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# WATA *Difference*

WISCONSIN AVIATION TRADES ASSOCIATION

## LORD Shimmy Damper To Be Used In More Cessna Aircraft Models... Long-Time Midwest Cessna Dealer Endorses Product



LORD shimmy damper.



John Lotzer of Gran-Aire, Inc., with a LORD shimmy damper.

MILWAUKEE, WIS. – When LORD Corporation announced that its single-engine nose wheel shimmy

damper has been added to Cessna Aircraft Company's offerings as original equipment on several new

applications, John Lotzer of Gran-Aire, Inc., Milwaukee-Timmerman Airport, a long-time Cessna Service Center, commended Cessna for its decision, stating that the LORD shimmy damper is far superior to the old style in Cessna aircraft.

Utilizing LORD Corporation's patented Surface-Effect technology, the damper – sporting the same form, fit and function as the original Cessna damper – provides consistent damping without maintenance or the use of hydraulic fluid. Since the damper contains no fluid, it cannot leak and is expected to last 10 years without service. The nose wheel shimmy damper replaces the original equipment shimmy damper on Cessna 150, 152, 172, 182, 206, 207, 208 and 210 aircraft.

"We have been using LORD shimmy dampers for years with excellent results!" says Lotzer. "We have installed them on our entire fleet where there was an approval. They are worth installing the next time a shimmy damper needs service, or immediately if the aircraft has a nose wheel fairing/wheel pant, which generally increases the tendency for nose wheel shimmy. The LORD shimmy damper is a very good product!"

Peter Wilkinson, vice president of Cessna Parts Distribution, concurs with Lotzer, stating that it simply made sense to add this technology to Cessna's offerings.

Development of the Surface-Effect technology for shimmy damper applications involved several steps. LORD began with an evaluation of the current hydraulic dampers in field



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tests and in the laboratory. The next step was leveraging their more than 10 years of experience with Surface Effect for industrial applications and measuring shimmy events with the standard dampers to establish a design target. Extensive development tests validated the design and durability of the dampers in the laboratory. Then field tests were conducted to verify the design effectiveness in short-term tests. Finally, a year-long trial launch involving a number of aircraft provided assurance that the design was robust and durable.

Typical dampers utilize fluids to resist motion, but a mere 10 to 20 drops of leakage has been shown to cut performance in half. Instead of using fluids to resist motion, LORD Corporation's shimmy damper features a unique rubber formulation with a high-tech lubricant to absorb nose wheel vibration. Essentially, the metal piston found in the traditional damper has been replaced with a rubber piston that presses against the inner diameter of the damper housing. This rubber piston then rides on a very thin film of grease and the rubbing action between the piston and the housing provides the necessary damping. Due to its Surface Effect design, the shimmy damper's force and energy dissipation can be precisely controlled over time and within a wide range of temperatures. The resulting damping is effective over a temperature range from -30 to 150 degrees Fahrenheit.

Accelerated life testing of the LORD shimmy damper

demonstrates that it performs in excess of 5,000 ground-air-ground duty cycles. This represents a product life of more than 10 years of usage on a typical, high-use, single-engine piston airplane.

The Cessna-approved shimmy damper is available through the worldwide authorized Cessna Service Station and Distributor network. To find the closest Authorized facility visit [www.cpdexpress.com](http://www.cpdexpress.com), click "PROPELLER" and "AFS Authorized Facility Search."

With headquarters in Cary, N.C., and sales in excess of \$630-MM, LORD Corporation is a privately-held company that designs, manufactures and markets devices and systems to manage mechanical motion and control noise and vibration; formulates, produces and sells general purpose and specialty adhesives and coatings; and develops products and systems utilizing magnetically responsive technologies. With manufacturing in nine countries and offices in more than 15 major business centers, LORD Corporation employs more than 2,400 people worldwide. Visit [www.lord.com](http://www.lord.com) for more information.

John Lotzer is the second generation owner of Gran-Aire, Inc. at Milwaukee-Timmerman Airport, which was founded by his father, Bill Lotzer, in 1946. The company is a full-service flight center, providing fuel sales, flight instruction, aircraft rental, aircraft sales, aircraft maintenance, and air charter.

Refer to [www.flymilwaukee.com](http://www.flymilwaukee.com). □

## Wisconsin Aviation Announces Completion Of New Avionics Service Hangar



Airvue Photo by Don Winkler

MADISON, WIS. – Wisconsin Aviation has relocated its aircraft avionics department into a new 10,800 sq foot facility, still conveniently located on the east side of Dane County Regional Airport, Madison, Wisconsin.

The new avionics hangar is co-located with two other hangars, now comprising the Technical Service Complex. In the complex, aircraft maintenance and avionics are side by side, providing one-stop service for any technical need. Together, some 21 experienced technical and support personnel are ready to solve any mechanical or avionics problem. Besides being a factory-authorized maintenance

service center for Cessna/Columbia, Cirrus, Piper, and Socata, Wisconsin Aviation Avionics maintains dealerships with Garmin, Honeywell, S-Tec/Meggitt, L-3, Avidyne, Aspen Avionics, and seven other top-shelf companies.

Wisconsin Aviation has been committed to the aviation industry since 1981, and has become the largest fixed-base operator in Wisconsin. Over 150 dedicated employees offer a complete line of services and products

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to customers who utilize passenger and cargo charter services, flight training, aircraft rentals, aircraft sales, aircraft maintenance, and avionics installations, service, and repair.

Wisconsin Aviation has three locations: Watertown Municipal Airport, Dodge County Airport in Juneau, and Dane County Regional Airport in Madison. The facility's

operations in Madison are 24/7. For specific problems concerning your aircraft or free quotes on anticipated work, call 800-594-5359, or visit [WisconsinAviation.com](http://WisconsinAviation.com). □

## PEOPLE IN THE NEWS



### **Pilot/Inventor, Bob Brackett** **July 28, 1926 – October 9, 2008**

KINGMAN, ARIZ. – The man for which Brackett Aircraft Towbars are named, Robert R. Brackett, passed away Oct. 9, 2008, at Sunrise Hospital in Las Vegas after a short illness.

Brackett was born in Waukegan, Ill., on July 28, 1926, and after graduating from high school, he enlisted into the Army Air Corps as an aviation cadet from 1944 to 1946. Post WWII, he graduated from Spartan School of Aeronautics as an A&E and Flight Engineer. In 1950, he was reactivated into the Air Force to serve as a crew chief and flew 66 combat cargo missions in Korea. He was released back to the states for pilot training and went back to Korea as a fighter pilot in F-86 Sabres to serve an additional 60 missions before the war ended. Brackett returned to the states as a First Lieutenant and was chosen as one of the first pilots to fly the super-sonic F-100 “Super-Sabre” with the 435<sup>th</sup> Fighter Squadron of George Air Force Base, Calif.

Brackett’s love of aviation continued throughout his life. In 1954, he was in an auto accident during his leave in Texas and met his future wife, Nancy, during his hospital recuperation. He then returned to Illinois to become the personal pilot for P.K. Wrigley of Wrigley Gum Company in Chicago, and also flew for North Central Airlines flying DC3s out of Chicago Midway Airport. In 1959, he became the first airport manager and fixed base operator in Kenosha, Wis., operating Kenosha Aviation Services. There, he flew Twin Beeches, hauling cargo for American Motors, and operated a Part 141 flight school.

In a 1992 interview, Brackett told *Midwest Flyer Magazine* that while he was at Kenosha, he had a dozen different tow bars – one for each type of aircraft they serviced. “There was a spot on the wall for each tow bar, but they would still often get misplaced and the mechanics could never find the one they needed, when they needed it,” said Brackett. So that’s when Brackett invented one tow bar

that would do it all. And then came invention number two!

During the Vietnam conflict, jets were experiencing engine failures after only 200 hours of use because of all of the dirt in the air. General Motors (GM) designed and began manufacturing a large air filter, which extended the life of the engine considerably. Brackett suggested to the FAA that the air filters be approved for general aviation, but was told that the military specs made the design too costly. With a few modifications, Brackett met with General Motors in Flint, Mich., and proposed the new design to them. They liked the design and contracted with his company to manufacture the brackets.

In 1978, General Motors sold the entire line of air filters to Brackett, their AC spark plugs to Auburn, and their fuel pumps to Lycoming. Since then, Brackett has added more than 80 new models of air filters.

In 1975, the small sideline business of airplane tow bars and air filters became full time and Brackett moved the company to Mesa, Ariz. He eventually expanded into helicopter ground support equipment because of his interest in helicopters. He earned his helicopter pilot certificate on his 65<sup>th</sup> birthday. He then moved his company, Brackett Aircraft, to Kingman, Ariz. in 1984, where it was the third business established at the Airfield Industrial Park.

Over the years, Bob Brackett has been a member of numerous flying organizations. He was a member of the Quiet Birdmen (QBs), Experimental Aircraft Association, Kingman Airport Authority Board, and Wisconsin Aviation Trades Association (WATA), and formed the

Kingman Aero Club. In 1998, Brackett was awarded the "Charles Taylor Master Mechanic Award" by the FAA, and in 2005, he received the "Wright Brothers Master Pilot Award," also from the FAA. His flying adventures included circumnavigating the United States in 1992, and flying the Arizona state flag from Kingman, Ariz. to Kitty Hawk, N.C. in 2003, as Arizona's official delegate to the Centennial of Flight Celebration of the Wright Brothers. Brackett also participated in the Midwest Flyer Magazine Canadian Fishing Fly-out in 2005. At age 79, Brackett and his life-long friend and fellow aviator, retired Eastern Airlines Capt. Roy Peltz, 81, of Miami, Florida, flew

Brackett's Beech Baron from Kingman, Arizona to Fort Francis, Ontario in one day, flying VFR, and made a perfect textbook landing, arriving in time for dinner.

Bob Brackett is survived by his wife of 52 years, Nancy; sister, Beatrice Peterson of Sun Lakes; four children, Sheryl Brackett, Scott Brackett, and Roy Brackett, all of Kingman, and Jill Fetters of Bakersfield, Calif.; six grandchildren, Rachel, Tanner, Colton, Courtney, Amelia and Robert Scott; nephews, Rex and Bobby; and grandnephew, Rex Mont. The Brackett family continues to operate Brackett Aircraft Company, as they have since 1968.

*Blue skies and blue waters, Bob!* □

## Steve Fossett's Aircraft Wreckage Found

MAMMOTH LAKES, CALIF. – The Bellanca Super Decathlon (N240R) in which adventurer Steve Fossett was flying and went missing 13 months ago, was located near Mammoth Lakes, California, October 2. There were no remains found at the crash site.

Search efforts for the wreckage intensified October 1 after it was reported that hikers found several items appearing to belong to Fossett, including FAA Pilot Certificates bearing his name, about \$1,000 in cash, and a weathered fleece pullover. An aerial search



EAA

turned up what appeared to be wreckage of a plane, which was later confirmed as Fossett's.

Fossett, who holds several world aviation records in balloons, jets, and gliders, took off on a pleasure flight from Barron Hilton's Flying M Ranch on Labor Day morning, September 3, 2007, about 20 miles south of Yerington, Nev. When he failed to return, an unprecedented search effort ensued, led by the Civil Air Patrol, covering some 20,000 square miles. Smaller-scale searches were also made, the most recent in August of this year.

Fossett was declared legally dead by a Cook County (Illinois) judge in February 2008.

Fossett flew the Virgin Atlantic GlobalFlyer to become the first person to fly solo around the world without stopping or refueling in March 2005. □

## Ford & Pelton Renew Commitments To EAA Youth Programs

ORLANDO, FLA. – With the 2009 EAA Sweepstakes grand prize - a Flight Design MC - serving as a backdrop, Cessna CEO Jack Pelton, pilot/actor Harrison Ford, and EAA President Tom Poberezny were on hand at EAA's exhibit at the National Business Aviation Association convention, October 7, to confirm their commitment to EAA and its youth outreach initiatives for another year. Ford will serve as the Young Eagles chairman through 2009, and Pelton renewed his commitment to serve as chairman of the Gathering of Eagles Committee.

Gathering of Eagles is a benefit auction that takes place on Thursday evening during EAA AirVenture in Oshkosh, Wis. Proceeds benefit EAA's outreach programs including EAA Young Eagles, the EAA Air Academy, EAA AeroScholars, and other programs that help to prepare tomorrow's pilots, aviation leaders, and pioneers. This year's Gathering raised nearly \$3 million, a record amount. In addition to Jack Pelton's fifth consecutive year as committee chairman, Cessna will again be the Gathering of Eagles "naming presenter" for the event.

Harrison Ford became EAA Young Eagles chairman in 2004, succeeding aviation legend Chuck Yeager, and the program's original chairman, actor and pilot Cliff

Robertson. Since the program's inception in 1992, about 40,000 volunteers annually provide general aviation flight experiences to youth ages 8-17. Flying 80,000 to 100,000 kids each year, the program has touched the lives of more than 1.4 million youth, many of whom have carried that inspiration into aviation service and careers. □

