More than 40 years ago the idea of preserving the history of women in aviation was just a dream. Since then, memorabilia and historical artifacts have been collected, preserved and stored. Today this dream is a reality. The International Women's Air & Space Museum (IWASM) began as a committee of Ninety-Nines who started saving memorabilia and history of women pilots. In 1986 the museum opened in Centerville, Ohio. IWASM was welcomed by the City of Cleveland, Ohio in 1998, where they are now located inside Burke Lakefront Airport. The mission of IWASM is to preserve the history of women in aviation and space and to document their continuing contributions today and in the future.

IWASM is a non-profit organization and the only museum of its kind, preserving the stories and artifacts of over 6000 women, ranging from pilots to mechanics to mission controllers to astronauts. Some of the iconic pieces in the museum's collection include Amelia Earhart's coveralls, Painesville, Ohio native Margaret Hurlburt's lucky monkey puppet and Euclid, Ohio native Sunita Williams' shirt worn in space. The museum houses the Fay Gillis Wells Research Center which has thousands of books, biographical files, DVDs and photographs that are available for anyone to reference.

IWASM offers free admission and hosts various events for groups of all ages. Some of the events include boxed lunch tours, children's educational tours and a dinner series titled “Dinner with a Slice of History” which is held four times a year.

Celebrating its 40th anniversary this year, IWASM will be hosting two major commemorative events. First will be a gala, “Amelia Slept Here,” on July 9 at the newly renovated Steele Mansion located in Painesville, Ohio. The event also celebrates 80 years since Amelia Earhart visited Lake Erie College and stayed at the mansion. The night will include heavy hors

Continued on page 11
Air Shows! Fly -Ins! AirVenture!

The Northeast United States is starting to warm up and with the warmer temperatures are coming Air Shows, fly-ins and of course the great AirVenture!

Here are a few of the air shows coming up and websites to get you started:

June 4 & 5th - The Great Tennessee Air Show - Smyrna, TN - greattennesseeairshow.com

June 11 & 12th - Syracuse Air Show - Syracuse NY - syracuseairshow.com

June 18 & 19th - Dayton Air Show - Dayton, OH - daytonairshow.com

Continued on page 10

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Continued on page 10

In the “Save an Airport” war the Santa Monica Municipal Airport would have to be considered ground zero. The airport is not large, one runway (3-21) and only 4,973 long and 150 feet wide. It is important however to the owners of the over 370 airplanes based there and it is important in that it had over 95,000 operations in 2013. (Cleveland John Hopkins Airport had 116,435 operations in 2014-2015)

It is also important in that the land it sits on is in the middle of the City of Santa Monica with housing and business built right up to the edge of the airport. The land the airport sits on is owned by the City of Santa Monica and they would like nothing more than to close the airport and profit from the sale of the land.

The City has in fact tried many times over the years to close the airport.

· In March 1982, the City began to implement the Resolution by issuing “Notices of Termination of leases” to Airport tenants, including Fixed Base Operators. Following the filing of several tenant lawsuits, the City Council rescinded the Notices, but remained adamant about the City’s goal of closing the Airport.

· In 1984, as a result of the tenant lawsuits, and following extensive negotiations, the City and the FAA entered into an agreement (the “1984 Agreement”) which, inter alia, obligated the City to maintain the Airport through July 1, 2015: “For public use as an airport on fair and reasonable terms, without unjust discrimination, and without granting any exclusive rights prohibited by law.”

Continued on page 15
VisionSafe Corporation has reached an agreement with King Schools to host their EVAS Training Course on their Online Learning Platform. The EVAS (Emergency Vision Assurance System) is available from the App Store. The entire EVAS system is contained in an aluminum container that is about the size of a Jeppeson manual, and weighs approximately 6 pounds. The system provides a clear area so a pilot can see flight instruments during a smoke in the cockpit incident. Training is required. “We are thrilled to work with VisionSafe to provide easy access to the training that professional pilots need when flying EVAS equipped aircraft,” said John King. “Many professional pilots already rely on the iLearn environment for their training needs, so hosting this important training for VisionSafe was a natural fit,” concluded Martha King. For more information: www.KingsSchools.com/EVAS

About VisionSafe
VisionSafe Corporation was formed to explore various new ways to provide vision in vision impaired environments as well as common land and air conditions for individuals of all ages. VisionSafe was formed to explore various new ways to provide vision in vision impaired environments as well as common land and air conditions for individuals of all ages. VisionSafe was formed to explore various new ways to provide vision in vision impaired environments as well as common land and air conditions for individuals of all ages.

Visual presence will be stronger than ever at the Syracuse International Air Show! Celebrating their 70th Anniversary, the US Navy Blue Angels flight demonstration exhibits choreographed refinements of skills possessed by all naval aviators. You will see the graceful aerobatic maneuvers of the four-jet Diamond Formation, in concert with the thrilling fast-paced, high-performance maneuvers of two Solo pilots. The team illustrates the pinnacle of precision flying, performing maneuvers locked as a unit in the renowned six-jet Delta Formation. The Air Combat Command F-16 Viper Demonstration Team at Shaw AFB, S.C., performs precision aerial maneuvers to demonstrate the unique capabilities by one of the Air Force’s premier multi-role fighters, the F-16 Fighting Falcon. The team also works with the Air Force Heritage flight and will fly with a P-51 Mustang, exhibiting the professional qualities the Air Force develops in the people who continue on page 7
Air Show Legends coming to Vectren Dayton Air Show

National Aviation Hall of Famers Patty Wagstaff,
Sean D. Tucker to perform

Patty Wagstaff will add her star power to the Vectren Dayton Air Show Presented by Kroger this summer as she joins fellow National Aviation Hall of Fame Enshrinee Sean D. Tucker in a spectacular lineup of world-class air show attractions. The 42nd annual event will take off on June 18th and 19th at the Dayton International Airport.

Wagstaff and Tucker are true aviation legends. The Dayton-based Hall of Fame inductee Tucker in 2004 for breaking gender barriers by Short Brothers in Ireland. It inducted Wagstaff in 2004 in a field dominated by men. It inducted Tucker in 2008 for promoting excellence and safety in air show performing. Each has a long list of accomplishments and awards.

Wagstaff will fly the Short Tucano, a two-seat turboprop basic trainer built by Short Brothers in Ireland. It's a license-built version of the Brazilian Embraer EMB-312 Tucano. Tucker will fly his one-of-a-kind Oracle Challenger III biplane.

Wagstaff and Tucker will add to an exciting lineup of world-class aviation attractions at the 2016 edition of the Vectren Dayton Air Show Presented by Kroger, including the famed U.S. Navy Blue Angels, U.S. Air Force F-22 Raptor, U.S. Navy Leap Frogs and TORA, TORA, TORA, a dramatic reenactment of the 1941 attack on Pearl Harbor. A resurgence of military attractions will add to the excitement with more military aircraft to be announced.

2016 Vectren Dayton Air Show Presented by Kroger tickets are now on sale at the show's website, www.daytonairshow.com. For the first time this year, customers will enjoy new print-at-home or print-to-mobile options available for website purchases.

Beginning May 9th, 2016, customers can conveniently purchase discount general admission tickets at area Kroger stores. This Kroger exclusive offers $3.00 off adult and children tickets at over 100 Kroger stores in the Dayton-Cincinnati region. Kroger discount tickets are good for either Saturday or Sunday admission. Visit the show's website for further information.

Fly Into Summer at Aerospace Discovery

Aerospace Center for Excellence will host “Fly Into Summer” on Saturday, June 11, 2016 from 10:00 a.m. – 4:00 p.m. at Aerospace Discovery at the Florida Air Museum, located on the SUN ‘n FUN Expo Campus 4175 Medulla Rd., Lakeland, FL.

This family friendly event includes free admission to Aerospace Discovery at the Florida Air Museum, the Official Aviation Museum of the state of Florida. Participants will also enjoy STEM- (science, technology, engineering and math) based arts and crafts, a bounce house, a scavenger hunt for FREE Galati Joes, and can enter a contest to win a drone!

Movies will be shown at 11:00 a.m. and 1:30 p.m. Refreshments will be available for purchase. This event is made possible with support from a grant from the George W. Jenkins Fund within the GiveWell Community Foundation.

Contact us at ppnews7600@aol.com
We all know the general aviation fleet is getting older. In fact, the average age of a single-engine piston airplane in the United States is about 47 years old. And if you own or rent one of these airplanes, you know that most of them are still equipped with avionics and technology from the 1960s, 70s, or 80s.

That’s one reason the GA community is united behind changes to Part 23 airplane certification requirements—changes designed to promote innovation and lower the cost of bringing new airplanes to market. But we think that’s just part of the answer, and we’re asking the FAA to develop a comprehensive policy for GA fleet modernization. While Part 23 changes have the potential to make new airplanes safer and more affordable, they don’t address the fact that most of us won’t be buying one of these new airplanes anytime soon. For one thing, these proposed changes won’t happen overnight. For another, cost will continue to be an obstacle for many of us. And we can’t overlook the fact that, at current rates of production, it will take decades for aircraft manufacturers to make enough planes to replace the existing fleet.

What we really need is to be able to update our existing aircraft at a more affordable price. Today, it is extremely expensive and time consuming for equipment manufacturers to meet the certification standards for putting new equipment in Part 23 aircraft. Often the barriers are so high as to be insurmountable. But it’s different for experimental aircraft.

Let me give you an example of what I mean. Research conducted by a joint FAA-industry working group found that a homebuilder can install an autopilot for about $2,500, while putting an autopilot in a Part 23 airplane would cost between $10,000 and $15,000. And there are no big differences in those autopilots—they both have the same functionality and capability. They also represent largely the same “risk” when it comes to failure. So, why the big pricing gap? The time, money, and investment spent on certifying one unit and not the other has a whole lot to do with it.

We don’t think it has to be that way. And, we don’t need a rulemaking process to change it. Instead, we’re asking the FAA to review its policies and procedures for putting new equipment in older airplanes to make them more consistent with the risk-based approach to certification that the agency is already taking toward some types of equipment, like angle of attack indicators.

We believe this is common sense for GA pilots and our industry. But I won’t pretend it’s simple. Harmonizing the rules, practices, policies, and culture of the FAA will take time and persistence. At AOPA, we believe it’s worth the effort, and we’re prepared to do the work.

The personal minimums contract

Just about every pilot I’ve ever met has a set of personal minimums they use to help make the go/no-go/go-back decision. But almost none of them write those minimums down, and that can be a problem.

It may not sound like a big deal, but the very act of writing down your personal minimums can force you to think more critically about them—“I won’t fly VFR if visibility isn’t good” is very different than “I won’t fly VFR if visibility is less than 5 miles.”

And there’s something about writing it down that takes the emotion out of decision making. When you’re looking at piece of paper carrying your signature that says “I won’t fly if the ceiling is below 3,500 feet” then you’re less likely to have the “yeah, but I really want to get there and maybe it will be OK” conversation with yourself when the ceiling is only at 3,100.

All of this may seem obvious, and I suppose it is, but we know that accidents can happen because pilots who are anxious to get somewhere push themselves or their aircraft beyond their limits. Determining those limits when you’re not worried about missing the family reunion leads to better, more fact-based decision making.

To help you think about and set your own personal minimums, the AOPA Air Safety Institute has created two personal minimums contracts—one for VFR and one for IFR flights. You can find them on the website—just search for “personal minimums contract.” The contracts take into consideration things like recent experience, aircraft equipment, terrain, and weather.

If you’ve already done some serious thinking about your minimums, filling them out will only take a few minutes.

Carry your contracts with you and update them periodically to reflect your comfort level, experience, and equipment. If you’re a relatively new pilot, they can make a great record of how your skills and comfort grow over time. Even if you’re a high-time pilot a contract can make the difference between good decisions and those you’ll regret.

Mark R. Baker
President & CEO, AOPA
The Good Samaritan

The outstretched hand; the compassionate touch; a caring nature; these are the essence of the parable of the Good Samaritan. The world cries out in pain and someone is there; someone exhibiting the best attributes of the Good Samaritan, willing to step in and lift up the hurt and provide for their care. It’s not often that you can help the helper but sometimes opportunity knocks.

Billy Graham is an evangelical legend whose name is known in nearly every country where hundreds of crusades have led thousands to Christ, but that doesn’t diminish his son Franklin Graham’s impact or lessen the heritage of the Graham name. Franklin has stepped forward to fill some very large shoes, although I’m sure a very humble and contrite Billy wouldn’t see it that way.

In doing so he has increased the reach of the Church’s mission to globally spread the Gospel and aid the downtrodden. One of Franklin Graham’s key initiatives is to reach people in need where they are and more often than not, hard to get to. Airplanes do that when main roads are mere trails and villages as remote as the arctic. Although missionary aviation has been around since the ‘30s, Franklin Graham upped the game. In East Africa alone his DC-3, King Air, and Cessna 208 hauled 1.8 million tons of relief supplies in a single year, all under the livery of “Samaritan’s Purse”, the aviation outreach of Graham Ministries. When Africans look up and see a Samaritan airplane they know help, both sustenance and spiritual, is on the way.

After the African Ebola crisis Graham realized he needed a heavy hauler capable of speed and distance; a plane that unlike a bush plane could fly the globe, hauling anything needed. That’s where I come in. The company I work for had Douglas DC-8’s for sale. The DC-8 is a vintage “come-fly-with-me” four-engine passenger jet designed for distance and speed, although these particular ‘eights’ are unique. Colloquially called “Combi’s” the forward section of the cabin is a freighter and the aft section carries passengers. Once used exclusively for the military, flying CAF missions anywhere the military is deployed, they were well maintained and perfect for the mission Graham had in mind. Because of our history with the DC-8 we have the last known DC-8 flight simulator on the planet. Needless to say, anyone flying a DC-8 anywhere winds up in Wilmington, Ohio eventually. I have NASA flight crews, Malaysian, Arab, and African crews transiting our Flight Training Center monthly. When you’re the only game in town, you see them all. I’m known in Dubai, Nairobi, Kinshasa, Kuala Lumpur, and other places I’ll probably misspell as “Meester Steev”.

There are probably close to sixteen DC-8’s still flying globally and I’ve dealt with every operator. I was once told that Douglas didn’t build airplanes, they built bridges and then decided to bolt wings on them. Known for its robust airframe and wide-ranging utility, the old ‘Diesel 8’ trucks on beyond its prime much like its sainted forefather the DC-3; irreplaceable and a pilot’s airplane. When we were approached by Samaritan’s Purse they not only needed an airplane, they needed training as well. How many outfits still have Flight Engineers or better yet F/E examiners? Fortunately for them, our outfit had operated upwards of 40 DC-8s’ back in the day and I still had instructors on staff and moreover, crusty flight engineers who once chained smoked in the cockpit, grinding out butts in an ashytray factory molded into the engineer’s station. Now that was an old school plane. Some of our guys had even wrenched on the eight and intimately knew the secrets behind the panel. Franklin Graham had never operated an aircraft this size but through the expertise of our facility and a dedicated staff we got his crews ready for their first mission. That mission came on April 16th, 2016 when a 7.8 magnitude earthquake hit Ecuador killing 600 and leaving thousands wounded; some critically. It was to be the first humanitarian mission of Samaritan’s Purse new DC-8. Based out of Greensboro, North Carolina the old company ‘eight’ saw 22 medical personnel board and then an entire palletized emergency field hospital loaded onto its main cargo deck. Within a day the field hospital was delivered and the next day the first trauma patients were brought in for life-saving operations. The DC-8 flew several more supply missions that week, crewed by exceptional pilots that I am very fortunate to call friends.

It’s rare in this business that what you do, in some small infinitesimal way, contributes to the betterment of mankind. Usually it’s all about money; about revenue. How many ipads, crates of asparagus, or racks of day lilies can be stuffed into a metal tube. How much are they willing to pay to haul fresh lobster?

Continued on page 11
You just received a pilot weather briefing. Conditions look ok so far, but the forecasts are indicating the possibility of stormy activity later in the day during the time you plan to be flying. Once you are strapped in and flying, how do you know if something unexpected blows in?

That is the premise upon which Flight Service created the Adverse Condition Alerting Service or ACAS. ACAS monitors VFR flight plans continuously from the time they are filed/amended until the time they are closed. IFR flight plans are monitored continuously from the time they are estimated time of departure (ETD).

ACAS alerts are sent out beginning two hours prior to the proposed departure time. Email and Text messages are sent prior to departure. Once the aircraft is in flight cockpit satellite communications devices are used. Several vendor devices are now supported, with more being added. Alerts are only sent to those pilots who have registered for the service.

Conditions for which the ACAS generates alerts include:
- Temporary flight restrictions (TFR)
- Airport and runway closed/unsafe NOTAMs
- Urgent PIREPs (UUA)
- Convective SIGMETs (WST)
- AIRMETs (WA)
- Center Weather Advisories (CWA)
- Severe Weather Watches/Warnings (AWW/WW)
- Unmanned Operating Areas (UOA)

Pilots may register for the ACAS, either by calling Flight Service or via the Pilot Web at https://www.1800wxbrief.com. To sign up for the service you will need to provide information as to what type of communications devices you have. The service is free of cost.

Once you have filed a flight plan, the flight service computer keeps track of weather advisories which are released from that time forward. They are sent to your registered devices. Also, when you call to activate a VFR flight plan with Flight Service, they will be able to immediately tell you what new information is available since your last briefing.

Should you choose to amend your departure point, destination, route or altitude the computer will bring up any changes to what information you previously received with Flight Service. Just call them for the updates.

Some things will not trigger an ACAS alert, these include but are not limited to:
- Airport weather being classified as instrument meteorological conditions (IMC)
- Thunderstorms in a METAR, TAF, or area forecast outside of a WST.
- Pilot Reported icing
- Frontal zones along the route of flight
- Strong winds as indicated in winds aloft
- Air traffic delays
- Other critical data found in METAR remarks such as tornadic activity, LLWS, etc.

No one can anticipate every whim of Mother Nature, but ACAS gives you an edge on understanding what you are flying into.

Rose Marie Kern has been working in the Air Traffic Control/Flight Service arena since 1983. If you have questions feel free to contact her at author@rosemariekern.com.
Crooked Island, Bahamas

Packing for a trip to the Bahamas in a single engine general aviation aircraft? Where does one begin? Possibly some Bit O Honey candies, Tootsie Rolls, and that candy that is supposed to melt in your mouth and not on your hand? One would think the sweets would help on the water legs of your Bahamas adventure.

And what to drink on the flight? Coffee for early morning? A Styrofoam six pack of iced down Pepsi for the hot afternoon and possibly a couple ham sandwiches? Don’t forget a plastic garbage bag. And what about the sticky hands after you munch? A pasty Vernier is no fun.

Maybe take some of those hand cleansers in little bags. You could just tuck them in one of your cargo pockets for easy access. No. Maybe all the munching and cleansing is distracting. Then again, maybe it’ll distract you from the potential instant rough and mysterious waters beneath your wings.

Admittedly, flying over jungles, oceans, and mountains does get one’s full attention. Those sorts of flights that tend to make one pucker remind me of an old TV commercial.

A distinguished, heavily accented and aristocratic English (UK type) voice delivered the TV message. It was one of those car commercials where an American automobile approaches a cement barrier in slow motion, a test dummy in the driver’s seat. The car hits the barrier and is partially squished by the impact.

That commercial ends and a British sports car appears. The British Racing Green sports car approaches the same barrier in slow motion. Just before impact the driver turns right and goes around the cement barrier. No squishing whatsoever. The self-assured Brit announces in a confident voice, “We in England strive to miss the barrier.”

I.E. - maintain your aircraft, keep it safe, and you will avoid the unpleasantness of jungle, ocean, or granite mountains.

Now, getting to the aviation part of this brief article. Mike, a CFII and organizer of the Butler County Airport (BTP) chapter of the IMC Club has been kind to share some points about flying to the Bahamas.

Mike is a savvy, serious, sophisticated yet down to earth aviator whose expertise we are fortunate to have at Butler County. Did I say down to earth aviator? In addition he makes a great burger on those slow summer days in front of Tom’s hangar.

Let it be said that if I misquote or misinterpret any of Mike’s statements it is my fault, not his. More importantly, if you really want to learn about flying the Bahamas or for that matter charting your way through the jungles, oceans, and mountains does get one’s full attention.

***

Upper Yucatan Peninsula or a local scuba landing strip - come to the meetings. They are spectacular. I kid you not.

For more info either text, call, or email Mike at: 724 766 6891 or msneuman@yahoo.com.

For the last 35 years or so Mike has made it a happy habit to fly to his favorite place on earth; Crooked Island, Bahamas. His first trip was in a Cherokee 140. His most recent ride is a PA 24-250 Comanche.

I calculated and recalculated distances and times to get a feeling for the trip Mike agreed to discuss with me. I tried to imagine the trip over water from Fort Pierce, Florida (FPR) direct Freeport VOR (ZFP) then off to Marsh Harbour (MHH) then on to Crooked Island (CRI).

I figured you land at Marsh Harbour, an international airport in the Abaco Islands, and start your party there. Stay a few days then maybe a 20-minute flight to Crooked Island. I’m thinking a kind of Indiana Jones island with few people, tropical plants and weird fish that are big and delicious. Maybe do some snorkeling. And you get to luxuriate in a big 5 star hotel. I was correct on some of those assumptions. Not all.

On the particular day that I’m working on the Crooked Island article I look at ForeFlight. I poke in Mike’s 145kt speed he flies at and come up with 192nm, 1hr 21min with a 3kt headwind. He has it made.

He’s at Marsh Harbour.

I thought at that point you were almost home to your beloved Crooked Island and Colonel Hill Airport. I figured you had it in the bag at that point, you know, stop for a light lunch at MHH then saddle up for a 20 minute flight to CRI on Crooked Island.

But no way. There is another leg remaining. It’s the little matter of the hop skip and jump from (MHH) to your destination airport (CRI) on Crooked Island. That’s where you check into the Crooked Island Lodge, a quaint and comfortable accommodation with thatched roofs, outdoor bars and cooking areas with all manner of pleasurites awaiting you.

According to Mike, this trip and lodge is the ‘downtime’ of a lifetime.

But we still have some ocean to cross. We have (MHH) direct (CRI). ForeFlight does the work. We are looking at 277nm, 1hr 58min and a 2kt headwind. But not to worry. You are rested up from your traditional brief lunch stop at Cat Island. This has become tradition for Mike and his wife. The lunch stop before the final leg.

Interestingly, Cat Island may well have been one of the first stops for Columbus. In addition, like many other lesser islands of the Bahamas, these little places were the stomping grounds for pirates for almost 2 centuries. Has got to be some treasure there somewhere.

Cat Island boasts a population of around 1,500. You are on an island named after the pirate, Arthur Catt. Can’t help wondering what self-respecting pirate would admit to the first name of Arthur. Sounds more like an accountant.

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Crooked Island, Bahamas

Continued from page 8

However, this pirate thing is debatable since other lore points to the name being given as a result of the one-time enormous population of feral cats on the island. Now it appears any remaining cats are friendly, civilized, and well fed with fish scraps.

To continue, check out your map and the enroute line from (MHH) direct (CRI). Not much land there. Get out the Bit O Honey can and it’s probably time for a cold drink.

There are some interesting and perennial problems that do make the flight challenging, according to Mike. And it’s really good to know these things before you head for the Bahamas.

They are difficult to fly. You can plan on having com problems, so picking up a clearance can be and usually is problematic. You want to get to 5,000 feet or better and try to get the clearance off of Miami as opposed to Nassau. The higher you get, naturally you have a much better chance of getting Miami.

On a stormy day (see pic of Mike’s course) it is extremely difficult to get through to anyone. Obviously it is an unnerving thing to be entering cloud and struggling to get the clearance when you know you’re competing with loads of other pilots out there wanting to hear the controller’s voice: “Cleared direct.” Don’t you wish?

On this trip the storm scope painted serious black wx 30 mi ahead. So you steer away from the serious black and keep trying to get your clearance. Until you get cleared it is helpful to listen to aircraft ahead and behind you to get a steering sense of where to keep safe. Helpful also is the 122.8 CTAF for this flight.

It is also next to impossible to get approach plates for some of the airports along this route of flight. Can’t find them in Jeppesen, ForeFlight, or anywhere else. If anyone knows where they can be found Mike would appreciate a call or email.

What I’m thinking is an airport I used to fly out of in another state. There was no approach into the little airport. So, just for kicks, a custom made plate was put together by a civilian in case of a last ditch emergency.

Would be nice to have one of those puppies. Know what I’m saying? Only in a last ditch emergency.

Another point is that one can easily fall in love with ADSB when you take this flight. Mike was able to pick up a signal about half way to his destination, making the weather avoidance much more palatable.

Unwinding is easy once you find Crooked Island. It sounded to me as though it is a civilized, yet pleasantly primitive and private paradise. And there is no passport needed when entering the islands north of the Grand Bahamas. The islands offer world-class snorkeling, scuba diving, sailing and fishing.

You’ll need a PADI certification to rent scuba equipment, or just as in aviation, you can saddle up with an instructor. Interestingly, Mike pointed out that if he dives with an amateur he makes it a point not to swim behind them. If panicked they tend to kick around a lot, which certainly cuts aquatic visibility to IMC, so to speak.

If you’re looking for somewhere to go to get warm next winter, pull up this issue of Plane and Pilot News and look up Mike’s contact info.

No worries. The feral cats are gone from Cat Island. The fish, scuba shops, and the civilized, primitive pleasures of a Bahamian Island can be yours for a brief water flight in your single engine GA aircraft.

Really though, if anyone knows how to get the plates, please call Mike. And you might want to take a metal detector. There are still undiscovered treasures on those islands.

Bird Rock Lighthouse near Crooked Island - Not a VOR

Crooked Island from Mike’s Comanche
Sporty’s Offers Flight Instructor Refresher Course

Air Shows! Fly -Ins! AirVenture!

Flight instructors now have another choice when it comes time to satisfy the CFI renewals. Sporty’s online FIRC was created by the instructional staff at Sporty’s Academy and comes in a convenient online format – universally accessible for PC, Mac, and mobile devices including iPad/iPhone and Android platforms.

With no software to install, a flight instructor simply logs in anywhere there is an internet connection and begins training – at his or her own pace. Sporty’s eFIRC contains 17 lessons broken down into learning modules for ease of study. Topics range from loss of control to how to build a culture of safety, from ethics and professionalism to explaining aerodynamic concepts and teaching night flying. Another module contains important information about Transportation Security Administration regulations and what flight instructors need to know to stay out of trouble.

“Just like with Sporty’s other courses, the goal of the eFIRC is not just to pass the test,” said Sporty’s Academy President Eric Radtke. “We want to help flight instructors become better teachers and communicators.”

Sporty’s eFIRC includes Sporty’s award-winning video content. Complete with 3D animation and graphics, video-based learning helps to further explain complex topics in an effective and entertaining format. Instructors also can enjoy access to a host of supplemental resources that can be incorporated into everyday teaching activity.

Flight instructors whose instructor credentials have not yet expired are eligible to renew their credentials upon satisfactory completion of the FIRC. The provided graduation certificate is then submitted to a certifying official (aviation safety inspector or approved designated examiner) for renewal. Ground instructors may also receive a graduation certificate to meet the recent experience requirements of §61.217 (c). The estimated time to complete the FIRC material and take the required final exam is approximately 16.5 hours.

In order to begin revalidation on Sporty’s eFIRC, flight instructors should log in at sportys.com/FIRC. The cost of the course, including graduation certificate, is $99.00.

The Pilots Calendar on page 16 also has a new group of events that have been added. Please keep in mind that these organizations need our support to help their aviation efforts. So please look at the calendar and plan to go eat some pancakes, hot dogs, pie or chili and help support general aviation at the grassroots level.

Airshows are a great way to create interest in flying. Have a friend, a child, a co-worker that you think might like to get involved in aviation? Take them to an Airshow! The bottom line is that we need support general aviation ... get out and fly!
d’oeuvres, entertainment and a silent auction with all proceeds benefiting the museum.
Second will be the museum’s annual wine tasting, “Corks in the Concourse,” which will be held September 2, the Friday before the Cleveland National Air Show. This year’s theme will focus on the theories of Amelia Earhart’s disappearance and will feature wine from local wineries as well as food and a silent auction.

The museum is located at 1501 N. Marginal Rd., Cleveland, Ohio, 44114. The museum is open 8 a.m. to 8 p.m. every day while the office, gift shop and research center are open 10 a.m. to 4 p.m. Monday through Friday. More information about the museum can be found on the IWASM website (www.iwasm.org).

National Warplane Announces Funding Project

The National Warplane Museum announced today that it has kicked off its first ever crowd funding project. While many are aware of crowdfunding and how it works, it takes some research and planning to pull off a successful campaign.

“We looked at several of the crowdfunding platforms, such as GoFundMe and Kickstarter. Naturally there is going to be a cost involved to use these platforms, but these costs due vary depending on the size and scope of the project. We found that Indiegogo met our needs the best due to the fact that unlike other platforms, our organization would still receive donations, even if we are short on our goal.” – Craig Wadsworth, Director of Aircraft Maintenance

The National Warplane Museum’s campaign, “Let’s Do a Little More for Les”, is geared towards restoring the interior of their C47, “Whiskey 7”, back to its original D-Day configuration. This would include the installation of the original “pan-style” aluminum seats, used when transporting paratroopers to the drop zones in Europe on D-Day. Other projects include restoring the radio room, navigator station on the aircraft and other furnishings. The Museum hopes to raise the $35,000 needed to begin these projects.

The campaign title is a salute to WWII Veteran, Leslie Palmer Cruise, Jr., who is believed to be the last surviving paratrooper

Continued on page 17
Hello everyone, hope all is well with you. June has arrived and we are off to a great flying season. With all the nice weather it's a great chance to all get out and fly and have some fun. We know all too well how quickly these summer months will fly by, so enjoy the great weather while you can! Make sure to keep a watchful eye out for pop up thunderstorms – as this is the season. Don’t be afraid to call flight services every time before you fly, it’s a good safety precaution, it is what Flight Services is for and it doesn’t cost you anything so call them at 800-992-7433 and they will help keep you safe.

Also coming up fast is AirVenture 2016 - 54 days from June 1st to be exact. If you haven’t already started making your plans, now is time to start thinking of making you hotel reservations, they book up fast. I have been told that the local colleges offer dorm rooms at very reasonable prices, along with shuttles and some even have air conditioning! Lodging information is available on the Air Venture website: airventure.org. Hope to see you there because they have a lot of great new things coming this year. The band called, Third Eye Blind will headline and open the show on Monday night. There have been some great bands opening the show through the years but I think nothing can compare to the performance of Dierks Bently last year! Let’s see Third Eye Blind play lights out and give us a great show!

Last month Beverly and I went to a cookout and flight simulator experience at Eagle Flight Simulation located at Cleveland Jet Center, (KCGF) Cuyahoga County Airport. We had planned to fly, but the weather was rotten with rain and low ceilings, so we drove. He cookout was to entice people to come up and get them familiar with their flight simulator and let everyone know that they are there! Unfortunately, the weather deterred many would be attenders – but about 40 people did brave the weather and enjoyed delicious pulled pork and chicken. Those attending found it was a perfect to learn about flight simulation with the Red Bird Simulator.

Continued on page 22
Announcing the purchase of
Preferred Airparts has now purchased Aircraft Technical Support of Columbus Ohio! Preferred Airparts Fabric Division will now be your new supplier for Pre-Sewn Fabric Envelopes, Poly-Fiber, Ceconite and Randolph Materials! We will continue to provide the same quality service, technical support, and great fitting fabric envelopes that Jim and Dondi Miller were known for!

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AVIATION JOB FAIR EXPANDS TO FULL WEEK AT EAA AIRVENTURE OSHKOSH 2016

Based at Aviation Gateway Park, job fair includes participation by JSfirm.com

The popular job fair at EAA AirVenture Oshkosh, which brings together aviation employers and job seekers at the “World’s Greatest Aviation Celebration,” is expanding to a full week in 2016. EAA AirVenture, the 64th annual Experimental Aircraft Association fly-in convention, is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

The job fair will be held from 9 a.m.-5 p.m. each day at AirVenture’s Aviation Gateway Park, an area that features education, innovation, and technology. It will include companies ranging from airlines to avionics that are seeking candidates to fill the growing number of jobs in the aviation industry.

“EAA AirVenture has always been a place where the entire flying community gathers, so informal networking occurs at all levels along the flightline,” said Dave Chaimson, EAA’s vice president of marketing and business development. “The more structured job fair at Oshkosh is a great opportunity for companies and potential employees to create career connections. It’s been so successful we’re expanding it from a one-day event to a weekend feature at Aviation Gateway Park.”

Assisting with the expanded EAA AirVenture job fair is JSfirm.com, a fast-growing, comprehensive aviation career website that matches job openings with candidates. The website will publicize the job fair and promote the opportunities available during the activities at Oshkosh.

“There are so many job opportunities in the industry right now and we’re very pleased to support EAA’s efforts to match people and aviation jobs at AirVenture,” said Abbey Hutter, marketing coordinator for JSfirm.com. “We stand firmly behind EAA’s dedication and mission to growing participation in aviation, whether it’s through recreational flying or as a career.”

About JSfirm.com
JSfirm.com continues to be the fastest-growing aviation job website with resume database access, and has served the aviation industry for more than 15 years. It is a free service for job seekers and an out-of-this-world place for aviation companies to post jobs and search resumes.

About EAA AirVenture Oshkosh
EAA AirVenture Oshkosh is the “World’s Greatest Aviation Celebration” and EAA’s yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.eaa.org/airventure. EAA members receive lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at www.twitter.com/EAA.
**Santa Monica Municipal Airport, Ground Zero**

Following the end of World War II the Federal Government conveyed back the remaining leasehold interest and all the improvements to the airport to the City pursuant to the Surplus Property Act of 1944. The instrument of transfer provided that the property and improvements will be used only for airport purposes and if such a time comes when they are not used for airport purposes then; “the title, right of possession and all other rights transferred by this instrument to the [City], or any portion thereof, shall be at the option of [the United States] revert to the [United States] sixty (60) days following the date upon which demand to this effect is made in writing by the Civil Aeronautics Administrator or his successor in function . . .”

In response to the Quiet Title Action the Federal Government filed a Motion to Dismiss the City’s lawsuit saying that the City had badly missed the Statute of Limitations. You see pursuant to the Quiet Title Act (QTA), 28 U.S.C. § 2409a, suits against the United States to resolve disputes about title to real property in which the United States claims any interest must be filed within twelve years of learning of the federal government’s interest.

Normally, you cannot sue the Federal government. The Quiet Title Act “waives the federal government’s sovereign immunity to certain civil actions by plaintiffs seeking to quiet title to property in which the United States claims an interest.”

Kingman Reef Atoll Investments, LLC v. United States, 541 F.3d 1189, 1195 (9th Cir. 2008) The thing is that you must file your action within 12 years or you lose your claim.

It was the federal government’s position that Santa Monica must have known that the United States had an interest in the airport since 1948. So they had until about 1960 to file their complaint.

It was the City’s view that they didn’t know about the Federal Government’s claim or that the Federal Government took actions that would have renewed the time limits.

The District Court held that the City was well out of time and ruled that the Fifth and Tenth Amendment claims were filed in the wrong court and dismissed the case.

The City of Santa Monica appealed.

The case did not last long in the Court of Appeals. They sent the case back with only a Memorandum Decision. They held: “We cannot determine on this record whether the City knew or should have known that, under the 1948 Instrument of Transfer, that the title to the Airport Land would revert to the United States if the land ever ceased to be used as an airport.”

The Court of Appeals further found: “While the conveyances in the Instrument of Transfer must “be used for public airport purposes for the use and benefit of the public,” those restrictions applied to “the land, buildings, structures, improvements and equipment in which this instrument transfers any interest” (emphasis added). Similarly, while the Instrument of Transfer restricts certain property from being “used, leased, sold, salvaged or disposed of . . . for other than airport purposes” without the United States’ consent, the document again made clear that such restrictions applied to the “property transferred by this instrument” . . .

So the case goes back to the District Court and it looks like it will not be resolved by a Motion to Dismiss. Based upon the trial court’s decision to dismiss, the trial court may well find that the City had to know that the Federal Government had an interest in the property. I am not so sure that will be the view of the Court of Appeals. You can contact Bill Hayes at WilliamHayeslaw@gmail.com
Note: In an effort to have space available to everyone who wishes to list their event in this complimentary service, all participants need to follow these guidelines:

Who: ABC Club
What: Air Show/Chili Dinner
When: December 1-2
Time: 1 PM to 7 PM
Where: Portage Mall (Use identifier: Contact Jane Doe)

Contact: Jane Doe (500-000-0000)

Email to: PPNews7600@aol.com
Subject: PILOTS CALENDAR

June 11, 2016 - Military Appreciation Day at 174/Grimes Field in Urbana, Ohio. Focus on Vietnam veterans with the Vietnam Memorial Walk and a variety of aircraft. Static displays include C-130, Heliocouier, 4 x 28's, Grumman Trader, 3 x C47's, 2 x C45's and more! Details at Grimes Municipal Airport Facebook Page or call Lou. Driever (513) 812-8060.

June 16, 2016 - Rocket Day Watch and Learn about the science behind rockets from noon to 3 PM. As we team up with NASA Glenn and the Great Lakes Science Center. Participants will get the chance to make their own rocket, watch an estes rocket get launched 200 ft in the air and see a rocket car demonstration. Admission is $1/child and space is limited. Payment must be made prior to event. Call 216.623.1111 or email Kbrinager@IWASM.org to RSVP.

June 18, 2016 - Vintage EAA Chapter 27 will sponsor a Pancake breakfast from 8:00 - 10:00 AM on the third Saturday of the month located at the Delaware Municipal Airport, DLZ, Delaware, Ohio. Woody 614-565-2887.

June 19, 2016 - The Beach City Airport Pilot's Association will have their annual Father's Day Fly-In breakfast at Beach City Airport (C27) from 8:00 AM to 3:00PM. Land at one of Ohio's finest Grass Strips. Breakfast features Pancakes, Sausage, Eggs and Earl's Famous Secret Recipe Fresh Sausage. This year we are introducing "Beach City Baby", The C-53 that has sat at our airport for years which is now being restored by Vintage Wings Inc. Come meet the restoration team and help us get this historic airplane back in the air! For more information contact Tim Newell (216) 337-5732, Timnewell@howardhanna.com, or vtwingsinc.com.

June 24 - 26, 2016 - EAA Chapter 1077 at New Phila, OH (KPHD) will present the "Rise Above" Red Tail Tuskegee Airman Exhibit for free! Times will be 9 AM to 5 PM each day at Harry Clever Airport, (KPHD) Food available for purchase all 3 days: Contact Terry Henry 330-340-2993. This 100 degree multimedia film teaches the young student and adult that personal hurdles and obstacles can be overcome.

June 25, 2016 - East Central Pilots Assoc. will host a Safety Seminar at Portage County Airport (POV). The Seminar will start at 10 AM. Speakers will include FAA Law Attorney, Bill Hayes and also Aviation Medical Examiner, Dr. Gerald Matteucci. Lunch will be provided along with beverages (donation is greatly appreciated) Wings credit available. For more information: Ecopilot.com.

July 2, 2016 - EAA Chapter 255 will host a Pancake Breakfast fly-in open to all, please stop by Ashland County Airport (3G4) for Pancakes, Sausage and Coffee/beverages. Breakfast served from 8:00 AM. For more information contact John Munroe (330) 635-3552.

July 2, 2016 - Please join us for the 7th Annual Mansfield Airport Day and Car Show from 8 to 4. Free admission and free parking. Come see Aircraft fly in, military & civilian aircraft displays, car show, Kids area, and exhibits. Food and airplane rides available for purchase. Young eagles flights for kids from noon to 2PM (see EAA.org for details). Come see National Guard aircraft and Red Horse Construction equipment. Located at Mansfield Lahm Airport (KMFQ), 200 Harrington Memorial Road. For more details go to www.mansfieldairportday.com.

July 9, 2016 - International Women's Air and Space Museum Gala at Steel Mansion in Painesville, Ohio. Help IWASM celebrate its 40th Anniversary with an evening Gala, July 9, 2016, from 6:30 to 10 PM. At the newly renovated steel mansion located in Painesville, Ohio. It is also the 80th Anniversary of Amelia Earhart staying at the mansion. Tickets are $80 a person and includes heavy hors d'oeuvres, entertainment and a silent auction. For more information, please contact the museum directly at 216.623.1111.

July 14-16, 2016 - Nikki Kukwa Memorial aviation camp presented by Kent State Univ and the Intentional Memorial Aviation Camp on the campus of Kent State University. Established in 2007, the camp gives female high school students the opportunity to explore careers in aviation. Specifically, this three-day residential experience includes the opportunity to tour Cleveland Hopkins International Airport, experience the University's air traffic control laboratory, tour Park Aviation's Flight Training Academy and fly with a Kent State University flight instructor. Designed as a mother-daughter event, students share the experience with their mother or a female surrogate.

August 13, 2016 - EAA Chapter 988 will sponsor a Drive-In/Fly-In from 11:00AM until 5:00PM at Vernon Regional Airport (KFXL) Franklin,PA 16323 for more information: Jim Aarson (814) 432-2289 or Jim Gaiter (724) 301-8231.

August 14, 2016 - Experimental Aircraft Association, Chapter 50's 20th Annual Fly-In Pancake Breakfast at Orton's Airport (864) 9620 Route 60 North, Wakerman, OH will be held from 8AM-12 NOON. Breakfast will include: Scrumbled eggs, sausage, orange juice, milk or water with unlimited Pancakes and Coffee. Adults $6.00 Kids Under 12 $4.00 Public Welcome! No reservation necessary. Please support EAA Chapter 50's Scholarship and Boy Scout Aviation Merit Badge Programs. Free Young Eagle Flights 9:30 AM for Youth Ages 8-17.
The Good Samaritan

Continued from page 6

Does anyone ever wonder how out-of-season fruits and veggies are right there on the store shelf ready for purchase on any given day of the week or month of the year? Better thank a freight dog slogging his way out of Mexico, Colombia, Peru, or any number of equatorial airports where the produce is always ripe; delivered right to your kitchen within a day or so.

But for once in their lives those haggard freight dogs with checkered pasts and an alimony payment became that Good Samaritan that saw someone in dire need and reached out their hand to help.

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Continued from page 11

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“It is our hope to be able to secure the funding for these projects so when Les visits the National Warplane Museum Airshow in July, we can update him with the latest plans and projects” - Dawn Schaible, Director of Planning

“The Good Samaritan” can be found on Indiegogo at the following link: https://www.indiegogo.com/projects/let-s-do-a-little-more-for-les--5/x/13278854/

The campaign will launch on Tuesday May 24 and is expected to last for 30 days.

For more info please contact: Craig Wadsworth or Dawn Schaible at 585-243-2100

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Lightspeed Aviation announces the Fly Me to the Moon Contest

Lightspeed Aviation, the world's leading innovator in aviation headsets, has announced the Fly Me to the Moon contest, which runs May 23 through June 26, 2016. The pilot who flies the most miles during private flights — as tracked through CloudAhoy tracking and debriefing service — will win their choice of any of the four models of Lightspeed premium ANR headsets including Sierra, Zulu.2, Zulu PFX, or the new Tango wireless headset. First runner up will win a Gann leather flight bag and second runner up will win a Markham leather flight bag, both from Lightspeed’s Adventure Flight Bag Collection.

Anyone with a free or standard CloudAhoy account can enter the Fly Me to the Moon contest. "We designed the Fly Me to the Moon Contest to give pilots one more excuse to go flying," said Teresa De Mers, Executive Vice President of Sales, Marketing, and Customer Support for Lightspeed. "And we've built some features into this promotion that are truly innovative in their own right."

One of those features is a live leaderboard at LightspeedAviation.com. CloudAhoy will feed flight data (with the contestants' permission) to the leaderboard, showing the front-runners in real time, along with flight track images of recent flights. "We are excited to be partnering once again with CloudAhoy," said De Mers. "Due to the incredible user experience they provide, it is easy to see why they are one of aviation’s most popular apps. With CloudAhoy we share a passion for building innovation into the products we create and we share a passion for flight and for making flying safer and more enjoyable."

To maximize chances of winning, Lightspeed is encouraging pilots to signup before May 23 and to be sure to log every flight through CloudAhoy. To enter, visit LightspeedAviation.com/FlyMetotheMoon.

About Lightspeed Aviation
Lightspeed Aviation is a leading manufacturer of premium aviation products.

Continued on page 19
SUN ’n FUN’s 2016 Top Gun Citation of Merit Awarded

Greg Holden, a senior at Central Florida Aerospace Academy on the SUN ’n FUN Expo Campus, was awarded SUN ’n FUN’s 2016 Top Gun Citation of Merit. Greg received a $4,000 SUN ’n FUN scholarship and a flight bag from SUN ’n FUN business partner MYGOFLIGHT. He plans to attend Embry-Riddle Aeronautical University in the fall.

The Top Gun Citation of Merit is presented to the graduating senior student who has consistently demonstrated outstanding scholastic accomplishment, exemplary character and motivating leadership during their tenure at Central Florida Aerospace Academy. The Top Gun honoree is an example to others in not only academic excellence, but in service to their community. He or she has been a regular and visible participant in aviation related programs and events. The Top Gun’s standout performance and work ethic in all areas define him or her as an influential moving force in the future of the aerospace industry, supporting the SUN ’n FUN and Aerospace Center for Excellence mission of building A Brighter Future Through Aviation.

He is pictured with SUN ’n FUN Chairman of the Board Bob Knight (left) and SUN ’n FUN President/CEO John “Lites” Leenhouts (right) at CFAA’s end of the year awards ceremony on Thursday, May 19, 2016.


Continued from page 7 Hercule (on skis), and the KC-10 Galaxy.

Free onsite parking will be provided. Advance Sale discount tickets can be purchased online at syracuseairshow.com/tickets Gate tickets will be available upon arrival at the air show.

Ticket Prices

- Adult (16+): Advance Sale Discount Tickets - $15; Gate tickets - $20.
- Children (5-15): Advance Sale Discount Tickets - $10; Gate tickets - $15.
- Children 4 and under are free.

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FAA Approves Robinson R44 Cadet Helicopter

On 6 May 2016, Robinson Helicopter Company received FAA certification for its two-place R44 Cadet helicopter. Combining the best of the R22 and R44, Robinson believes the Cadet's modest price of $339,000 (with floats $367,000) will appeal to the training market as well as operators that want the economy of a small helicopter with the comfort, power, and performance of a larger helicopter.

The Cadet's airframe, rotor system, and power plant (Lycoming O-540-F1B5) are the same as the proven R44 Raven I. Where the Cadet differs is the rear seats have been removed providing ample cargo space, the maximum gross weight has been reduced to 2200 lb, and the engine power has been derated to 210 hp takeoff and 185 hp continuous. The lower weight and derated power provide increased performance margins at high altitudes and extend the time between overhaul from 2200 hours to 2400 hours.

A variety of optional equipment including air conditioning, stability augmentation system and autopilot, and avionic packages for VFR or IFR training are available. Robinson is now accepting orders with lead times estimated at 10-12 weeks.

Weights:
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- Empty Weight (including oil & avionics) – 1432 lb (650 kg)
- Max Fuel (46.5 gal) – 279 lb (126 kg)
- Pilot, Passenger and Baggage with full fuel – 489 lb (222 kg)

Performance:
- Cruise Speed – up to 110 kts (127 mph)
- Max Range (no reserve) – approximate 300 nm (350 sm)
- Hover Ceiling IGE @ Max Weight – 8750 ft
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FLIGHTCOM CONTROL,
TRACKSCAN HEADSET WITH
RADIO SHACK RACE SCANNER.
TAIL DRAgger MOVING BAR.
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BUS - 13. SEVERAL DRUMS
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Or Email:
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returned. Send your check with
your ad or use VISA or
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returned. Send your check with
your ad or use VISA or
MASTERCARD.

Page 21 PLANE & PILOT NEWS June 2016
Their is a model SD, and it's FAA approved. I would suggest to anyone in the northeast Ohio and western PA area to book some time with Eagle Flight Simulation, it is a great way to hone your skills and stay current. Another great feature the simulator offers is flight planning, for example if you are planning a trip you can fly that flight plan in the sim and practice your approaches at each of your stops so you are ready with no surprises for your trip. For more information visit their website: EagleFlightSim.com or give them a call 440-497-0374.

Well that's all for this month, happy safe flying.
Lightspeed Aviation announces the Fly Me to the Moon Contest

Continued from page 18

headdresses. The company has established a reputation for outstanding performance, value, and support and is a leader in innovation in aviation headsets with a number of first-to-market advances, including Bluetooth® integration, Auto Shutoff™, Streaming Quiet™ ANR, and now, with Tango®, the world’s first premium wireless aviation headset. This has earned Lightspeed a loyal customer following among professional, commercial, and private pilots, and catapulted the company to the #1 ranking in the Professional Pilot headset preference survey two of the past three years. Lightspeed also creates shared values with both employees and customers by generously participating in corporate charity matching programs and through its funding of the Lightspeed Aviation Foundation, which supports growth and compassion-related causes with an aviation focus.

First runner up in the Fly Me to the Moon contest wins a beautiful Gann leather flight bag from Lightspeed’s Adventure Flight Bag Collection.
FLYING INTO CINCINNATI?
SPORTY'S/CLERMONT COUNTY AIRPORT (169) IS JUST MINUTES FROM DOWNTOWN

<table>
<thead>
<tr>
<th></th>
<th>CLERMONT COUNTY (169)</th>
<th>GREATER CINCINNATI (KCVG)</th>
<th>CINCINNATI LUNKEN (KLUK)</th>
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<tr>
<td>Time to downtown</td>
<td>27 min</td>
<td>23 min</td>
<td>12 min</td>
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<tr>
<td>*Fuel Price 100LL</td>
<td>$4.72</td>
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<tr>
<td>Ramp Fees</td>
<td>no</td>
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<td>yes</td>
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</tbody>
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*Source: airnav.com - Dec 4, 2015

AMENITIES

- 100LL
- JetA
- Courtesy Car
- Rental Cars Available
- Conference Rooms
- Aircraft Rental
- Flight Instruction
- Robinson Helicopter Service
- Sporty's Pilot Shop
- Showers
- Air Mod Aircraft Refurbishment

- High Speed Wireless Internet
- Computer Work Station
- Ice
- Avionics Shop
- Aircraft Maintenance
- Aircraft Sales
- Sandy's Airpark at Sporty's
- Tri-state Warbird Museum

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