Few people in Wisconsin appreciate what a gem we have in Oshkosh’s Experimental Aircraft Association (EAA) and its annual convention, AirVenture. Not only is it the largest aviation convention in the world, but the uniqueness of the people that attend and products they bring are truly amazing.

To have people from all corners of the globe descend on eastern Wisconsin is one thing, but to find out who they are is what’s most mind-boggling. Coming into our facilities, each one is just another airplane nut. They are unbelievably pleasant and fun and sit and mix with one another like old friends—even though they are total strangers. It makes no difference if they are a new private pilot or a senior 747 captain. It makes no difference if they are a factory worker or multi-millionaire. It makes no difference if they arrived in a single-seat homebuilt or a business jet. They will compare their flights in, talk about their planes, swap stories—and maybe even some true lies! Information and techniques are shared, contact information swapped, and promises are made to meet again next year.

In addition to Cirrus flight training, Wisconsin Aviation offers three Cirrus aircraft for rent (two SR22s and an SR20). All three aircraft are maintained by Wisconsin Aviation’s Authorized Cirrus Service Center. See page 8 for photos of Cirrus training and rental aircraft available at Wisconsin Aviation.

Continued on p. 8
For the third consecutive year, Wisconsin Aviation has been enrolled as an active participant in the Air Charter Safety Foundation’s (ACSF) Aviation Safety Action Program (ASAP). As stated on each member’s certificate, “The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate.”

According to Grant Goetsch, Wisconsin Aviation’s Vice President of Flight Operations, “Being an ASAP member is a valuable enhancement to our Part 135 air charter operation and shows our unyielding commitment to safety.”

Wisconsin Aviation President and CEO Jeff Baum is a founding member of the ACSF and has served on the ACSF Executive Committee and Board of Governors since the foundation’s inception in 2007. The ACSF is a 501(c)(3) non-profit foundation established to improve the safety of air charter and fractional aircraft operations. The vision of the ACSF is to enable on-demand charter providers and fractional program managers to achieve the highest levels of safety in the aviation industry. This goal is to be achieved through: (1) promotion of risk management programs, (2) adoption of one common industry audit standard, (3) dissemination of safety information, and (4) creation of additional programs that advance the goals of the foundation.
The radio communication procedures used to depart an airport without an operating control tower is to maintain extra vigilance while scanning for traffic. Unless on an IFR flight plan and operating under those provisions, the Federal Aviation Regulations do not require aircraft landing at or departing from uncontrolled airports to use a two-way radio, even if one is installed. This allows those beautiful old aircraft originally built without electrical systems to stretch their wings and continue to fly. Just because there aren't other aircraft making position reports on the designated common traffic advisory frequency (CTAF), the runway lengths and layout, and the direction of each runway's traffic pattern. Since there won't be an air traffic controller to assign traffic pattern directions, it becomes the pilot's responsibility to know whether a runway is left traffic (standard) or right traffic (non-standard).

When approaching the airport, an initial call should be made on the designated CTAF frequency to announce your position and intended flight activity. That initial call should sound like this: “Watertown Traffic, Archer 8262S 10 miles to the west, entering the designated CTAF, the runway lengths and layout, and the direction of each runway’s traffic pattern. Since there won’t be an air traffic controller to assign traffic pattern directions, it becomes the pilot’s responsibility to know whether a runway is left traffic (standard) or right traffic (non-standard).”

When flying into a non-controlled airport, preparation should begin during the pre-flight planning portion by familiarizing yourself with the appropriate common traffic advisory frequency (CTAF), the runway lengths and layout, and the direction of each runway's traffic pattern. Since there won't be an air traffic controller to assign traffic pattern directions, it becomes the pilot's responsibility to know whether a runway is left traffic (standard) or right traffic (non-standard).

In Any Case
Just because an airport is uncontrolled doesn't mean it won't be busy. Fly into a pancake breakfast at an uncontrolled airport on a beautiful Saturday morning and it can be hard to get a word in! While there are recommendations for proper phraseology and position reporting points, do whatever is necessary to maintain the highest level of safety possible. When a traffic pattern begins to fill up with aircraft entering from all directions, sometimes just using plain English to communicate with other traffic is the most effective way to communicate. For more information on operations at non-towered airports and recommended communication procedures, consult Advisory Circular AC90-66B and Section 4-1-9 in the Aeronautical Information Manual.

Outbound
The radio communication procedures used to depart an uncontrolled airport are very similar to the procedures used during arrival. The CTAF should be monitored as early as possible after engine start to allow you to develop your situational awareness of the potential traffic in the area. Remember, just because no one has self-reported that they are in the pattern doesn't mean that you've got the airport to yourself. The first report on CTAF should be when departing the parking area to taxi to the runway. This allows other aircraft monitoring that frequency that you will be departing shortly.

After taxiing to your selected runway and making your departure transmission, briefly pause to listen for other aircraft. This allows for a final opportunity to scan the area for traffic and listen in on other aircraft that might be on final. One final position report should be made when departing the traffic pattern and should include the direction you will be leaving the pattern (north, east, south, or west). It is recommended to monitor the airport's CTAF within a 10-mile radius to monitor for inbound traffic.

On Course
Airspace Part Four: Communicating Without a Control Tower

In September 1918, two pilots raced each other while testing the feasibility of a proposed route, complete with refueling stations. Both encountered bad weather and mechanical difficulties on the flight from New York to Chicago, resulting in disappointing times of 37 and 48 hours. But pilot Eddie Gardner, despite breaking his nose in a rough landing, made the return flight in only 9 hours 18 minutes. By the following year regular airmail service between New York and Chicago was established, and by 1920 airmail was flown by day from New York to San Francisco.
The Encore+ Enhances Our Jet Fleet

N780CB  
Cessna Citation Encore+
- Ultra-quiet cabin
- Luxurious interior
- Reclining/swivel seats
- Refreshment center
- Air conditioning
- Lavatory
- 9-passenger seating
- 2,000-mile range
- Speed of 495 mph

N912DP  
Cessna Citation Encore

N475DH  
Cessna Citation CJ2

N90CJ  
Cessna Citation CJ2

N315HC  
Cessna Citation CJ1

N2725N  
Cessna Conquest II

N441BW  
Cessna Conquest II

To view our entire fleet of charter aircraft, visit WisconsinAviation.com
Hypoxia—A Review

We are all taught the requirements for oxygen as part of our private pilot training. I thought I might just revisit that topic and the issue of hypoxia in general with a brief article.

As you may recall, oxygen is required for the crew (for small piston-driven aircraft, the pilot) for altitudes from 12,500 to 14,000 feet for any period of time longer than 30 minutes. At altitudes above 14,000 feet, the crew is required to use oxygen continuously; and at altitudes above 15,000 feet, oxygen must be available for all passengers.

There are four forms of hypoxia:
1. Hypoxic hypoxia – due to inadequate supply of oxygen (as occurs with increasing altitude).
2. Hypemic hypoxia – occurs when the blood is not able to carry oxygen, as happens with anemia. Carbon monoxide is another form of hypemic hypoxia, as the carbon monoxide molecule attaches to the hemoglobin molecule 200 times more easily than oxygen. This is the reason that smokers are more susceptible to hypoxia. Heavy smokers, in fact, can have a carbon monoxide saturation level as high as 8%.
4. Histotoxic hypoxia – the inability of cells to effectively use oxygen. For example, one ounce of alcohol equates to approximately 2,000 feet of physiologic altitude.

The effects of hypoxia can occur at relatively low altitudes, especially at night with effects on vision, which can occur at levels as low as 5,000 feet. Most of the other effects of hypoxia do not occur until 10,000 feet. However, smokers, as noted above, can be affected at lower levels. Hypoxia can affect alertness and memory as well as judgment. Physical symptoms include headaches and drowsiness. A feeling of euphoria can also occur.

One of my mentors related to me that, when he flew piston aircraft, he would use oxygen for five minutes prior to landing on night flights. This is likely a very good practice.

Prevention, of course, is accomplished by using supplemental oxygen above 10,000 feet and 5,000 feet at night. As noted, the effects of hypoxia—at least early on—are often subtle and difficult to recognize.

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A View from Our President
Continued from Page 1

We will get notables, sometimes famous, and even an occasional royalty. Politics don’t really matter and seldom come up for discussion, regional differences disappear, and many different languages can be heard.

The flying machines that come in are as unique and different as their occupants. From the newest factory models to planes from the history books, they come. Some can cruise at 500 mph, while some have problems hitting 50. They may be metal, fabric, or composite. They may be one of thousands produced or one of a kind. They might have the latest and greatest in avionics or maybe none at all. With this great variety, each airport gets its own airshow.

With almost ten percent of all aircraft flying in the U.S. in Wisconsin that week and around a half million people going through the gates at Oshkosh, the economic impact for Wisconsin is considerable. Putting that together with the fascinating aircraft and wonderful, interesting people, it’s easy to see why we eagerly await EAA AirVenture each year. If you’ve never been there, you’re missing a world-class event. What a gem of an organization and a gem of a show!

Jeff Baum

Sold Aircraft
1994 Cessna Citation Ultra
2008 Cessna Citation Encore+

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 Greg Porter @ 608-712-2544 or Don Woods @ 920-319-0377.

Pilots to Fly Jumpers!
1979 Piper Navajo Panther – N56ND

Aircraft for Sale
1984 Cessna 340A RAM VII – N97PT
Low time! 3810 TT, 620/265 SMOH RAM VII, known ice, dual 430s, KWX-56 radar, KFC-200 autopilot/flight director, 330ES transponder, GEMs, intercoolers, FRESH ANNUAL with sale. MAKE OFFER!

1982 Cessna 414A RAM IV – N37FS
Only 4765 TTSN, 1016/960 SMOH, Garmin 600! S-TEC 55X with GPSS, Garmin 530W/650! GTS-800 Traffic, 560 EGPWS, GTX 345 and 330ES, NSMTH, very good P&I, corporate operated. $479,500

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

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! As one of the Midwest’s largest aircraft brokers and a leader in the aviation industry, we are equipped to provide you with maximum exposure and expertise guidance in the sale of your aircraft. 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.
**What’s Around the Corner**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>Aug 14</td>
<td>UNU</td>
<td>Flying Social – Taco Tuesday</td>
<td>Tuesday, 5-7 pm</td>
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<tr>
<td>Aug 16</td>
<td>RYV</td>
<td>Flying Hamburger Social</td>
<td>Thursday, 5-7 pm</td>
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<tr>
<td>Aug 19</td>
<td>UNU</td>
<td>Lions Club Pancake Breakfast</td>
<td>Sunday, 8 am - Noon</td>
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<tr>
<td>Sept 6</td>
<td>MSN</td>
<td>Weather Accidents Safety Seminar by AOPA</td>
<td>Thursday, 7-9 pm</td>
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<tr>
<td>Sept 8</td>
<td>MSN</td>
<td>Rusty Pilots Seminar by AOPA</td>
<td>Saturday, 9 am – Noon</td>
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<tr>
<td>Sept 9</td>
<td>RYV</td>
<td>Pancake Breakfast &amp; Airport Open House</td>
<td>Sunday, 8 am – 3 pm</td>
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<tr>
<td>Sept 11</td>
<td>UNU</td>
<td>Instrument Ground School</td>
<td>Tuesdays thru Nov 27, 6-9 pm</td>
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<tr>
<td>Sept 13</td>
<td>UNU</td>
<td>Private Pilot Ground School</td>
<td>Thursdays thru Nov 29, 6-9 pm</td>
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<tr>
<td>Sept 20</td>
<td>RYV</td>
<td>Flying Hamburger Social</td>
<td>Thursday, 5-7 pm</td>
</tr>
<tr>
<td>Oct 28</td>
<td>UNU</td>
<td>4th Annual Pumpkin Drop Contest</td>
<td>Sunday, 9 am – 3 pm</td>
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*Classes are subject to minimum student enrollment; pre-registration is required. Dates and times are subject to change, and class fees may apply. For more details, visit our website at [WisconsinAviation.com](http://WisconsinAviation.com) or email us at WisAv@WisconsinAviation.com.*