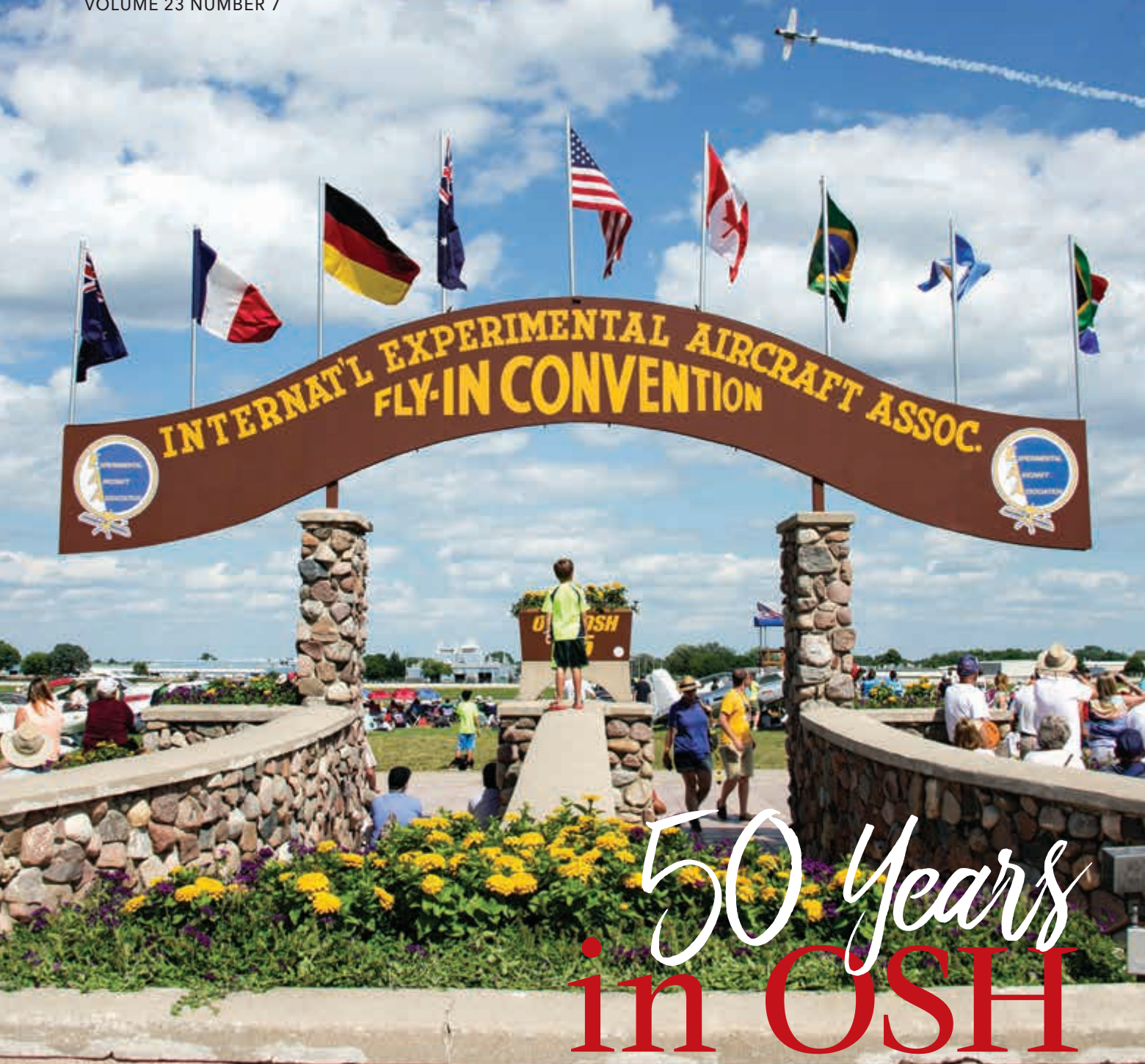


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EAA AirVenture Oshkosh
Photo Courtesy of Brett Schuaf

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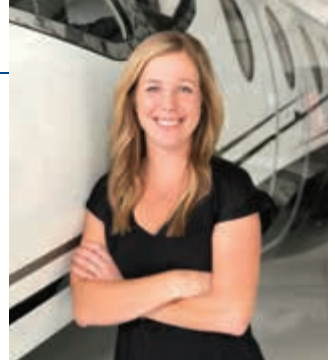
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Editor's Briefing

by Rebecca Groom Jacobs



Half-Century of Oshkosh

This year, EAA celebrates the 50th consecutive EAA AirVenture fly-in convention in Oshkosh. The event initially took place in Milwaukee in 1953 then moved to Illinois in 1960 before a final move to Oshkosh in 1970.

"A half-century ago, EAA founder Paul Poberezny saw Oshkosh as the perfect place to bring together aviation enthusiasts," said Rick Larsen, EAA's vice president of communities and member programs, who coordinates AirVenture features

and EAA staff. While each provides a unique perspective of the show and its meaning, a common theme is evident: They continually return each year for the passionate community and comradery.

We also interviewed EAA Director of Communications Dick Knapinski for this month's "Five on the Fly." Dick first attended Oshkosh in 1978 and has worked on the frontline for EAA for more than 25 years. He provides an insider's look at all of the moving parts required to pull off the world's greatest aviation celebration. In 2018 alone, Oshkosh welcomed more than 600,000 people from 87 nations, along with more than 10,000 aircraft. EAA expects to see similar numbers in 2019.

Highlights in store for the 50th EAA AirVenture Oshkosh ("Year of the Fighter") include:

- Aircraft from the USAF Air Combat Command, including fighters such as the F-15, F-16, F-22 and F-35, as well as the A-10 attack aircraft;
- The first Oshkosh appearance of the unique XP-82 Twin Mustang;
- A salute to World War II ace Bud Anderson, with every flying P-51 in the U.S. invited to Oshkosh to participate;
- The 50th anniversary of the Apollo 11 mission, with featured guest Apollo 11 command module pilot Michael Collins;
- Observance of the 75th anniversary of D-Day, with aircraft that participated in the actual invasion on June 6, 1944, as well as C-47 airplanes that will have just returned from a historic anniversary flight to France;
- The 50th anniversary of the Boeing 747;
- Programming celebrating renowned aerospace engineer and aircraft designer Burt Rutan.

It is sure to be another memorable year, and I personally look forward to marking my ninth straight Oshkosh. Cheers to 50 years!

A handwritten signature in black ink, reading "Rebecca Groom Jacobs".



and attractions. "Oshkosh has become synonymous with the World's Greatest Aviation Celebration, so it's natural that we commemorate 50 consecutive years here with events that involve those who attend and those who have made the city such a welcoming place for aviators."

To celebrate the occasion, I enlisted the help of writer MeLinda Schnyder to capture some of the stories and sentiments from longtime Oshkosh attendees of all different types – a performer, exhibitors, an attendee of VFR arrival, an attendee of mass arrival, a volunteer, an Oshkosh resident



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Position Report

by Dianne White



Knowing When to Say No

A spring bomb cyclone hits the Midwest. Historic flooding swamps the Midwest and Southeast. Heat waves smother Florida and the Southwest. A stuck pattern in the jet stream creates a trough over the western United States, which allowed systems to push further south than typical for late May into June.

If you were anywhere near the left seat of an airplane this spring, you know all too well what I'm talking about. Normally June ushers in quieter weather patterns and better flying weather in general. Not this year.

After spending a glorious week aviating and relaxing in the Out Islands of the Bahamas in early June, my husband and I reluctantly turned our attention to flight planning our way back to the United States and eventually home to Kansas City. A quick look at the weather showed that our flight to Fort Pierce, Florida (which has the best customs experience and fuel prices) would be a breeze. But the rest of the trip home, maybe not.

With our eAPIS and flight plan filed, we launched the first leg of our journey. One frustration, which we accept willingly, is that flying out of the Bahamas rarely runs on your schedule. Ramping, refueling and getting through Bahamian customs requires a healthy dose of patience. In addition, the

U.S. customs office at KFPR doesn't open until 10 a.m. This means that we rarely are able to launch home from KFPR as early as we would like.

On this day, the weather was quickly turning ugly across Florida, Georgia and Alabama. A mid-level trough persisted from the Tennessee Valley to the Gulf of Mexico, creating a deep, juicy southwesterly flow of moist warm air over the Florida peninsula and adjacent states. The conditions were ripe for a prolonged convective scenario with accompanying LIFR ceilings. Although we may have been able to pick our way through, there weren't a lot of "outs" if we were to launch.

As we stood in the Tiki Hut at Ft. Pierce, iPads in hand, this was the moment of truth and decision. After nearly two weeks of traveling, we were anxious to get home. The plane was fueled and ready to launch. We had two qualified and very-current pilots. My sister, who was traveling with us, needed to get home to her daughters. The sky was growing darker in the west with an approaching cell. Having two pilots to talk through the decision is infinitely helpful, as opposed to making the go/no-go call alone.

We made the call: no-go. I quickly arranged a rental car and red-eye airline flight from Orlando for my sister. My husband found reasonable hangar space at the nearby Stuart airport. We popped the plane over to Stuart and headed to the nearest Marriott. Two hours later, with cold drinks in hand and a thundering storm outside, we resolutely toasted to our delay. It was the right call.

One day prior, a JetPROP owner-pilot departed south Florida with four on board for a trip to Maryland. Faced with crossing the same "stuck" weather system, he ran into trouble over North Carolina and tragically crashed, killing all on board. While the investigation is underway, it appears an encounter with convection contributed to this accident. It makes you think: What were the motivations and pressures that the pilot was feeling that he had to make this flight? Why did he choose that route? What chain of actions and choices boxed him in and eventually dealt him a losing hand?

With all the excellent weather products now at our fingertips, we don't need to guess or take chances. The batting average of those who test Mother Nature is not good. In the end, it is YOU and I who choose our course of action.

As a friend and Piper M600 owner told me when I related our no-go decision:

"There are no extra points for pictures about how much ice we take on or how close we can get to a cell. There are no extra



points for landing with a 30-kt crosswind. There are no extra points for how fast we can fly an approach. If you choose to do it, it's your decision. But when I read about these accidents, it makes me recommit myself to my personal limits, to learning more about my plane, and to better understanding weather."

Amen, brother.

The next day, we arose before dawn and did a detailed weather briefing. The system had run out of gas and we had a clear shot to Kansas if we launched early. By lunchtime, we were thankful to be home but certainly not disappointed that we delayed a day.

While our airplanes are magic carpets, they are just machines that are no match for the worst Mother Nature can serve up. Think hard about the capabilities and most importantly, the limitations of you and your plane for the flight you are contemplating. Waiting never killed anyone that I know of, but our airplanes sure can.

Stay hungry for safety. **T&T**

Dianne White is the executive director of MMOPA and editor of MMOPA Magazine. For a total of 14 years, she was editor of Twin & Turbine and has worked in the business aviation industry for nearly 30 years. She also serves on the board of directors for Angel Flight Central. An active multi-engine, instrument-rated pilot, Dianne lives in the Kansas City area and can be reached at editor@diannewhite.com.

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EAA OSHKOSH 1970 • PHOTO COURTESY OF EAA

Oshkosh *at 50*

by **MeLinda Schnyder**

Once upon a time, Oshkosh was best recognized as a brand of overalls. Today, much of the world hears “Oshkosh” and thinks airplanes.

That’s because the Experimental Aircraft Association (EAA) is celebrating 50 years of Oshkosh, Wisconsin as the location of its annual fly-in convention, which this year runs July 22-28. This is the 67th edition overall of the week-long event. It started in 1953 at Milwaukee’s Timmerman Field then moved to the Rockford, IL airport in 1960 before a final move to Oshkosh in 1970.

While the official name is EAA AirVenture Oshkosh, most people simply call it Oshkosh or OSH. Residents in the town of 60,000 about 80 miles northwest of Milwaukee are proud to be EAA’s hometown. Members, who numbered well below 100,000 in 1970 and now top 200,000, have watched the organization and the event grow from a small grassroots homebuilders air show to the largest aviation gathering in the world encompassing all types of pilots and enthusiasts from every corner of the globe.

Farmland across from Wittman Regional Airport is now filled with large exhibit hangars as the event has made room for more attendees, exhibitors and airplanes. And for 11 days each July, it's the busiest airport in the world – last year averaging 134 takeoffs/landings per hour.

“Over 50 years, nearly every significant aircraft type in the world has landed on the runways at Wittman Regional Airport to be part of the EAA fly-in,” said Rick Larsen, EAA's vice president of communities and member programs,

She was in the area to fly her first aerobatic contest in a Super Decathlon at Fond du Lac. Just two months earlier, she had performed in her first air show, an event in Alaska, where she was living at the time.

She returned to Oshkosh in 1987 to fly a white Pitts S-2S after “Duane Cole, famous author and aerobatic performer and instructor, put in a good word for her.” She estimates this year will be her 25th time to perform at OSH.

In between those 25 appearances, Wagstaff has crafted a National Aviation

of pilots, performers and many others who understand aviation more than the average air show audience.

Such a passionate, enthusiastic atmosphere allows EAA to recruit the world's best performers. This year's schedule includes no fewer than 30 pilots and performing teams. The daily air shows range from precision aerobatics to the latest innovations to rare and unique flying machines as well as warbirds and vintage aircraft. Wagstaff will fly her Extra 330LX on two days and participate in other activities.



Patty Wagstaff is one of the 30-plus performers on the schedule for 2019, marking her 25th Oshkosh appearance.

who coordinates AirVenture features and attractions. “More important are the stories of the people who have come to be a part of this event and the legacy of what is now known simply as Oshkosh. That is what we will be celebrating in 2019.”

To commemorate Oshkosh at 50, here are some of those stories from people who have a history with Oshkosh and opinions on why it is so special.

The Performer

The first time Patty Wagstaff attended the fly-in was 1984. It was also the last time she came to the event as a non-performer.

Hall of Fame career, including becoming the first woman to win the U.S. National Aerobatic Championship in 1991 (flying an Extra 260), a title she would win for three straight years. Wagstaff said OSH is one of the most inspiring places to perform.

“I think sometimes in our day-to-day flying, it's easy to lose our connection with the reason we started flying in the first place – freedom, challenge, beauty, getting above it all. But being at Oshkosh brings all of that back into focus,” she said.

Performing at Oshkosh is like performing in front of 100,000 of her closest friends, she said. The crowd is full

“I'm just happy to be invited back to perform again,” Wagstaff said. “It's been a privilege to have been a small part of a big event for so many years.”

The Exhibitors

Among the 800 exhibitors who are showcasing their products and services this year, there are several who also had booths in 1970. Two examples are Avemco Insurance Company, based in Frederick, Maryland, and Aircraft Spruce & Specialty Co., based in Southern California.

“For 50 years, AirVenture in Oshkosh has been the most important week of

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the year to our family as pilots, as well as to our business,” said Jim Irwin, president of Aircraft Spruce. Jim’s parents, Bob and Flo Irwin, started the company in 1965. In 1967, they flew the company – which at the time included them and their two sons – to Rockford in their Navion Rangemaster.



Aircraft Spruce founder Flo Irwin with son Jim at the company’s booth at Oshkosh in 1970.

The company hasn’t missed an EAA fly-in since, growing from a staff consisting only of family to adding a couple employees in the 1980s, to moving in 1995 to the new Hangar A sponsored by the company and bringing 20 staff members to work their exhibit.

Jim, attending his 42nd consecutive fly-in this summer, cherishes the memories of sharing time in the right seat with his dad, first in the Navion then in Jim’s Cessna T210. His father’s last trip to OSH was 1987, and Jim continued to fly to Oshkosh each summer as he moved up the Cessna ladder to a 340, a 421C and then to his current aircraft, a Cessna 425 Conquest, in 2000. Now he is making memories with his three sons, all active in management at the company.

“The love for aviation is handed down from generation to generation, and taking kids to Oshkosh is the best way to get them excited about flying,” Jim said. “AirVenture brings pilots and their families to Oshkosh for a week each summer to experience many different

aspects of aviation, including home-built, factory built, classics, military and light sport/ultralight aircraft. It is an aviation experience like no other.”

Avemco Insurance Company was just 9 years old when it attended the first fly-in at OSH in 1970. While underwriters will write new business, the company’s focus at the event has shifted from hard sales to brand awareness, safety education and building partnership relationships with groups like Women in Aviation International (WAI) and the National Association of Flight Instructors. Avemco also brings a few newer hires each year to give hands-on lessons on why and how to rate aircraft.

“We take 5 to 6 staff every year,” said Marci Veronie, vice president of sales and marketing for the company

Attendee, Traditional VFR Arrival

The late Paul Poberezny, EAA’s founder, is often quoted as saying of the fly-in: “You come for the airplanes and you come back for the people.” This rings true for Ben Lee, a dentist in Wichita, Kansas, who will be marking his 27th straight fly-in convention this year.

His passion for aviation brought him to OSH with a buddy for the first time in 1992, where he geeked over the warbirds and homebuilts. He has returned for nearly three decades because the annual trip offered precious time with his family and newfound friends.



For longtime attendee Ben Lee, Oshkosh was family vacation as his kids grew up.

and chair of WAI’s board of directors. “One year we awarded a trip to OSH as a door prize to one employee at our holiday party. She has since gone on to take flying lessons and joined the local Ninety-Nines and WAI chapters.”

Veronie has worked for Avemco 33 years and has attended Oshkosh at least 20 times. She calls herself an ambassador for the event, urging even non-pilots to attend at least once.

“It is better than watching the ball dropping in Times Square or attending Mardi Gras,” she said.

“Oshkosh is a very, very special place for me,” he said. “This will be my son’s 23rd straight year, and he is 24 years old. My daughter, who is 20 years old, stopped coming when she was 17 after 17 consecutive years. It was our family vacation for many years as our kids grew up. I have met some of my best friends at Oshkosh. The camaraderie of everyone in attendance is second to none.”

From walking the grounds until the kids fell asleep in their strollers to stocking up on a year’s supply of cheese at

a dairy, the memories are prized. The first few years he attended, Lee arrived via commercial flight. He said now it wouldn't feel like Oshkosh if he didn't fly in. He and his son will fly their Cessna 421 to OSH this year.

"My son not only attended OSH all these years but he also attended EAA's Air Academy for a couple years when he was in middle school," Lee said. "I

think that sparked his interest in the mechanics of aircraft. He is not only a private pilot now but he also is a certificated A&P."

Attendee, Mass Arrival

After 13 years of staging a mass arrival at Wittman Regional Airport,

the process is routine for the organizers of "Cessnas 2 Oshkosh" but no less thrilling.

"This will be my 14th year and every year it's goosebumps from takeoff to the moment you land," said Gil Velez, a pediatrician who flies his 2002 Cessna 172S Skyhawk SP from Caldwell, New Jersey to Juneau, Wisconsin on the Thursday prior to the Saturday mass arrival with his wife as co-pilot. "It's just an amazing feeling. It's very exciting to be leading this group into Oshkosh."

Velez has participated in every Cessnas 2 Oshkosh organized, and he was invited in 2007 by Rodney Swanson and Craig Chipley to help them lead the all-volunteer effort. He also helps with formation flight training clinics and serves as one of the lead pilots during arrival, which included a record 87 Cessna aircraft last year.

"For me, the main appeal of the arrival has shifted over the years," said Velez, who started attending OSH when he purchased his airplane in 2003. "Initially it was the thrill of formation



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flying. After doing the arrival a few times, it became clear in my mind that the Cessnas 2 Oshkosh mass arrival was exponentially safer than the main Ripon-Fisk arrival. Now and for the past 10 years, the main appeal is the people. I'm involved in it because of the friends I've made over the years – to see them, talk to them and spend time together – and to make more friends.”

The group is one of several mass arrivals that coordinate with EAA in order to tie down together in the North 40 camping area. Bonanzas to Oshkosh started its mass arrivals in 1990 and regularly brings 120 aircraft. Velez said that group helped the Cessnas “take our first steps, and over the years have continued to support us in one of the best examples of aviation camaraderie that I've seen.”

The Volunteer

Oshkosh is special to Geoff L. Robison because his first exposure to the fly-in came at a time when, as a young police officer in Indiana just back from serving overseas in the military, he hadn't yet made many friends. He immediately felt a sense of community when he volunteered on his first visit to OSH in 1983.

Robison will attend his 37th straight EAA convention this year and has volunteered in the vintage area every year. Based in Auburn, Indiana, he owns a 1946 Piper Cub Special and a 1950 Cessna 170A, but he typically drives to Oshkosh. Through the years he's worked many volunteer roles, and while serving as president of the

Vintage Aircraft Association, he helped manage volunteer resources during the fly-in. Now he runs a cash register at Aeromart, where attendees can purchase used and spare aircraft parts, and spends a few days coordinating tours on EAA's B-17 Flying Fortress known as Aluminum Overcast.

Volunteerism at the fly-in led to leadership positions within EAA's board of directors and its Vintage Aircraft Association.

“I am now very rich in friendships that came to me through the EAA,” he said. “Being rich with friends doesn't even begin to describe how fortunate I am because of these many unique opportunities EAA has provided to me over all these years of volunteering.”

The Resident

As a year-round resident, Michel Bryson is proud that her city is synonymous with the largest aviation gathering in the world. As a 27-year

Based on a 2017 University of Wisconsin Oshkosh economic impact study, the fly-in brings \$170 million for the five counties in the region. Hotels, restaurants, retail stores and many other local businesses benefit.

Bryson started volunteering as a French interpreter in 1993, after graduating from college with a French degree. She became chair of International Visitors in 2004, coordinating volunteer interpreters in the International Visitors Tent.

International visitors are not required to register their origin, but based on the record 2,714 guests who registered in 2018, 87 nations were represented including 538 from Canada, 386 from Australia and 277 from South Africa. Bryson said the tent becomes a community within the event footprint, where volunteers return each July along with guests from around the globe who have become friends.

“It's better than a family reunion – it's a week long and much larger than just



Each year, Oshkosh resident Michel Bryson works with the fly-in's hundreds of international visitors.



Geoff Robison has volunteered at Oshkosh since 1983.

volunteer working with international visitors at the fly-in convention, she knows that a trip to the middle of the United States is a one-time pilgrimage for some while others return often.

“As a volunteer and as a resident, ‘Oshkosh’ means an incredible source of pride,” she said. “I can tell you that for thousands of people around the world, ‘EAA’ and ‘AirVenture’ are secondary terms. Oshkosh is the aviation event of a lifetime, even for those who come every year.”

family,” she said. “My summer would not be complete without them.”

The Staffers

Jack Pelton and Rick Larsen are EAA staff members who first came to Oshkosh as kids with their families and today help coordinate the event that heavily influenced their interest and careers in aviation.

Larsen, the EAA vice president who also helps coordinate features and

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EAA Vice President Rick Larsen and his daughter Erica, who was inspired by their years of attending Oshkosh and now flies for Delta Air Lines.

EAA CEO Jack Pelton with longtime volunteer Art Schwedler. Pelton first flew into Oshkosh in 1978 and joined EAA in 2012.

attractions at the fly-in, attended at least one event in Rockford with his family as a child and then came to Oshkosh two or three times a decade in the 1970s - 1990s. He went to work marketing for airlines and continued the radio-controlled model aircraft hobby he started as a kid.

In the mid-1990s, he brought his youngest daughter Erica to Oshkosh because he thought she'd enjoy camping at Camp Scholler. They started coming every year, and by the early 2000s their attendance had inspired them. Rick built a Quicksilver kit plane then moved up to a Piper Cub in 2004, the year he came on staff at EAA. Erica went on to graduate from Embry-Riddle Aeronautical University in 2010 and is now a first officer with Delta Air Lines.

"There's only one EAA, there's only one event like this and we are all proud

to be a part of something that has an impact on getting and keeping people involved in general aviation," Larsen said. "From the staff side of the fence, along with volunteers, we realize that we're all caretakers here to make sure we don't lose what's magic about this event."

Pelton first flew to Oshkosh in 1978 as a 19-year-old with his father in their Cessna 140A from Southern California, where they were members of EAA Chapter 1. They attended about every three years, then raising a family and building his career kept him away throughout the 1990s. When he joined Cessna Aircraft Company in 2000, he started attending on an annual basis. He was elected chairman of the board for EAA in 2012, the first elected from outside the organization's founding Poberezny family, then in 2015 Pelton added the role of CEO.

"What makes Oshkosh special is the culture that's been established, on purpose initially by Paul and it's been continued by being engrained in the tradition over the years," said Pelton, attending his 20th consecutive fly-in this year. "Oshkosh is its own unique Disney

EAA Fly-In Convention Milestones in Oshkosh

1970:

Annual fly-in convention held in Oshkosh for the first time.

1976: John Moody,

the father of the modern ultralight movement, displays his powered hang glider for the first time.

1983: New EAA Aviation Center dedicated, including the international headquarters of EAA and the EAA Aviation Foundation, as well as the EAA Air Adventure Museum.

1984: First major public exhibition of Voyager, the unique aircraft that went on to circle the globe nonstop without refueling in 1986.

1985: British Airways' Concorde supersonic jet makes its first appearance in the Midwest.

1992: First Young Eagles flights take place at the fly-in convention.

2003: Airbus makes its first appearance at OSH, bringing an A300-600ST Super Transporter, also known as an Airbus Beluga.

2005: SpaceShipOne, the world's first successful civilian-built spaceship and winner of the \$10 million Ansari X Prize, exhibits with its carrier aircraft White Knight.

2009: Carrier aircraft WhiteKnightTwo lands at the fly-in convention for its public unveiling and the Airbus A380, the largest passenger airliner, makes its North American debut.

2012: Eagle Flights program makes its first flight during fly-in convention, launching EAA's new program to get adults involved in aviation.

2014: U.S. Air Force Thunderbirds fly at OSH for the first time.

2016: Pilot and actor Harrison Ford flies the 2 millionth Young Eagles at AirVenture.

2017: U.S. Navy Blue Angels fly their full performance at OSH for the first time, Jeff Bezos brings the Blue Origin rocket booster and capsule and Marvel Comics legend Stan Lee donates the Avioire superhero to Young Eagles program.

(Source: EAA)

EAA AirVenture Oshkosh 2018 by the Numbers

- **Attendees:** 601,000 representing 87 nations.
- **Volunteers:** 5,000
- **Total Aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.
- **Total Show Planes:** 2,979: 1,160 homebuilt, 1,094 vintage, 377 warbirds, 185 ultralights and light-sport, 75 seaplanes, 22 rotorcraft, 52 aerobatic and 14 hot air balloons.
- **Commercial Exhibitors:** 867
- **Forums, Workshops and Presentations:** 1,500 sessions attended by more than 75,000 people.
- **Camping:** More than 12,300 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors.


(Source: EAA)

environment with its own attributes: the congeniality, the cleanliness, how well organized it is, the 5,000 volunteers who show up every year to make sure it is a special place.”

He said preserving that culture is an honor.

“You’re walking in hallowed grounds among people who worked so hard to get it to where it is,” he said. “You respect that and at the same time, it still has enormous potential to grow and evolve as we go forward. That’s exhilarating, it’s challenging and it’s a lot more fun than anything else I’ve done in my career.” **T&T**

MeLinda Schnyder is a writer and editor based in Wichita, Kansas. She writes most often about aviation, business and travel. She worked 12 years in the corporate communications departments for Beechcraft and Cessna Aircraft Company. MeLinda can be reached at mvschnyder@gmail.com.



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by Rebecca Groom Jacobs



WHO:
Dick Knapinski

POSITION:
EAA Director
of Communications

HOME BASE:
Oshkosh, Wisconsin

RATINGS:
Private Pilot Certificate

1. Can you describe your current role and responsibilities with EAA?

As director of communications, my role is developing and distributing EAA's messaging to external parties, which is a very long list. Along with our 220,000 members, there is the aviation media and community, but EAA's wide reach also includes connecting with the non-flying public about EAA programs and activities such as AirVenture, Young Eagles and the EAA Aviation Museum. I assist every department at EAA headquarters with communications needs, and my role encompasses communications with the local community and state.

EAA, unlike many D.C.-based aviation associations, is a highly visible organization to the public in Oshkosh and Wisconsin. For example, EAA AirVenture Oshkosh is one of Wisconsin's biggest tourism events in visitor numbers and economic impact. I also coordinate the media at AirVenture, which means more than 900 media representatives from six continents as well as more than 75 news conferences and media events.

2. Can you provide a general overview of the timeline, team and moving parts behind the show each year?

Grab a chair because this might take a while. There is never a start or finish to the AirVenture timeline. As soon as one year's event concludes, we're already planning the next year. Sometimes we're working two or three years ahead. As a general rule, around June 1 each year, there is no more planning – we move to full execution mode.

The more than 5,000 volunteers at AirVenture each year are what Jack Pelton calls the "secret sauce" – they make it happen. We need every one of them for this event to work. You get some idea of all the moving parts involved when you consider all that occurs within one week at Oshkosh when we host the world's largest fly-in, one of the biggest annual aviation trade shows with more than 800 exhibitors, nine air shows, a \$2 million-plus fundraising event, an educational conference with more than 1,000 seminars and workshops and a campground with 40,000 people.

3. This month, EAA celebrates 50 years of AirVenture in Oshkosh. How has the show evolved since 1970? How has it remained the same?

Like anything else that has been around for 50-plus years, it must constantly evolve. AirVenture has become a magnet for all things aviation. The growth seen in the 1980s

and 1990s when aircraft such as Concorde, 747s, and SpaceShipOne came here, propelled Oshkosh into an expanded role. Much of that evolution developed from EAA-member and other feedback.

That being said, there are still many things that are the same as when I first came in 1978. You can make Oshkosh as big or as small as you want. I know of people who spend their entire week in the homebuilt area, or the forums, or the ultralight area, or the seaplane base. Others come and try to see as much as they can in a week. There is also the spirit of EAA and community that continues as to when Paul Poberezny put it in place more than 65 years ago. He often said that we welcomed everyone and asked those who wanted limits, "Who do we tell that they are not welcome? Who do we tell that they should just stay home?"


4. *Many people solely associate EAA with AirVenture - what other projects and initiatives are at the forefront of the organization?*

AirVenture is very much the personification of what EAA is on a year-round basis, so it runs across the aviation spectrum. One of aviation's biggest challenges to drawing more people to flying. The Young Eagles program has already flown more than 2.1 million kids since 1992, and that has expanded to many next-step programs for those kids who receive flights. Related to that is

the Eagle Flights program to mentor adults interested in learning to fly by connecting them with our local chapters. And there's much more to come as EAA is positioned to reach people in many ways.

Our advocacy team is involved in breaking down barriers to flight, whether that's in aircraft and pilot certification, or areas such as fuels and safety. There are the year-round tours by our airplanes such as the B-17 and Ford Tri-Motor. And as the EAA Aviation Museum is the year-round home for the organization, how can we make that an even more inviting and inspiring place to engage people in aviation? These are all areas where EAA is involved.

5. *What are some of the highlights in store for EAA AirVenture 2019?*

There is plenty planned such as the 50th anniversary of Apollo 11, the Boeing 747 celebrated this year, the 75th anniversary of D-Day or the emergence of the Urban Air Mobility showcase. Those are all outlined on the EAA website prior to the event. Those major events are great, but we know that each area has its own highlights and moments that will move people. Each person who comes to Oshkosh comes with unique expectations and leaves with memories connected to their personal experiences. Paul also said many times that you come to Oshkosh for the airplanes, but you come back for the people. 



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Great Getaways: Telluride, Colorado

by Grant Boyd



PHOTOS COURTESY OF RYAN BONNEAU

Telluride, famously known for its world-class skiing, is also a great option for a weekend or weeklong trip during the mid to late summer months. Situated in the western San Juan Mountains of the Rocky Mountain Range, Telluride's natural, mountainous backdrop is both picturesque and chock-full of outdoor activities.

Activities and Amenities

Visit Telluride, the official Telluride tourism group (www.visittelluride.com), paints a picture for the small Coloradan town that many have previously only associated as a winter destination. They list several popular activities including hiking, camping, fly fishing, river sports (ex. kayaking), 4x4 off-roading, golfing, rock climbing, running, picnicking and paragliding.

Telluride's unique location, climate and history also make it a favorite gathering spot for festivals, with the town welcoming thousands of visitors from across the world. Many of

the festivals are long-standing, with some held 30-plus years. These events range from art, food, music and include the Bluegrass Festival, Jazz Festival, Mushroom Festival, Telluride Film Festival and many more.

Foremost an outdoor recreation and events city, Telluride has a permanent vibrant arts and culture scene, predominately within the Telluride Arts District. This area is home to more than a dozen theatres, galleries and even a school for the arts where people can learn to hone their art-related talents.

The downtown area is home to a vibrant food and drink scene. Many of Telluride's restaurants are highly rated, with some of the country's top chefs calling the area home. The eateries are so acclaimed that Conde Nest readers ranked Telluride as a "Top 20 American Town for Foodies" and Fodor ranked it in their Top 10. Just about all fares are offered from Middle Eastern, Italian, Mexican and French cuisines. While most restaurants within the town

are open year-round, it is important to note that some may be closed during the off-season.

Visit Telluride also notes that Telluride is "a town known for playing hard, and that doesn't stop when the sun goes down." The city's upbeat atmosphere continues well into the night with its many bars and live music venues, making for unforgettable experiences for residents and visitors alike. And when it's time to turn in, accommodations are plentiful with visitors able to take in the landscape's natural beauty from resort-style hotels, tents at a local campground or one of the many cabin lodges.

Flying into Telluride

Flying into Telluride Regional (TEX) is an exciting adventure in itself. Brannan Johnson, a former air show pilot, has visited the airport several times and highly recommends the experience to other pilots.

- Continued on page 22

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55	CHALLENGER 600
38	CHALLENGER 601-1A
109	CHALLENGER 601-3A
51	CHALLENGER 601-3R
289	CHALLENGER 604
9	CHALLENGER 800
166	CITATION 500
285	CITATION 525
266	CITATION BRAVO
153	CITATION CJ1
85	CITATION CJ1+
194	CITATION CJ2
163	CITATION CJ2+
357	CITATION CJ3
92	CITATION CJ3+
240	CITATION CJ4
152	CITATION ENCORE
50	CITATION ENCORE+
297	CITATION EXCEL
18	CITATION I
242	CITATION I/SP
451	CITATION II
58	CITATION II/SP
161	CITATION III
64	CITATION LATITUDE
171	CITATION M2
381	CITATION MUSTANG
125	CITATION S/II
256	CITATION SOVEREIGN
68	CITATION SOVEREIGN+
241	CITATION ULTRA

236	CITATION V
28	CITATION VI
97	CITATION VII
255	CITATION X
25	CITATION X+
212	CITATION XLS
209	CITATION XLS+
1	DIAMOND I
42	DIAMOND IA
3	DORNIER ENVOY 3
232	ECLIPSE EA500
52	EMBRAER LEGACY 500
135	EMBRAER LEGACY 600
58	EMBRAER LEGACY 650
232	EMBRAER PHENOM 100
261	EMBRAER PHENOM 300
75	FALCON 10
21	FALCON 100
19	FALCON 200
186	FALCON 2000
21	FALCON 2000EX
58	FALCON 20C
15	FALCON 20C-5
23	FALCON 20D
2	FALCON 20D-5
31	FALCON 20E
9	FALCON 20E-5
68	FALCON 20F
64	FALCON 20F-5
194	FALCON 50
8	FALCON 50-40
91	FALCON 50EX
153	FALCON 900
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34	LEARJET 24D
10	LEARJET 24E
7	LEARJET 24F
11	LEARJET 25
36	LEARJET 25B
9	LEARJET 25C
92	LEARJET 25D
3	LEARJET 28
28	LEARJET 31
167	LEARJET 31A

33	LEARJET 35
352	LEARJET 35A
13	LEARJET 36
32	LEARJET 36A
30	LEARJET 40
192	LEARJET 45
166	LEARJET 45XR
100	LEARJET 55
4	LEARJET 55B
12	LEARJET 55C
256	LEARJET 60
467	PILATUS PC-12/45
110	PREMIER I
6	SABRELINER 40
17	SABRELINER 40A
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106 KING AIR A90-1
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886 KING AIR B200
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95 KING AIR B200GT
4 KING AIR B200SE
21 KING AIR B200T
79 KING AIR B90
332 KING AIR C90
34 KING AIR C90-1
188 KING AIR C90A
369 KING AIR C90B
78 KING AIR C90GT
93 KING AIR C90GTI
119 KING AIR C90GTX
13 KING AIR C90SE
242 KING AIR E90
155 KING AIR F90
25 KING AIR F90-1
8 MERLIN 300

25 MERLIN IIB
19 MERLIN III
26 MERLIN IIIA
47 MERLIN IIIB
19 MERLIN IIIC
4 MERLIN IV
9 MERLIN IV-A
8 MERLIN IV-C
63 MITSUBISHI MARQUEE
1 MITSUBISHI MU-2D
23 MITSUBISHI MU-2F
18 MITSUBISHI MU-2J
33 MITSUBISHI MU-2K
11 MITSUBISHI MU-2L
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3	BARON A56TC
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162	CESSNA 340
520	CESSNA 340A
70	CESSNA 402B
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357	CESSNA 414A
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38	CESSNA 421A
335	CESSNA 421B
607	CESSNA 421C
53	CESSNA T303
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24	PIPER 602P AEROSTAR
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314	PIPER MERIDIAN
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24	ROCKWELL 500A SHRIKE
77	ROCKWELL 500B SHRIKE
44	ROCKWELL 500S SHRIKE
5	ROCKWELL 500U SHRIKE
12	ROCKWELL 520
	COMMANDER
5	ROCKWELL 560

COMMANDER

11 ROCKWELL 560A
COMMANDER
7 ROCKWELL 560E
COMMANDER
7 ROCKWELL 560F
COMMANDER
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"This is truly a bucket list airport to fly in and out of," said Johnson. "It is one of the best mountain airport towns on the planet. And with the town being difficult to reach by car, flying simply makes sense."

Situated on a cliff, making it "similar to landing on an aircraft carrier," the airport is a challenging yet rewarding one to land. Acclaimed the highest commercial airport in the United States at 9,070 feet above sea level, it is likely that many pilots have heard others' stories about landing at TEX.

The single runway, 9/27, offers instrument approach procedures and stretches 7,111 feet by 100 feet. While twin and turbine aircraft can operate in and out of the airport, the elevation and surrounding terrain add complexity to the landing operations, including turbulence due to the proximity of nearby mountains.

But first-timers can find numerous sources (ex. www.tellurideairport.com) and videos online describing the arrival in detail and steps to take for safe mountain flying. These sources are a beneficial tool for operators preparing to fly into what is regarded by many as one of America's most beautiful airports and enjoyable small towns. **T&T**

Grant Boyd is a recent MBA graduate of Wichita State University. A private pilot, Boyd is currently working toward his instrument rating, with the ultimate goal of combining his love of business and aviation with a career at a general aviation manufacturer. You can contact Grant at grantboyd2015@gmail.com.





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The Newest Bonanza and Baron

by **Thomas P. Turner**



On a rainy Sun 'n Fun morning, I met with Tina Walser of Textron Aviation communications and Alex Chisolm, a factory-direct Bonanza/Baron salesman based near Washington, D.C. We looked at the latest versions of the Beechcraft Bonanza G36 and Baron G58 on display among the piston Cessnas, Caravans, King Airs and Citation M2. Although numerically eclipsed by the Cessna side of the company's offerings, the Bonanza and Baron stand out in the Textron Aviation product line and sat at the very front of the display.

The Beech Bonanza is in its 72nd year of continuous production – an all-time record for aircraft – while the Baron celebrates its 58th year of production this year. Supremely designed and proven aircraft, they are nonetheless continually refined and updated even today. I've personally flown and taught in these fine aircraft for nearly 30 years, so I asked Tina and Alex, "What's new for the Bonanza and Baron?" Here's what I learned.

Avionics

The latest feature for both the Bonanza and the Baron is the enhanced Garmin G1000 NXi, which adds full-time, automatic envelope protection to the fully integrated GFC700 autopilot. According to the Garmin website, the Electronic Stability and Protection (ESP) system is a safeguard that assists the pilot in maintaining safe, stable flight when hand-flying the aircraft. It constantly monitors the aircraft's flight condition, even when the autopilot is not engaged, and applies a control force toward stable flight whenever pitch or

Upgrading the G-Models

The G36 and G58 introduced the popular Garmin G1000 flight deck to Beechcraft in 2005. Very soon afterward, the GFC700 digital autopilot was added for an extremely smooth and accurate integrated autoflight function. Wide Area Augmentation System (WAAS) navigation was introduced a few years later, and Hawker Beechcraft Corporation (now part of Textron Aviation) made WAAS available as a retrofit kit for earlier G1000 airplanes. Installation of the second-generation G1000 NXi that includes fully integrated ADS-B In and Out began in July 2017. As of this writing in April of 2019, FAA approval of an STC to upgrade all G1000s to NXi, and a simpler kit to provide WAAS-capable non-NXi G1000 and low-cost ADS-B Out solution, are both imminent.

roll deviations exceed recommended limits. ESP also recognizes when the airplane is flying more slowly (underspeed) or faster (overspeed) than under normal conditions – such as a stall or spiral – and it makes appropriate adjustments to the controls. If the pilot does not respond sufficiently over time and ESP has been activated for a specified period of time – such as in the event of pilot distraction or incapacitation – the autopilot will engage with the flight director in "level" mode to return the aircraft to wings-level flight without overstressing the aircraft. ESP can be disabled by the pilot who wishes to intentionally exceed activation parameters.

I haven't yet had the opportunity to fly the new G1000 NXi, but I do fly an A36 Bonanza with Garmin's GFC 600 autopilot with ESP. It activates when the bank angle exceeds 35 degrees, the pitch exceeds 20 degrees up or 15 degrees down, or the airspeed nears VSO or VNE. If I try to fly a steep turn, for example, the controls grow increasingly heavier as I enter the turn, nudging me back



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toward a shallower bank. If I fight ESP and continue, it will shortly seize control and activate the autopilot in heading and altitude mode. Similarly, when I practice stalls, it will begin to nudge the nose downward as I increase the angle of attack and speed decreases. If I persist, it will again take control in the autopilot's level mode. These protections are designed to prevent Loss of Control – Inflight, the most common fatal accident scenario. That protection is now available in factory-new G36s and G58s.

Interior

Another recent update to the Beech piston airplanes is a series of changes to the cabin interior that provide improved comfort including a sleeker, stowable writing desk in the aft cabin, and about one-inch greater elbow room. My impression is that the seats are a little plusher than in recent years, while still appearing taut, businesslike and sharp.

Buyers

I asked sales rep Alex who he sees as the most common G36 buyer. Alex

says some pilots move to the G36 from a Cirrus or older Bonanza. But most frequently, in his experience, it's a relatively new pilot who previously purchased a new Cessna 182 and returned to Textron Aviation to buy a new Bonanza. Most buyers, especially those who previously owned a Cirrus, are ultimately aiming for a Citation M2 jet. The most common new G58 purchaser, Alex told me, is that same Citation-bound pilot wanting to get some piston twin time

or corporate flight departments wanting a short-haul or backup airplane to augment one or more jets in a fleet. Still, some buyers are buying the G58 and G36 to be the last airplane they'll ever own.

Why does Textron Aviation continue to produce these airplanes? "Because of the enthusiasm of Beech owners," said Alex. He should know as he was brought up in a Beech family, with his father selling Bonanzas and Barons for 35 years. The airframes are refined to



G36, G58, Citation M2 – a common pathway among new Beechcraft owners.

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Bright, clean lines of the latest G36 panel featuring the latest G1000 NXi.

their ultimate, he said, and although newer designs have entered the high-end piston market, the Bonanza and Baron are “still relevant” and continue to enjoy “tremendous public support.”

Pricing

The standard list price for the 2019 G36 is \$914,000 plus options. Climate control (air conditioning) is standard while options include synthetic vision, active traffic and Sirius XM weather. Iridium

is also an option for weather uplinks outside the United States and provides inflight voice and text communications in the U.S. and around the world.

Standard list price for the 2019 G58 is \$1.486 million plus options, including all those for the G36 plus a ground suppression and turbulence detection radar enhancement. Climate control is also standard in the Baron G58. Additionally, Textron Aviation's in-house Bonanza/Baron transition training and

a subscription to Garmin Pilot come with the purchase of a new G36 or G58.

Summary

Now approaching 15 years in production, the “G” series Bonanza and Baron represent a substantial percentage of Beech production history. Firmly rooted in the Beechcraft lineage, the G36 Bonanza and G58 Baron remain many pilots' first choice as the last airplane they'll ever own, and for others, it is a logical and desirable step along the way to their ultimate goal. All owners enjoy an airplane that is factory supported and continually refined to include the latest amenities and safety enhancements. **T&T**

Thomas P. Turner is an ATP CFII/MEI, holds a master's Degree in Aviation Safety, and was the 2010 National FAA Safety Team Representative of the Year. Subscribe to Tom's free FLYING LESSONS Weekly e-newsletter at www.mastery-flight-training.com.

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Adding King Air Capacity

Halo STC Series by CenTex Aerospace

by Joe Casey



The King Air is one of the most iconic, useful and well-engineered airplanes in aviation history. Not only do they earn rave reviews from those who pilot them regularly, but the proven history and sheer volume of King Airs manufactured in the last 50-plus years is a testament to the brilliance of the original design.

But also unique and advantageous with the King Air series is the number of creative outside companies that have capitalized on opportunities to improve aspects of the world's most popular turboprop to suit different needs. I recently visited one such company in Waco, Texas named CenTex Aerospace. The core of their focus: carrying capability.

The Why

The King Air 200/250 series was specifically built to nestle right up to the 12,500-pound limitation for an airframe flown by a pilot without a type rating. With a max gross weight (MGW) of 12,499 pounds, the early King Air 200s can carry a lot yet still be flown by a pilot who did not want to go through the gauntlet of obtaining a type rating.

But, as the years have progressed, the King Air 200/250 series have gained weight. As airplanes often do, they get heavier as the years of manufacturing progress, causing the useful load (UL) to decrease. So, a King Air 200 from the late 1970s will likely have a greater UL as compared to a recent model, mainly because of improvements to the design. While the improvements are certainly beneficial, they can be heavy while the MGW ceiling of 12,500 lbs remains the same.

This often leads to two options for the buyer in the market for a King Air 200/250 series. Buy an older King Air 200 with a higher UL and a lesser price point – but with fewer upgrades, higher airframe time, smaller engines and higher maintenance costs. Or purchase a newer King Air 250 with a gob of cool upgrades and a higher price point – but carry much less fuel, people and bags. There is little middle ground.

Enter CenTex Aerospace with the Halo Series of gross weight increase kits.

CenTex Aerospace is nestled in a cool WWII-era wooden hangar at the Waco Regional Airport (KACT). During my visit, I learned a lot about their operation, specifically how they increased the MGW of the King Air 200 by an incredible 1,500 lbs. That's a huge jump in capability whether a King Air operator needs to handle larger passenger/bag loads (and still carry tons of fuel), or requires space for heavy special mission equipment.

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The How

So, how did CenTex Aerospace achieve the gross weight increase? They determined the steps required to change the airworthiness certification from the Standard Category to the Commuter Category. The switch requires specific modifications but allows the airplane to operate at a heavier MGW.

Adjustments are managed by the CenTex dealer network and include: cockpit/panel upgrades to the pitch trim and stall warning systems; improved interior lighting; an airspeed overspeed warning system; interior signage; a new POH (with some improved performance considerations); an engine fire-warning system; improvements to the stall warning system. There are no new structural components added to the airframe – only items that allow the airplane to meet Commuter Category requirements.

Beechcraft has a reputation for being rugged and “overbuilt,” and the lack of structural modifications required to carry the extra 1,500 lbs is a testament to the fact that the original Beechcraft

designers created a real workhorse. While the Halo STC is much more than a paperwork shuffle, with the airframe modifications being true upgrades to safety and performance, the basic structure of the King Air fleet is robust and strong, not requiring any additional aluminum.

Along with the increased max gross weight, CenTex Aerospace figured out how to increase the fuel capacity and storage capacity. If desired, Saddle Tanks can be added behind each engine in a nacelle add-on manufactured by the company. Saddle Tanks can either add 95 gallons of fuel per side (with no storage increase) or add up to 60 gallons per side of additional fuel and have a large lockable storage compartment in each nacelle. The options are abundant, allowing the owner to add more fuel, more storage or both.

Since the CenTex-modified King Air 200/250 series has a MGW of 14,000 lbs, a type rating is required of the pilot. But several facilities provide the training, which is comparable to the insurance-approved training necessary to operate any King Air – but ends with the awarding of a King Air 200 type rating.

Is the Centex Aerospace Halo Gross Weight Increase (GWI) STC right for you? It is a winner for the operator who is satisfied with their particular airframe but seeks more range, payload capability and associated operational safety. And for operators of the King Air 300/350 series, the Halo 350 GWI STC is also available. It improves the MGW by more than 1,000 lbs, making the flagship of the King Air fleet even more capable. **T&T**





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Joe Casey is an FAA-DPE and an ATP, CFI, CFII (A/H), MEI, CFG, CFIH, as well as a U.S. Army UH-60 standardization instructor/examiner. An MMOPA Board member, he has been a PA46 instructor for 16-plus years and has accumulated 12,000-plus hours of flight time, 5,500 of which has been in the PA46. Contact Joe at: www.flycasey.com, by email at joe@flycasey.com, or by phone at 903.721.9549.

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Going Anyway

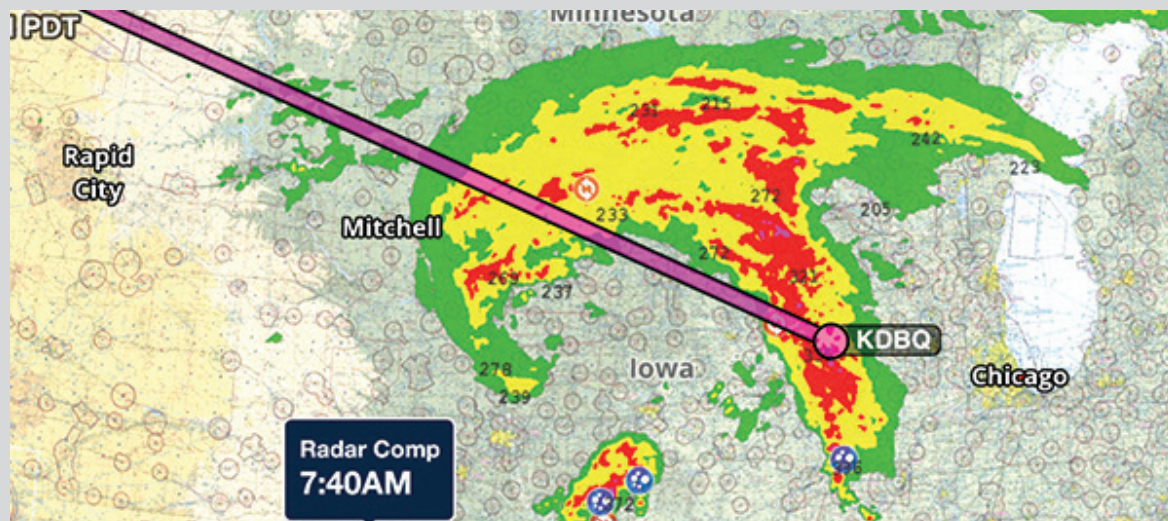
by Kevin Ware

It was the beginning of the Memorial Day weekend and the Midwest was experiencing an unprecedented level of convective weather with thunderstorms, tornadoes and flooding all urgently reported by the TV news. Unfortunately, a longstanding Lear client of the company I fly for had an unexpected death in the family and needed to attend the funeral on that Saturday, right in the middle of all the weather.

Now, we are rather careful professional pilots and the “going anyway” attitude might seem to contradict that statement, but not so. Over the years, we have developed ways of operating in or near bad weather which are quite safe, and for the next several minutes Scott and I outline our severe convective weather strategy – something not often required flying up and down the West Coast from Alaska to California. Convective weather

requires heat and moisture, and with the Pacific Ocean at 45 degrees Fahrenheit off to our west for 3,000 miles, we get plenty of moisture but rarely enough heat to drive that moisture high. On the other hand, it seems any time we need to make a trip east, all the convective activity in the middle part of the country has been saving itself especially for us.

So, one of the first things Scott and I do is look at the size and pattern of the



The airlines were canceling flights left and right due to the conditions, and the distance from the West Coast was too long to drive or take the train. As a result, I got a call from our dispatcher Lori late on Friday morning asking if I can fly the Lear 45 to Iowa early on Saturday. While she is talking, I pull up the weather on my cell phone and see nothing but red radar returns widely dispersed over the entire three-state area. Thinking out loud about what to do, I ask Lori who will be the other pilot (a Lear 45 requires a crew of two), and she says Scott has tentatively agreed to go. Though newly rated in the airplane, Scott is a very experienced pilot I have flown with all over the country for a decade. I tell Lori I can do it then promptly call Scott. When I get him on the phone, I mention all the red radar returns, and he says, “Well, we’re going anyway, right?”

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Wind	120° at 12 - 20 kts
Visibility	2 sm
Clouds (AGL)	Few 700' Broken 1,400' Overcast 2,700'
Weather	Thunderstorms in Vicinity Moderate Rain Mist
Temperature	17°C (63°F)
Dewpoint	16°C (61°F)
Altimeter	29.85 inHg
Humidity	94%
Density Altitude	1,900'

weather system. Usually, the convective area runs on a southwest to northeast line, extends about 200 nm wide and is almost always moving eastward around 10 and 20 knots – with predictions to worsen as the day goes on. If we find our destination is east of a system with the weather moving that direction, that makes us feel very uncomfortable because it means the conditions will only deteriorate as our arrival time approaches and we will likely need to overfly the system. On the other hand, if our destination is already in the middle of the action, that is a much more favorable sign as it means things are likely to improve. In the case of this trip, our destination in Iowa (DBQ) was already in the middle of the weather, which we found encouraging.

The next thing we look for is good VFR conditions on the upwind side of the weather. When severe weather passes,

the atmosphere is cooled and typically there will be relatively mild conditions where it had been terrible just an hour or so before. In this case, it looked like Cedar Rapids (CID) would be well clear of the weather by the time of our arrival.

Now, one of the benefits of flying business jets as opposed to airlines is that we don't have to land at our planned destination. Provided we can put our passengers within an hour car drive to where they want to go, they are often happier than if we push into turbulence and bad conditions. Most of them understand this before departure and readily agree to use that plan if we need to. Oddly, an hour drive rarely proves to be much of a bother or inconvenience – certainly nowhere near waiting in a long TSA line. Occasionally, if we are forced to land short of the destination, rather than putting the passengers in a rental car, we will just get a crew car and take everyone into town for lunch while waiting for the destination weather to improve... something not possible for the airline crew. For most passengers, the business of mixing with the crew seems to make the whole affair more of an adventure as opposed to an inconvenience. They also appreciate the care we take to avoid truly bad conditions, all the while trying to get them where they want to go.

With our background strategy worked out, Scott and I decide to leave our base (KBVS) just north of Seattle at 0530 the next morning. It is a 1,300 nm trip which the computer says will take us about 2:45, and have us arrive at just before 10 a.m. local time. With convective weather usually growing worse as the day goes on, the departure and arrival time should be helpful. Plus, the funeral our passengers are attending is in the mid-afternoon, so that will also give them plenty of time to get there even if we have to land short of DBQ.

We take off shortly after dawn in clear West Coast weather, take up heading 082 and climb to FL410. As we depart, the weather radar on our iPads shows all red at our destination but with the system moving east at about 20 knots. Given our approximate 3-hour flight time, we think it should be clearing out just as we get there.

But within an hour of arrival, things at DBQ still do not look good, so I go back to

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the cabin and brief the passengers about the conditions. I take my iPad with me so they can see the red over DBQ. Everyone understands something red is probably dangerous, so they have no problem accepting the fact that they may be driving the last 50 miles of the trip. This kind of passenger cooperation and consent is simply not possible in the airline business, which is one of the reasons why we can say "we're going anyway" when the airlines are still stuck on the ground.

As we cross the Iowa border, we pay attention to what is ahead and make sure we have all forms of weather avoidance equipment up and running. The one we typically pay most attention to is near real-time downloaded weather radar and lightning detection data on our iPads. This allows very good long-range planning from hundreds of miles away, with plenty of time to think through and review options. In the airplane, we also have radar in the nose which is helpful when close to the weather. But I have found if I am paying attention to the iPad, maneuvering up close to the weather

with the onboard system is rarely necessary. Finally, we are IFR and talking to the controller, who is definitely not about to let us stumble into weather without a lot of warning.

When we cross the state line, the iPad shows the western edge of red weather to be about 10 miles from our destination and moving eastward at about 25 knots, meaning that it will likely clear by the time we arrive. But to cover our bases, we slow the jet down to give us some more time. As luck would have it, about 20 minutes out, the ATIS at DBQ starts reporting wind from the south at 15 to 20 knots, light rain, visibility 6 miles, with 600 broken and 4,000 overcast – a significant improvement from the lightning, heavy rain and gusting conditions reported earlier. This information is confirmed by the radar picture, which shows the system has moved out of our way. I look back over my shoulder and tell the nearest passenger the good news.

Ten minutes later, we land at DBQ in pleasant and improving VFR conditions. As they exit the airplane, our passengers

attribute our safe arrival to the expertise of the pilots in front, but the truth of the matter is it was a matter of luck more than anything else. Even with the "we're going anyway" mentality before departure, we had no intention of penetrating convective weather. If it had not conveniently moved out of our way, we would have landed elsewhere. Highly skilled or not, we don't fly into red weather, even when "going anyway." **T&T**



Kevin Ware is an ATP who also holds CFI, MEII and helicopter ratings, has more than 10,000 hours and is typed in several different business jets. He has been flying for a living on and off since he was 20, and currently works as a contract pilot for various corporations in the Seattle area. When not working as a pilot he is employed part time as an emergency and urgent care physician. He can be reached at kevin.ware2@aol.com.

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From the Flight Deck

by Kevin R. Dingman



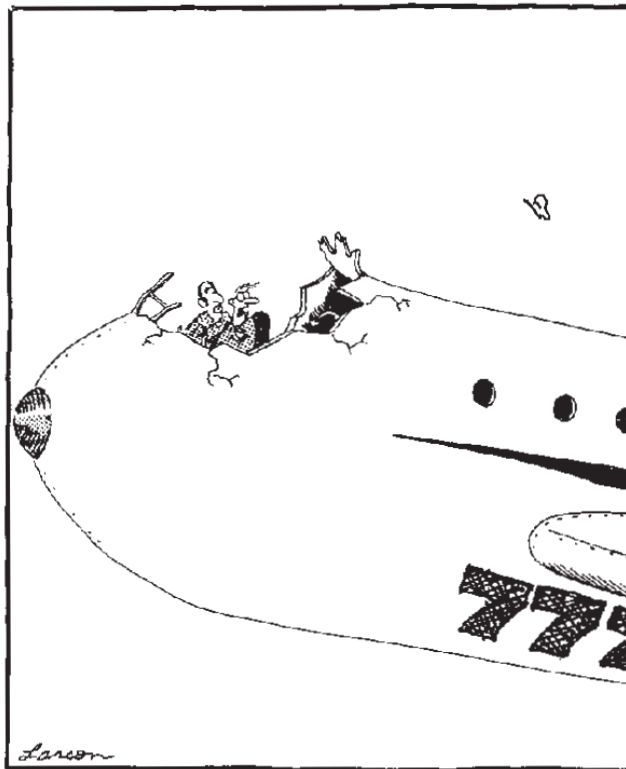
Say What!

Aviation memories: Poignant and playful (and sometimes rated “M” for Mature).

Aviation humor is a dialectal minefield for a writer and can easily poke an eye out if misused. Cartoonist Gary Larson was great at it. And a tactful, tastefully presented and good spirited bit of humor (or sarcasm) can help information and lessons stick in our memory better than IMSAFE, CIGAR, ARROW, GUMP or Identify, Verify and Feather. It can also counterbalance the effects of the life-sucking, joy-robbing ordeal of Part 121 aircrew scheduling in a thunderstorm infested, over-sold, 737 MAX grounding post 9/11 era. I'll stop whining like a T-37 engine now and enter the humor minefield with a true story. Mature metaphor alert: children look away.

First, you have to picture the setting: A crowd of tired, grumpy travelers sitting elbow-to-elbow and no one knows anyone – 160 strangers. Fearing a possible customer complaint and reprisal, a female flight attendant on my crew alerted me to an exchange that she had with a retired female flight attendant that was traveling in coach on an employee pass. (Don't get huffy thinking this is a sexist story because of my repetitive use of female – the reason for emphasizing their gender will be poignantly presented shortly).

It was an early morning, weekday flight full of mostly male, time-stressed, business travelers. The retiree was frazzled from the arduous ordeal of space-available travel – a pain of which



"Oh, great! Now there goes my hat!"

you can't fully empathize until you've traveled standby over several decades and have been left behind fifty-eleven times. Having turned down the offer of a soothing, stress relieving and free alcoholic beverage earlier, the working flight attendant once again empathetically broached the subject with a reassuring and innocently intended offer.

"Are you sure you wouldn't like some vodka in that juice or a couple of Baileys for your coffee?" Then leaning in a bit with a lowered voice she added a non-condemning, girl-to-girl reassurance: "Ya know, there's nothing wrong with a good stiff-one in the morning." Of

course, the two guys sitting cheek-to-cheek on both sides of the beautiful lady took the statement quite differently (mind in the gutter and all) and after one choked on his coffee, both began laughing to tears. Instantly, the two ladies realized the secondary, totally unintentional inference of the question and turned red before also bursting into laughter. The angst from her space-available travel was quickly washed away without the assistance of a morning, um, drink.

I was reviewing a short essay on the pleasures and pitfalls of authors that use humor as a writing tool; specifically, the use of a well-intended, accidentally hysterical play on words. By necessity, such humorous linguistic legerdemain when intentionally presented

by a writer must be born of a common frame of reference, language, history and honest respect for social decorum – George Carlin's list of seven prohibited words excluded from consideration. Assuming a level of tolerance from the receiving audience, and that the word-smithing comes from a non-malicious heart, few things have the same effect on a reader as humor. Humor can also facilitate new relationships by relieving stress and anxiousness and can allow us to be more open minded by "breaking the ice." On the other hand, some humorous stories are just plain hysterical with very little redeeming social value

but for the innocent, life-giving tears of laughter and sore stomach muscles they induce – like the one mentioned above.

There was no malicious intent in her query. No intentional evil, obscene or eye-winking maneuver in her interrogative statement. But it sure was funny. The incident reminded me of how great it used to be to talk without fear of offending someone or of having the political correctness police whip our dairy air on social media or national TV. As long as your intentions were not nefarious, rude or mean spirited, the behavior was acceptable. But thanks to those with marginal levels of intelligence and social etiquette that have exploited the kind-hearted nature of most folks, apparently, those friendly behavioral norms are now prohibited. Why can't we be civil yet still have fun? I suppose it's because in many situations, there's the possibility for uncomfortable, offensive, even disastrous fallout. What if several children overheard the stiff-drink exchange and witnessed the resulting grown-up response, and then queried inquisitively (like kids do)? Once the parent wiped the tears of laughter from their own eyes, the impromptu, and in-public "birds and bees" speech could be postponed as a conversation for later. Like the scene from the TV commercial "When Smith Barney talks, people listen," never in a classroom or at home will you see children paying attention with such focus as when they seek to understand private adult social interaction. Imagine all of the kids within four rows from the overheard comment, leaning into the aisle to understand the laughter and to hear the next new word. Thus, my point about paying attention and humor vs. our memory and learning – it works on children of all ages – even us.

Humor can also be a welcome breath of fresh air during an arduous day. The life of an airline crew is suitcases, TSA, hotel vans, restaurants and public restrooms (remind me to schedule another session with a psychiatrist for my automysophobia). And it can be draining: Drive to the bus, take the bus to a commuter hotel at base. The next morning, take the hotel van to the airport, fly 6 to 8 hours, then van to the layover hotel, go to bed hungry because you're too tired

to get dressed to go find food, van to another airport the next morning, fly for 6 to 8 hours, van to the hotel, van to another airport the next morning, fly for 6 to 8 hours, van to the layover hotel...repeat, repeat and repeat. Now you know how airline pilots accrue tens of thousands of hours.

We still occasionally go out for dinner as a crew to eat, drink, laugh and share stories of our families and how the airline "used to be." But don't be fooled into believing that layover hotels are a "mini-vacation." As I write this, I'm at a layover hotel in downtown Jacksonville, Florida. It's Saturday night, an hour after dark and my hotel is two blocks from an outdoor jazz concert. It's loud enough to hear from my room and I know that in a few hours (after I have fallen asleep) many of the revelers, having consumed a few stiff ones themselves, will be returning to their rooms in this very hotel, perhaps on this very floor. Lions and tigers and bears, oh my. Tomorrow is day two of a four-day trip and my show time in the morning is well before sunrise. I will see some of the revelers in the lobby when I board the van. They will ask with slurred speech, "You a pilot? Where ya flying at, um, to, tonight, ah, today dude, sir?" And then they'll stumble off without waiting for a response. If you had listened, dude, I'll be in command of an airliner flying back-and-forth across Tornado Alley, finally ending up in Seattle late this afternoon. The next morning, I will wake at 2:40 a.m. for a 3:40 a.m. show time and resume the above repeat, repeat and repeat. When I get home, we're headed to Flying Cloud (FCM) with the Duke for some light maintenance. The next day, we pick up a patient in RST, take them to BIV then home to mow grass, do laundry, pay bills, repack my bag and back to the repeat, repeat and repeat. It's interesting that despite this routine, recent studies claim airline pilots live about five years longer than the general population – must be that morning, um, drink thing.

Or perhaps workplace drudgery is part of what makes us live longer. It allows us to share a special bond and to create memories. Those involved in aviation share the bond of operating a



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complex flying machine in a challenging environment among an interesting society of individuals – often dealing with bad weather, bad hotels, bad food (four episodes of food poisoning so far) and bad manners. We all anticipate the good parts of flying, however, and for a lot of “working” Part 121 pilots, general aviation in its many forms is the good part. Nowhere in the world is this demonstrated quite like the annual EAA Convention, AirVenture, or “Oshkosh” by us purists; July 22–28 this year. Factions of aviation from all over the world, whether it be EAA chapters, airline unions, charter companies, flight schools, aviation equipment and parts vendors, type clubs or friends and family, gather to celebrate the good parts of flying and to share sometimes humorous memories of fun, fear, excitement, drama, adventures, love and life. The annual pilgrimage is just around the corner and I can't wait.

Readers have told me that they sometimes read my stories out loud to

their children, the Christmas ones in particular. But stories such as this one with grown-up humor, even when honest and sensitive, are an opportunity for fallout, and I think this story may need to be stashed in the unmentionable drawer with grandma's bloomers. But like that morning flight with the “free drink” offer, I hope my use of humor to make “piloty-points” will help you to remember what are often, painful lessons for some other schmuck – even the piloty-points that were rated PG. **T&T**

Kevin Dingman has been flying for more than 40 years. He's an ATP typed in the B737 and DC9 with 23,000 hours in his logbook. A retired Air Force major, he flew the F-16 and later performed as an USAF Civil Air Patrol Liaison Officer. He flies volunteer missions for the Christian organization Wings of Mercy, is employed by a major airline, and owns and operates a Beechcraft Duke. Contact Kevin at dinger10d@gmail.com.

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Supply and Demand

Supply and demand is an easy concept for airplane owners to understand – the more there is, the lower the price. Take the oil and gas industry, for instance, an industry I know little about, but I won't let that stop me from pontificating.

1. Some smart person figures out how to drill sideways and extract a lot more oil.
2. Thousands of folks with money rush to drill for the oil.
3. Like an Easter egg hunt with too many kids, they find lots of it quickly.
4. So much in fact that the price comes down and everyone is happy.

Except maybe for those folks who started a new oil company. But the opposite can happen, too. And stay with me because here is where it is going to cost you a lot of money.

The aviation insurance industry.

For the last decade or more, the overall safety record, especially of the airlines, has been outstanding. It was a great place for insurance companies to make money. Few claims, stable costs and billions of dollars poured into the market. New companies emerged to compete for your business and premiums went down dramatically. Everyone was happy.

Except for those new insurance companies, perhaps.

Then something bad happened. Airplanes started crashing more often, especially airliners like the Miami Air International's 737 pictured below. And although no one perished in this crash, it doesn't take many \$35,000,000 to \$100,000,000 hull losses to mess up the insurance market.



Three insurers have recently exited the market. Remember that supply and demand thing?

Recently, I had the opportunity to speak at the Aviation Insurance Association's annual conference in Asheville, North Carolina. What I heard from brokers, underwriters and lawyers is concerning. Claims are up and profits are down. And just like in your business, something must give.

If you have recently opened your renewal premium letter, you probably were shocked. Industry folks tell me that it's much harder to get coverage for even longtime customers. "Two years ago, I could get great coverage for a pilot with 600 hours in a single-engine airplane moving to a single-pilot jet," said one broker. "Not anymore."

Along with 10 to 25 percent premium increases, coverage limits are being lowered, training requirements increased and age limits reduced. Of course, what comes up must come down. But how long will it take to reverse the cycle? With thousands of new, less experienced pilots entering the industry, do you think the safety record will improve soon?

And while the fatality rates for the kinds of airplanes we fly are fairly steady, recent hull losses, especially from landing accidents, give us nothing to brag about.

So, what can you do to make yourself more attractive to your insurer?

Andrew Broom, CEO of Citation Jet Pilots Association (CJP) and I were in Asheville to present our safety efforts including the "CJP Gold Standard Safety Award" program to the insurance industry. It is a comprehensive effort of additional training, standard operating practices (SOPs) and a video series called "What Good Looks Like" that Citation operators can adopt to become safer pilots.

And you can access it and incorporate it into your safety efforts regardless of the type of airplane you fly, free of charge at www.citationjetpilots.com/safety.

We are all in this together.

Fly safe. 

David Miller has owned and flown a variety of aircraft types, from turboprops to midsize jets, for more than 40 years. With 5,000-plus hours in his logbook, David is also Chairman Emeritus of the Citation Jet Pilots Safety & Education Foundation. You can contact David at davidmiller1@sbcglobal.net



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