

THE WIPAIRE WINDOW

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Air Show Schedule

THE WINDOW Vol. 01 Num. 04 FALL 2008

The Newest Member of Our Float Family!



Quest Kodiak On Wipline Floats

Much to the delight of Wipaire's ambitious engineering team, their newly designed amphibious floats launched the Quest Kodiak smoothly into flight from the Fleming Field runway and the Mississippi River, Wednesday evening, July 23, 2008.

The prototype 7000 model float is the first model that Wipaire, established pros of the floatplane world, has built using the very latest digital technologies from its inception. With an eye to making some both ideological and design changes, Bob Wiplinger, company owner, and Charlie Wiplinger, vice president of engineering, gathered a team of engineers and CAD drafters who designed and built the float in unprecedented time. In an email of appreciation after the maiden flight, Charlie Wiplinger said it was made possible by, "one of the finest R&D teams the general aviation industry has ever seen and the indispensable help from our entire manufacturing and WipCaire services personnel who delivered flawlessly when called upon by the R&D team. This feat is a true testament to the dedication and hard work of our employees as we went from CAD model to flying prototype in as little as two months."

The Kodiak, a single engine turbine designed for remote area operations, coupled with Wipaire's sleek, rugged floats will be an unbeatable match for serious flyers desiring the comforts of home in the wildest locations. The floats are designed to resist abrasion from rocky shorelines and careful attention was paid to the float construction should an off-site repair become necessary. Other structural enhancements for the comfort and safety of its users were implemented on the 7000 float, but are not being disclosed at this time. Flight testing and certification have begun and Wipaire is taking orders, intended for late spring, 2009 delivery.

Over the years, Wipaire has developed a full line of aircraft floats for all sizes of aircraft, from the Piper Cub to the de Havilland Twin Otter, as well as over 100 Supplemental Type Certificates for a variety of useful aircraft modifications. In addition, Wipaire has expanded into other areas, including a full service maintenance department, avionics installation and repair, custom and luxury interior installation, and a paint and refinishing facility.

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Aircraft For Sale

Visit our website to view our featured aircraft for sale!

 **WIPAIRE, INC.**
Worldwide. Anywhere. Anytime.



International Demand Boosted for Fire Fighting Floats



Randy Juen & Hugo Arceo Campoy

As a sister company to Wipaire, Fire Boss, LLC markets fire fighting floats. Fire Boss combines famous Wipline float technology with a water-scooping system and mounts them to an 802 Air Tractor. The Fire Boss is designed to be a first call of defense to extinguish a fire before it becomes larger.

Wipaire President Randy Juen, along with Haig Hagopian, vice president of international sales, made a visit to Hugo Arceo Campoy, sales manager and Vicente Huerta Dominguez, president of Air Tractor Europe S.P.A in Valencia, Spain. On July 23rd Air Tractor Europe S.P.A. placed the largest order in Fire Boss history for 13 sets of Fire Boss floats. In addition, Conair is also requesting quotes for six Fire Boss aircraft for operations in Canada.

We are excited with the growing acceptance in the aerial fire fighting community. Juen comments, "It is difficult to measure how many millions of acres are preserved by the Fire Boss since it is designed to extinguish the fire before it is able to destroy personal property and our valuable natural resources." Fire Boss is committed to preserving the world's precious resources and keeping our world green.

Please visit www.firebossllc.com to find out more.



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Who in the World is Haig?

-V.P. of International Sales

Haig Hagopian

Haig started his 40-year aviation career with seven years as an aeronautical structures engineer. From there he moved on to selling airplanes and established dealerships catering to most of the international general aviation world. Haig is a sailplane, single and multi-engine pilot with single engine seaplane ratings. Having worked for Cessna, Piper, Lake Aircraft and Airbus, Haig contributes to our customers and partners with a wealth of international knowledge. Wipaire has the ease of overcoming language barriers with Haig's ability to fluently speak English, French, Arabic and Armenian. His professional philosophy is to listen, interpret the customer's aspirations, needs and wants, to provide workable, realistic lasting solutions and relationships. Haig has a love for people in all walks of life and is renowned for being true to his word.

AUTOMATED AIRPLANE FLIGHT TIPS

By BRIAN ADDIS



Brian Addis *Chief Flight Instructor -
Lake & Air Pilot Shop*

It has been almost 20 years since the first automated airplanes came on the scene. You know, glass cockpit types with those fancy autopilots. Now days we just call them automated airplanes. Most of these displays started with the large airplanes and over the years, this technology has migrated down through the ranks to the lightest airplanes. I have been

quite fortunate to learn and teach in these designs most of these past 20 years. I started with the Airbus A320 and moved up the ladder to the GV and finally to the Avidyne and G1000 systems. It seems somewhat unusual to start with a large airplane and end up in a C-172, but that's the way it worked as the result of technology, not choice. It is amazing to see the similarities in the training process and the similarities in the frustration level of the pilots in all of these automated designs. After 20 years instructing in automated airplanes, do I have some fundamental suggestions? Yes, of course I do.

Point 1: Try to relax through this process. Remember, many have gone before you and the vast majority of pilots have been successful users. Almost all have been just as frustrated as you at one time or another.

Point 2: You will find yourself learning the same tasks over and over again. No, you're not stupid. The tasks are so similar, interference is very high. Psychologists call it retroactive and proactive inhibition.

You call it a pain in the neck.

Point 3: There are three things you can do during flight. 1. Press the right button at the right time. 2. Press the right button at the wrong time. 3. Press the wrong button at the wrong time. Number 3 is the worst.

Point 4: Never use sentences such as: "Where is this thing going now?" "Why is it doing that?" "What's going on with this thing?" Remember, you are the pilot. When your automated world starts to fall apart—and it will—disconnect the autopilot; hand fly it. Get control of the proper attitude, altitude, heading and airspeed. Then re-engage the autopilot pressing one button at a time while you monitor how well it does what you want it to do. Decide what you want, then press a button. Good luck and by the way, look outside once in a while please.

**For more info about
becoming a pilot log onto
www.wipaire.com/fly
651.451.1205**



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One Of Our Float & Aviation Experts: *Mike Aune* -Vast Knowledge Aviators Trust

With 33 years of experience working and playing in aviation and over 20 years at Wipaire, Mike Aune is a true asset to the company and is an exceptionally helpful aviation guide to everyone who comes his way. Mike has experience in all aspects of aircraft, including paint, interiors, building aircraft, avionics installation and wiring; he also performs maintenance on his own certified aircraft. Mike is a sales person customers appreciate; A knowledgeable resource, not a wares-pusher. This single-engine and multi-engine pilot with over 4000 hours spends most of his time flying aircraft equipped with Wipline Floats. Mike enjoys sharing his vast experience in all aspects of general aviation and is always willing to help guide you in all your float flying decisions.

RETROFIT GLASS COCKPIT IS HERE!

by Rick Walhman, Avionics Manager

As I see it, the big three in retrofit Electronic Flight Instrument Systems (EFIS) are the Chelton Flight logic system, the Garmin G600 and the Aspen Evolution.

Chelton has been the leader of the race. The Flight Logic system has been available for some time and is approved for installation in most general aviation aircraft.

The FlightLogic Synthetic Vision EFIS is a complete flight/navigation instrumentation system that provides information to a pilot via panel mounted LCD displays. The FlightLogic system includes an integral WAAS GPS receiver and integrates a Class C TAWS (Terrain Awareness and Warning System), which may be upgraded to Class B or Class A TAWS. The FlightLogic system supports optional traffic and weather systems to create a single, unified console for all flight deck operations.

Separating FlightLogic from nearly all other EFIS systems are real-time, forward-looking 3D Synthetic Vision and Highway-In-The-Sky capabilities. In real time, the system is able to present precise three-dimensional visual images of your aircraft's relation to the terrain surrounding it on the Primary Flight Display (PFD) and Multi-Function Displays (MFDs).

Garmin introduced the G1000 system several years ago, but this is not able to be retrofit in most aircraft. The answer is the new G600. This system has just recently been certified and has an Approved Model List (AML) that includes most general aviation aircraft.

The G600 combines critical flight data and displays it on two 6.5 inch diagonal flat-panel LCDs. High resolution screens are mounted side by side in a single bezel that fits neatly into the "six-pack" slot in your instrument panel. On the left-hand side, the PFD integrates all situational information regarding your aircraft's position, speed, attitude, vertical rate, altitude, steering and flight progress. On the right side, the MFD provides detailed moving-map graphics of your aircraft's current position in relation to ground features, chart data, nav aids, flight plan routings and more.



Aspen Avionics EFD1000 Pro system is now STC'd in many general aviation aircraft. Their AML includes most GA aircraft with a 6000 pound or less gross weight. Aircraft weighing over 6000 pounds will be added in the near future.

The EFD1000 Pro PFD gives you all the major tools that help professional pilots fly safely and easily in instrument conditions. The Pro features an integral ADAHRS, backup battery, emergency GPS, altitude alerter and lot more. The Horizontal Situation Indicator (HSI) integrates a course pointer and course deviation indicator (CDI) onto your slaved compass rose, and adds two bearing pointers that you can set to any VOR or GPS waypoint, for added situational awareness. In the near future you will be able to overlay datalink weather graphics and traffic on the map. The Attitude Director Indicator (ADI) shows the aircraft attitude with airspeed and altitude tapes. Aspen will have an optional Multi-Function display available early next year.

All of these systems require back up instrumentation; in most cases an airspeed indicator, attitude gyro and altimeter. Many times the existing instruments can be used.

The new generation Glass Cockpit is more affordable than ever before. The added safety and enhanced situational awareness are worth the investment.

*The engine is the heart
of an airplane, but the
pilot is its soul.*

-Walter Raleigh

What is Your Aircraft Interior Made Of?



Dave Utsch- Paint and Interior Manager -WipCaire

Does your aircraft interior pass FAA burn requirements? Has your aircraft interior been fabricated from normal upholstery supplies? By using these non-compliant materials the safety of your passengers is put at risk. In accordance with FARs, all materials used to fabricate your interior must have proper burn testing documentation. Questionable materials being used would more than likely be caught on a pre-buy inspection and would lessen the value of your aircraft at time of resale. Using certified materials allows traceability should an incident ever occur.

Please make sure to ask your provider for the appropriate safety and FAA burn testing documentation next time you decide to replace your interiors.

Jason's Maintenance Recommendations *-As You Fly Into the Next Season*

Fall is a nice time of year for flying. All the colors, mild temps and fall festival destinations around the tri-state area make for perfect conditions for a enjoyable time. Once the leaves fall and the cold rains start, flying is typically not high on the list. As your plane sits, (hopefully in a hangar) your battery is slowly draining, your oil with 20 hours on it is collecting moisture, and your windshield is collecting dust. Personally, I have dealt with this matter and had a few times in which I regretted neglecting my ship. Floatplanes and landplanes have different concerns and share some of the same. Both suffer from slow draining batteries. You can attack this by installing a battery maintainer so you have full voltage for your next trip. Your oil should be changed at regular intervals to combat moisture and corrosion due to lack of use. You should put your winter fronts on soon and consider switching to multi-grade oil. There are countless



Jason Erickson-Director of Maintenance -WipCaire

articles on the use of engine heaters but we all know the damage caused by cold starts. It may be time to think of installing an engine heater. Floatplanes should remove inspection covers and dry the bays of all water. Even small amounts of water can split suction tubes and large amounts of water can split bulkheads or even split skins. Fall is a time to schedule any of your winter maintenance items with your provider and catch up on any of those items that have bothered you

all summer. Large projects such as paint, interiors, avionics installations, annuals, or modifications are best completed in the off season. With all of us working ample overtime and juggling families, precious days in the summer need not be wasted with downtime. I hope you all had a great summer and enjoy a safe fall flying season.

AIRCRAFT FOR SALE



2008 WIPAIRE TURBINE BOSS BEAVER, SN/406, 1952 DHC-2 BEAVER 5760 HRS TT, ON WIPLINE 6100 AMPHIBS \$1,700,000



N381A 2001 AMPHIBIOUS CESSNA CARAVAN, 4,100 TT, 40 HRS SMOH, ON WIPLINE 8000 AMPHIBS, \$1,825,000



N680H 1975 CESSNA 182 ON WIPLINE 3000 AMPHIBS, IO-550 UPGRADE, FEATURED IN THE "ALUMINIUM VS FIBERGLASS" DVD, INCREDIBLE 182, EVERY UPGRADE POSSIBLE! \$219,000



N2156F 2003 TURBO 206, 300 TT, ON WIPLINE 3450 AMPHIBS 25 TT, NEW PAINT 2006, VERY SHARP, \$419,000



N1023F 1975 CESSNA 185F, 2,900 HRS TT, 890 SMOH, BEAUTIFUL, \$155,000



N92002 DEHAVILLAND DHC-2, TURBO BEAVER MARK I, ON WIPLINE 6100A, \$1,300,000

Oshkosh Garmin Winner!



Pete Winkelmann

Congratulations to Pete Winkelmann of North Fond Du Lac, Wisconsin. His was the lucky entry picked from over 1400 entry slips put in our drawing box at Oshkosh Airventure. Pete is one of three people to win a Garmin 496 this year as Wipaire also did drawings at Sun 'N Fun and the Alaska State Aviation Show. Pete is currently building a Stinson 108 in his hangar at Oshkosh and was thrilled to be this year's Airventure giveaway winner!

Visit Wipaire At These Shows!

Week	Show	Location
October 6 - 8	NBAA	Orlando, FL
October 16 - 18	Aviation North Expo	Fairbanks, AK
November 4 - 9	China Air Show	Zhuhai, Guangdong, China
November 4 - 9	AOPA	San Jose, CA

Photo CONTEST | ENTER! TODAY!



by Klaus Steiguer, Summer photo winner

For this quarter's contest, we really want the most fun or breathtaking places your plane has taken you. If there is a story behind your photo, we'd love to hear that too. Remember that photos with a 300dpi or higher resolution are best. Prize: \$100 Lake & Air Gift Certificate (quarterly). Please include your name, address and phone number with submissions.

Email submissions to: npone@wipaire.com



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SOUTH ST. PAUL, MN

*This is a Special Newsletter
Created for Everyone in the
Aviation Industry!*

FALL2008NEWSLETTER Quest Kodiak on Wipline Floats!

THE WIPAIRE WINDOW

**Fire Boss in Spain -
Keeping Our World Green!**



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