight using the IMSAFE acronym (illness, medication, stress, alcohol, fatigue, emotion). We clearly also do a thorough preflight on our aircraft to be certain that we don't overlook any issues with our aircraft that could affect the safety of our flight.

Recently, the FAA has strongly encouraged us, as pilots, to preflight our medical exam as well to help prevent delays in the issuance of a medical. It only makes sense to do so.

Prior to the exam, try to get a good night's sleep and avoid or limit alcohol, salty foods, caffeine, etc. If you are able, check your blood pressure prior to the visit. Be sure to bring your glasses if needed (I always have an extra pair of cheaters just in case).

Be certain to complete the MedXpress form accurately. Be honest! Omissions can lead to denial or revocation. Be sure to read the instructions carefully. Medical conditions are "ever in your life, have you had..." Medical visits within the past 3 years need to be documented. A common mistake is that airmen interpret medical conditions as those that have occurred in the past three years as opposed to a lifetime occurrence. Routine eye appointments, dental appointments, and FAA exams do not need to be included.

If you have a condition that requires a CACI (Conditions AME Can Issue) or if you are on a Special Issuance or AASI (AME Assisted Special Issuance), be certain to bring all the required information with you.

If you have developed a new medical condition or have started taking new over-the-counter or prescription medications, please check the FAA website or call your AME. Your health is always paramount. Your health is far more important than passing an FAA medical exam. However, we as physicians often have options. For example, your doctor may have the choice of prescribing medication A or medication B. A may be acceptable, but B may not. Most physicians are unaware of potential concerns as it relates to aviation.

All pilots or potential pilots have access to the *Guide for Aviation Medical Examiners* (see below). You can easily search for medical conditions such as hypertension, asthma, etc. Then, you can be sure to bring needed documentation to your exam. If you have any questions, please call.

## Woman Pursues Pilot Dream *(continued from page 3)*

"Valencia came in, and she was very ambitious and very determined that she wanted to be a pilot and I said we can make that happen," Allen said. "The only thing that's getting in their way, or her way, is money financing."

Caldwell has been accepted into United Aviate Academy in Arizona, a major step toward her goal of becoming a professional pilot and honoring her father's legacy.

## A Visit with the AME Dr. Terry Turke



*Dr. Terry Turke is an FAA Senior Aviation Medical Examiner (AME) located at the Watertown Municipal Airport, 1741 River Drive, Watertown, WI. To schedule an appointment: 920-342-9212 or [tlturke@gmail.com](mailto:tlturke@gmail.com)*

A common reason for deferral is the inability to provide the needed documentation within 14 days of the exam. It is unfortunate that the vast majority of patients are unable to obtain a timely appointment with their medical provider. A common scenario, using asthma as an example, is an airman who presents for a medical exam whose asthma is well controlled and he/she is doing great using a daily inhaler. The airman would need to have a PFT (pulmonary function test) within the past 90 days. If they can't get in to see their provider for the simple office test and provide the report within 14 days, the airman will need to be deferred and then the medical may be delayed for months or longer. Most medical conditions need a detailed clinical note as well. In the above example, if the airman has normal PFT's and a favorable clinical encounter, he/she can walk out with a medical versus being deferred.

The EAA has a document called "Preflight Your Medical" checklist. They also have a great document called "AME Guide: Know Before You Go" for navigating the *Guide for Aviation Medical Examiners*.

Lastly, please call your AME if you have any questions. We are always willing to help as that is why we do this in the first place! I am happy to talk to anyone who has questions regarding their medical even if I have not seen them previously. I am sure that goes for most, if not all, AME's.

### Ask the AME

Have questions about your medical or about the human factors associated with flying? Send them to: [Talewinds@WisconsinAviation.com](mailto:Talewinds@WisconsinAviation.com) or mail to **Wisconsin Aviation Talewinds • 1741 River Drive • Watertown, WI 53094**



# Congratulations, Superstars!

## Solo Status

- |                   |                 |
|-------------------|-----------------|
| Preston Arndt     | Tristan Hearley |
| Tila Aydin        | Harsh Kadodwala |
| Daniel Blushtein  | Alex Madden     |
| Jacob Cytron      | Dana McCoy      |
| Damian Derezinski | Quinn O'Dell    |
| Alex Grahn        | Parker Wang     |

## Certificates & Ratings

- |                   |                              |
|-------------------|------------------------------|
| <b>Private</b>    | <b>Commercial</b>            |
| Paige Bodart      | Isaac Gammon                 |
| Lexi Cegielski    | Brady Lehman                 |
| Tony Dash         |                              |
| Kyle Halverson    | <b>Flight Instructor</b>     |
| Brayden O'Marra   | Jon Maciasowicz              |
| Noah Pedretti     |                              |
| Caleb Savard      | <b>Instrument Instructor</b> |
| Grant Schmid      | Drew Johnson                 |
| Blayze Walker     | Eli Sloan                    |
| Tim Zens          | Sam Treffinger               |
| <b>Instrument</b> |                              |
| Tom Kitching      |                              |
| Marcus Phillips   |                              |

# Needed...



## Pilots to Fly Jumpers!

If you have a commercial pilot certificate, at least 300 hours, preferably some in a 182, and would like to build your hours, you can fly for time with the Seven Hills Skydivers. If interested, please call **Shawn @ 608-658-7066**.



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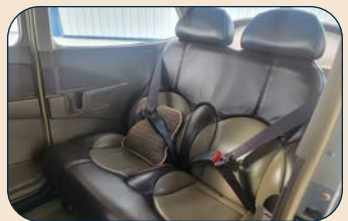
# Aircraft for Sale

## 1973 Cessna A185F Skywagon – N192JR



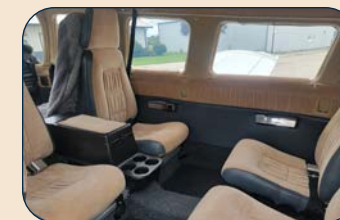
7800 TT, 400 SFRM, 400 SNEW Prop, 300 hp Cont. conv., 3-blade MT composite, Fresh Annual, NDH, Garmin glass panel/PFD/MFD/synthetic vision, Garmin audio panel/Flight Stream 510/ADS-B, STOL, Vortex generators, 2017 paint. **\$450,000**

## 2002 Cessna 172S Skyhawk – N169CB



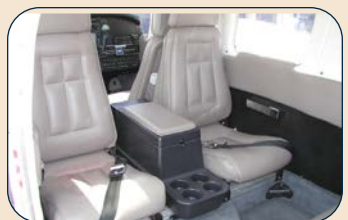
Only 1698 TTSN, 75 SPOH, NDH, October 2025 Annual, King Silver Crown, KAP-140 Autopilot, GDL 82 ADS-B, KMD-540 MFD, KLN 94 GPS, Wisconsin plane entire life! Clean! **\$365,000**

## 1978 Piper Turbo Lance II – N255G



5830 TTSN, 670 SMOH, 1130 SPOH, Extensive 6/25 Annual, NKDH, Garmin 430W, Altimatec IIIC, Strikefinder, HSI, DME, Collins 251/351, PM3000 6-place intercom, LoPresti Speed Mods, Wingtip Lights, JPI EDM 800. **\$169,000**

## 1979 Piper Seneca II – N8076H



7565 TT, 610/2 SMOH, 610/271 SPOH, NKDH, brand new right engine, complete logs, Collins 251/351 Nav/Coms with GS, Garmin GTX 327/ADS-B Out, Alt IIIC Autopilot, RDR-160 Color Radar, BFG 950 Stormscope, NSD 360 HSI, Collins 650A ADF, A/C, club seating. **\$169,000**

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Partner with Wisconsin Aviation and take advantage of our proven brokerage process. Our detailed listings and thorough aircraft reviews attract buyers from all over the world and give them confidence to take action! Whether you are looking to sell, upgrade, or purchase an aircraft, contact our sales team to find out how we can make your next transaction smooth and seamless.

Looking for help managing your aircraft? Looking for revenue opportunities with your plane? Call 920-261-4567 or email [WisAv@WisAv.com](mailto:WisAv@WisAv.com)

CHANGE SERVICE REQUESTED



## What's Around the Corner

- May 16** RYV – **Flying Start** – Saturday, 8:30 am - Noon  
See page 8 for more details.
- May 25** RYV – **Vietnam Memorial Wall Dedication** – Monday, 3-4 pm  
See page 8 for more details.
- May 20** RYV – **Fly-In Food Fest** – Wednesday, 5-7 pm  
Rain Date: Thursday, May 21  
See page 8 for more details.
- June 13** RYV – **Young Eagles Rally** – Saturday, 9 am – 2 pm  
See page 8 for more details.
- June 17** RYV – **Fly-In Food Fest** – Wednesday, 5-7 pm  
Rain Date: Thursday, June 18  
See page 8 for more details.
- July 16-18** RYV – **EAA 320's WOW 2026** – Thursday thru Saturday  
See page 8 for more details.
- July 20-26** OSH – **EAA AirVenture 2026** – Visit us at Booth #3162
- Aug 19** RYV – **Fly-In Food Fest** – Wednesday, 5-7 pm  
Rain Date: Thursday, August 20  
See page 8 for more details.
- Sept 13** RYV – **Watertown Airport Community Day** – Sunday, 8 am – 3 pm  
Pancake breakfast, airplane rides, drone demonstrations & more!
- Sept 16** RYV – **Fly-In Food Fest** – Wednesday, 4-6 pm  
Rain Date: Thursday, September 17  
See page 8 for more details.

## Talewinds

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