

THE WIPAIRE WINDOW

Special 2010 Holiday Edition



FAA Certifies Santa's NextGen-Equipped Sleigh for Christmas Eve

WASHINGTON – Federal Aviation Administration (FAA) safety inspectors at the North Pole certified Santa One, the reindeer-powered sleigh piloted by Santa Claus, for its Christmas Eve round-the-world delivery mission.

Santa One, led by Rudolph the Red-Nosed Reindeer, is outfitted with new satellite-based NextGen technology, which will allow Santa to deliver more toys to more children with improved safety and efficiency.

"Children around the world will get their gifts on time, regardless of the weather, thanks to NextGen," said U.S. Transportation Secretary Ray LaHood. "We're proud to say NextGen is bringing Santa Claus to town."

Rudolph's red nose has been outfitted with avionics that will broadcast Santa One's position via satellites to air traffic controllers around the world with improved accuracy, integrity and reliability.

"Santa's cockpit display will help improve his situational awareness by showing him and his reindeer flight crew their precise location in relation to other aircraft, bad weather and terrain," said FAA Administrator Randy Babbitt. "NextGen will help make this an extra-safe Christmas Eve."

The sleigh's onboard systems have been upgraded with state-of-the-art, NextGen technology that will allow Santa One to maintain cruising altitude for as long as possible before making a continuous descent into cities and towns around the world.

While maneuvering on rooftops, an advanced, onboard runway safety system will help reduce the risk of incursions between the sleigh and chimneys.

Santa's reindeer-powered sleigh is already energy-efficient, but the NextGen technologies will further reduce Santa One's carbon hoofprint. The shorter, faster routings means that Rudolph and the other reindeer will consume less hay, resulting in fewer greenhouse gases.

Unlike any other pilot, Santa has special permission from the FAA to fly thousands of domestic and international short-haul and long-range flights in one night. In keeping with the FAA's science-based proposal to give pilots more rest, Santa will arrange his flight plan based on his circadian rhythm. Mrs. Claus also assured FAA safety inspectors that she'll make sure he gets plenty of rest before the flight on Christmas Eve.





Photo Courtesy TMA

Celebrating 50 years of Wipline Floats, Part 3

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Wipline, Inc. was founded in 1960 by Bernard "Ben" Wiplinger. He set out 'to build the toughest float anybody ever stuck under an airplane.' This was a tall order, set by an individual with a passion for success and engineering innovation. This vision and passion has been the driving principles for three generations of Wiplingers and 50 years of Wipline float design and manufacturing. Today Wipaire, Inc. is excited about what the future holds and proud to celebrate this historic milestone for Wipline floats.

The 1990s

The 1990s saw many new modifications and float certifications. Wipaire's largest float, the Wipline 13000 was certified on the de Havilland Twin Otter in 1992 and their smallest float, the Wipline 2100 was certified in 1997. The Wipline 2350, 3000 and 4000 also joined the Wipline family of floats during the 1990s. Among other modifications, Wipaire certified a co-pilot door and Wip Tip wing extensions for the Cessna 206 and gross weight increases for the Piper Cub and the Cessna Caravan. Wipaire introduced the Boss Beaver in 1996. The Boss combines a selection of beaver modifications, a turbine engine and Wipline 6100 floats to create a high performance seaplane. The last float approved of the century was the Wipline 3450 for the Cessna 206 in 2000. The year 2000 brought about the next generation of Wiplingers coming to work at Wipaire. Nancy graduated

from Gustavus Adolphus with a degree in business management in 2000. Chuck graduated from the University of Minnesota with a degree in aerospace engineering in 2003. Both have held various positions in Wipaire since.

In 2001 Wipaire moved their headquarters to a new 54,000-square-foot facility on Fleming Field. The new facility includes over 10,000 square feet of space for research and development for the growing engineering department. With their added capabilities, the team was able to certify several projects in the last decade. The Wipline 10000 float was approved for the Air Tractor 802A in 2003 and on the Air Tractor 802 in 2008.



Wipline Floats Today

Wipaire's tradition of engineering innovation continues today. Wipaire, Inc. received Supplemental Type Certification (STC) of their most recent addition to the Wipline family of products, the Wipline 7000 Amphibious Float installed on the Quest KODIAK, on June 11th, 2010. The Quest KODIAK certification program took roughly three years to complete and included 287 test flights, totaling 162 hours of flying.

The hulls are modeled after the successful Wipline 13000 Floats, which have improved rough water handling qualities for float-equipped aircraft. The new floats include the traditional Wipline flat top deck for easy loading and safety. The main gear system has been completely redesigned, which improves reliability and makes for easy



Become a fan of Wipaire!

JUST DON'T DO IT!



Jay Hulse
Customer Service Manager

Now that you have removed your floats for the season, don't just stuff them away in a corner somewhere. Now is a great time to give those floats you love a real good once over.

Whether you do it yourself, have your local dude (or Dudette) do it, or take advantage of the professional staff at Wipaire's maintenance department to do it, now is a good time to just do it.

Get any moisture out of the hulls by pumping out the hulls, (after you use your hand pump, additional

water can be sucked out with a wet vac). Actually pouring some RV/Marine anti-freeze into the float cups will help with any mid winter moister that could get inside.

Making sure your wheel bearings are freshly greased to force moisture out so ice damage or tire damage doesn't occur over winter.

It's a great time to get rid of those old worn out float plugs, deck lines, and touch up any paint chips. Putting in new hatch seals for some older models is always a good idea that will provide benefits beyond this winter.

Just Do It

It is also very important to check the Wipaire website at www.wipaire.com and check for any service letters that may apply to your current model floats. You can also give us a call at 1-651-451-1205 and our customer service department can help you with your needs.

The moral of the story is, simply take a little time to make sure the investment in your floats is not left to fend for itself. A little care now will go a long way so when you get ready to destroy the glassy water of your favorite seaplane landing sites, you'll know those big tennis shoes under your aircraft are in tip top shape.

Ski Season Already?

Yes, (I say with a long sleeve flannel shirt, and a down coat and snow shoes sitting very close to me) it's almost ski flying season already. We like to wish everyone a safe winter flying season. Enjoy tuning up your ice auger, loading it into the airplane, drilling holes in your favorite lake and finding that perfect catch

Do you know where your airplane is?

Did you hear the one about John and Martha King of King Schools nearly being arrested at gunpoint in Santa Barbara, California? For being airplane thieves? Its news stories like this that make you do a double take, and this one yielded some pretty bizarre circumstances. The 2009 Cessna 172 that the Kings were flying August 28, 2010 had been assigned the same registration number as a 1968 Cessna 150 that had been stolen eight years before. When they arrived in Santa Barbara, they were detained by police with guns drawn for about 30 minutes before the affair was straightened out, as their IFR flight plan had flagged a system alerting an intelligence center that the aircraft was stolen, as was then reported to the local police.

Between an aircraft stolen eight years ago causing police to approach with guns drawn, and the cross-country flying spree taken by Colton Harris-Moore the so-called Barefoot Bandit until his capture earlier this year, light general aviation aircraft theft has been in the news lately. Single-engine piston aircraft are the most common type of stolen aircraft, but there are several things owners and pilots can do to help prevent, or at least discourage theft.

First, take the key with you. A key left in the aircraft in plain sight does nothing to deter a would-be thief. Next, if your aircraft has door locks, use them when you will be away from the aircraft.

This includes leaving it overnight at an FBO, tied down on a ramp, or in a hangar. If your aircraft does not have a keyed ignition, this is all the more important. If you hangar your aircraft, make sure the hangar doors are locked when the hangar is closed.

There are other types of anti-theft devices for aircraft, ranging from combined control, throttle and avionics locks to simple propeller locks and wheel locks. Consider these especially if your aircraft is left unattended on unsecured ramps.



Rachel Norman
Lake & Air Flight Instructor
Guest Contributor

Just like no pilot plans on having an accident, no pilot plans on their aircraft being stolen, tampered with, or damaged either. While these measures may not prevent a truly determined individual from stealing the aircraft, it may provide enough just



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