

CESSNA OWNER

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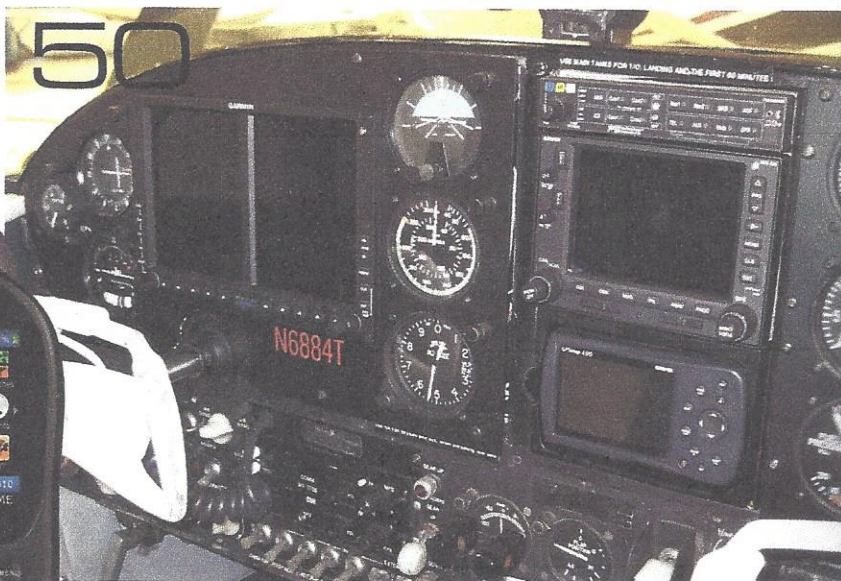
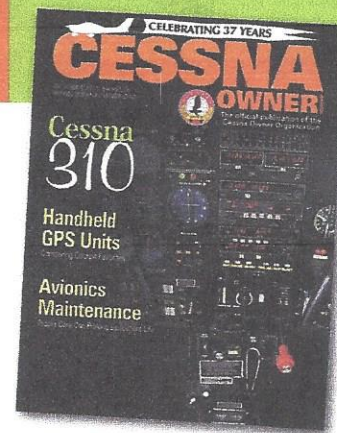
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On the Front Cover

It pays to be informed. These various instruments on the panel of a Cessna T210 provide the pilot with accurate information for safe, comfortable flying.
Jim Lawrence



Publisher's Note: The views of the contributing writers are those of the authors and not necessarily the position of the Cessna Owner Organization.

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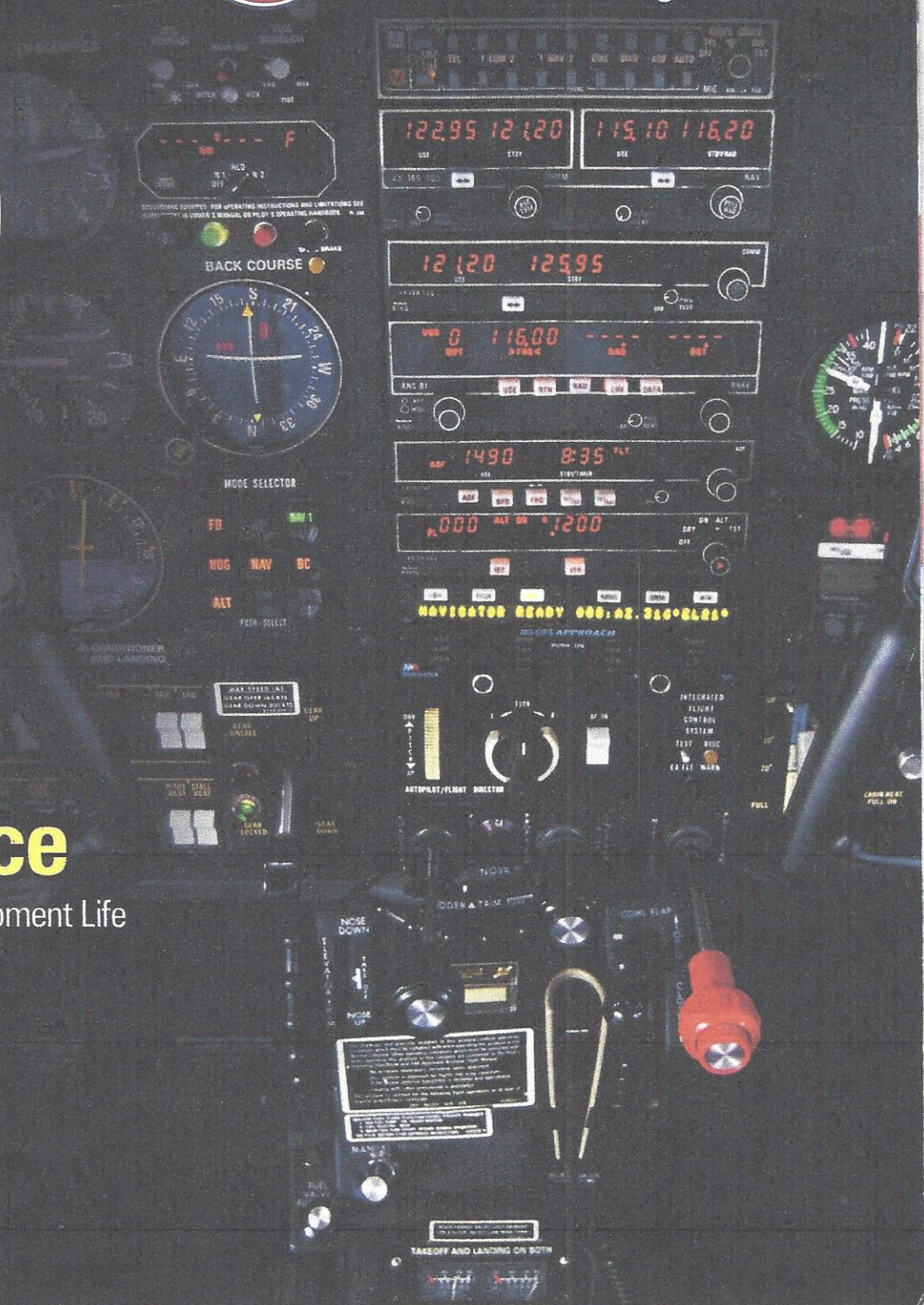
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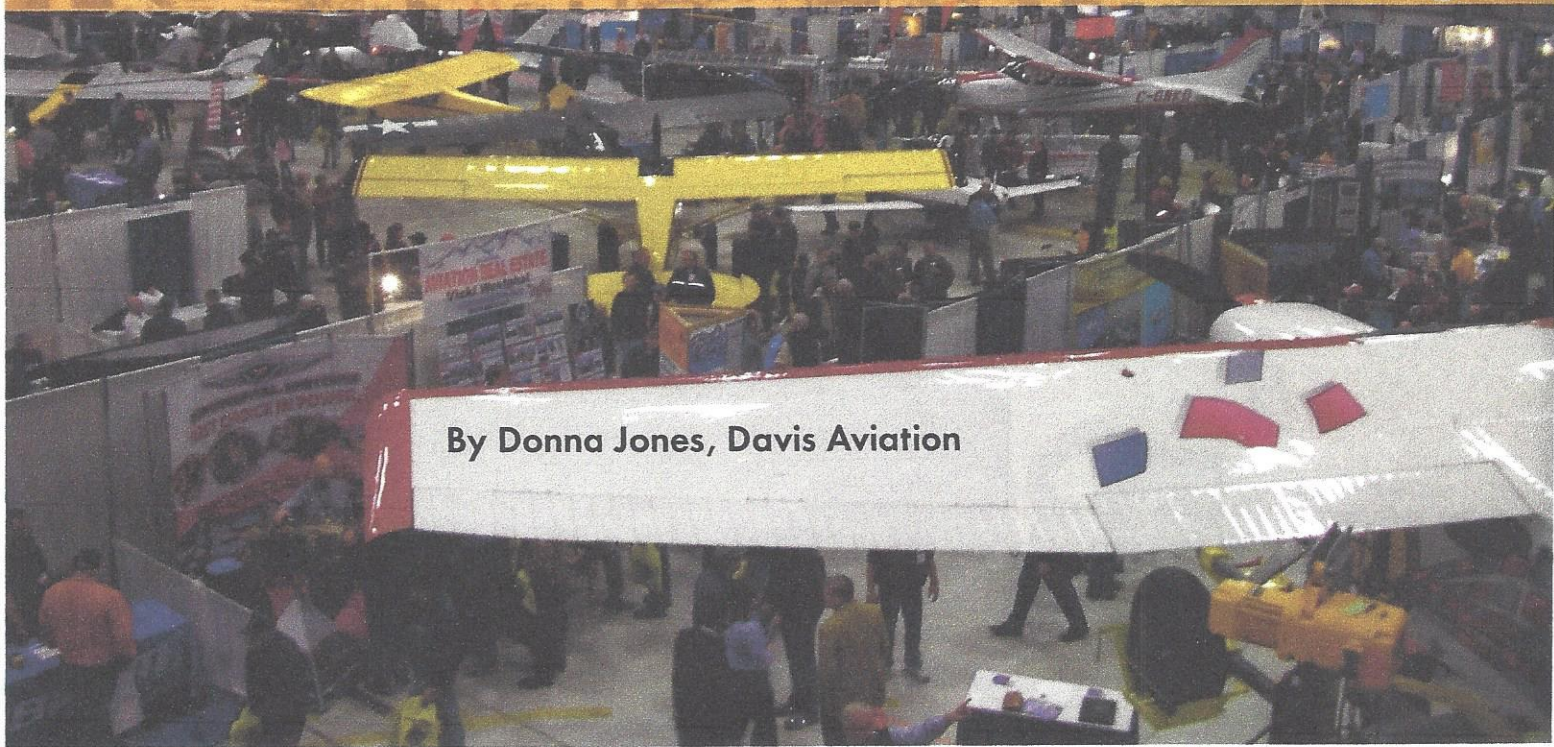
Avionics Maintenance

Proper Care Can Prolong Equipment Life



Alaska State Aviation Trade Show and Conference

The Great Alaska Aviation Gathering!



By Donna Jones, Davis Aviation

DONNA JONES

The indoor crowd and a few of the airplanes at the show.



ROB STAPLETON

Relaxing in the outdoor aircraft display.

Anchorage, Alaska, was once again host to the annual Alaska State Aviation Trade Show and Conference, an event 14 years in the making. Most of us know this show as the Alaska Airmen's Show. However, it has been re-named The Great Alaska Aviation Gathering!, which is what the show has become; it is Alaska's premier aviation exhibition. The event was held this year on April 30 and May 1 in the FedEx Maintenance Hangar, located at Ted Stevens Anchorage International Airport.

With 226 exhibitors and approximately 50 aircraft on display (inside and outside), a crowd of more than 20,000 was wowed once again. A full weekend of speakers, vendor exhibits, and some of the most spectacular aircraft in Alaska graced the huge hangar and surrounding areas for two days.



One of the many vendors offering products indoors.

This show has grown significantly over the past 14 years. Even though there are many local Alaska exhibitors, about 65 percent of the exhibitors are from other parts of the United States and Canada. The attendees, however, are primarily Alaskans. Last year, people attending the show came from all but three of the 50 states, all of the Canadian provinces, Mexico, and Puerto Rico. It appeared to be a similarly diverse group of attendees this year, as well. The show is unique, because it is the largest community outreach program in the area with a tremendous turnout of families attending the show, in addition to pilots and other aviation-related people.

Dee Hanson, executive director of the Alaska Airmen's Association, told me that the local Alaska community supports this gathering tremendously. FedEx donates the hangar space, and UPS donates its ramp space, which is generous in itself. In-kind donations for the show are close to \$100,000. Businesses, such as Alaska Cargo Port, donate transient spots for the UPS airplanes to park while the UPS ramp is being used for the show. Not many businesses would inconvenience themselves to help bring this show back year after year. These companies do so without prevail. Radio, TV, parking, and shuttles are provided at no charge by local businesses for the convenience of the public to attend.

The Alaska Military Youth Academy, a federally funded program for challenged youth, directs cars to and from designated parking areas and offers assistance in other areas as needed. The Alaska Airmen's Association provides youth outreach programs and education throughout Alaska. This group has a 97-percent success rate of graduation. This past year, Jessica Cox spoke at various events sponsored by the Alaska Airmen's Association, including visits to local Alaska schools. Jessica was born without arms and learned to fly with her feet without the use of any special aircraft modifications. Dee said, "Jessica is such an inspiration. She is a great motivational speaker. The kids really loved to hear her speak and continue to do the "low 5" with their feet instead of a "high 5" with their hands. She made a remarkable impact on many of these students." Her visit inspired Chevak, Alaska, students to complete their BuildAPlane project that was on display at the show.

Since the inception in 1952, the Alaska Airmen's Association's primary function is its strong involvement in advocacy while promoting General Aviation within the state of Alaska. It is the state counterpart similar to AOPA. The group's members are the voice of the Alaska aviation community and maintain an active liaison with agencies and departments of the United States, the state of Alaska, and local governments



Jeff and Richard Walker of Seaplanes North.



A student from Chevak sits in the cockpit of their BuildAPlane project, a Rans 6-6S.

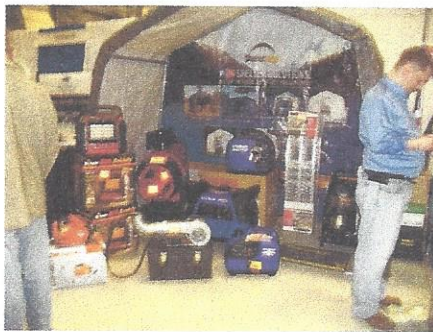
that are charged with the responsibility of regulating General Aviation. They continually address important issues, such as the closure of airstrips, airspace, state leasing regulations, weather, aircraft taxing, etc. Volunteers sit on numerous committees statewide representing Alaska General Aviation. This group is not a social club, even though it sponsors this great social and educational event. It makes sure people can keep flying in Alaska.

This organization is also used as a test bed for new technology. A few years back, it was honored with the prestigious Robert J. Collier Trophy, given by the National Aeronautic Association, for its involvement with the Automatic Dependent Surveillance-Broadcast (ADS-B). This is a data link technology that uses ultra-high-frequency radio to send and receive information about each aircraft that is equipped with the technology. ADS-B technology is 10 times more accurate than radar and operates in real time. The implementation has made a broad impact on the safety, capacity, and efficiency of the national airspace system in Alaska. The Alaska Airmen's Association participates in these types of projects on a continuous basis. With the number of General Aviation Alaskans and the continued need for safety programs in Alaska, there's not a better place to test new systems than in the Alaskan bush.



DONNA JONES

The FedEx facility was abuzz with aviation activity.



DONNA JONES

Shelters and survival gear filled this booth.



DONNA JONES

A view of some of the small aircraft on display outside.

The annual trade show is another avenue for the organization to promote General Aviation education and products. With 14 years under her belt with the organization, Dee said, "We provide Alaska the opportunity to review the most up-to-date developments in the aviation industry and give aviators the 'place' to meet with old and new friends."

True to her words, the organization provided the aviation community just that again this year. With so much being presented, including survival gear, engine upgrades, real estate, jewelry, T-shirts, aviation services, propellers, floats, engines, hangars, aircraft for sale, avionics, and parts and products for every aircraft imaginable, it was difficult to see everything. If there is an aviation product used or needed by bush pilots, it was probably on exhibit at this show.

Of course, preparations for this year's event had been in the works since the 2010 show ended. Dee, along with many volunteers, makes it happen without a hitch. Dee said, "Every year, I would stress myself out worrying about preparations for the show. In the last few years, I don't stress about it. We have so much support

from this community that everything comes together."

From my observations, this year's event appeared to have many of the same people that I have seen in years past – from exhibitors to some of the attendees. In addition to the regulars, there were many new faces. There were 27 new exhibitors this year. They had heard about the show and wanted to make an appearance. Advertising for the show is word of mouth from attendees and other exhibitors.

Our Davis Aviation products were well-received, judging by how I had talked aviation so much that Sunday that I didn't have much voice left. It could be my Tennessee accent. I, jokingly, started telling everyone that I was from southern Alaska when asked where I lived. Coming from Tennessee to the show, it is a challenge to make the trip. It is definitely a worthwhile trip, though. In addition to promoting our engine and propeller upgrades, it is always nice to get to catch up with people you only get to see once a year and meet some of those people you communicate with on a regular basis but never get a chance to meet.

I attend the show to help in the Seaplanes North (Floats Alaska) booth, our Alaska distributor. They have had a booth in the show since the inception. Jeff and Richard Walker promote, sell, and install our products in Alaska. The Alaskan aviation community is a huge market for the Davis Aviation engine and propeller conversions.

The show also gives me the opportunity to network with other exhibitors providing aviation products. It is great to meet the pilots and aircraft owners (and their families) that I work with on a regular basis, as well as meet new people in aviation. People gather at this show to share their mutual aviation interests.

At the close of the show, excitement filled the air as numerous drawings were made for items donated by many of the exhibitors. The most exciting of the show was a raffle drawing giveaway for a one-of-a-kind, refurbished Super Cub; 8,500 tickets were available for purchase at \$50 each (or five for \$225) for an opportunity to take home a beautiful aircraft. Many aviation businesses all over the United States donated items for this raffle airplane. Dan's Aircraft Repair,



More outdoor displays for visitors to enjoy.



A crowd gathers for the drawing of the 2011 Dan's Aircraft Repair Super Cub on May 1.

ROB STAPLETON

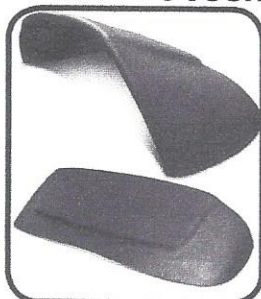
Inc. in Anchorage, Alaska, refurbished the airplane. Jack Schoenmann, from Jackman, Maine, won the airplane. Unfortunately, he has other aircraft and reluctantly decided to sell the aircraft. He said it was an

honor to win it, though. The Alaska Airmen's Association has the airplane for sale under contract at \$197,000. Dee said, "Make an offer." Give her a call if you are interested. It is a beautiful airplane.

If you have not had the opportunity to attend the show, be sure to mark your calendar to attend this event in the future. There is always something of interest for everyone. Hope to see you next May in Alaska at the show. Happy flying! ^{CO}

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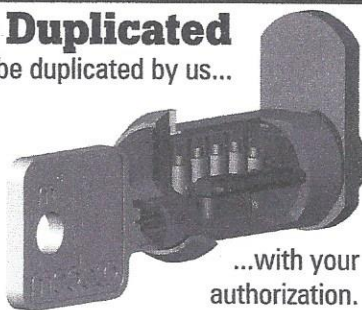
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About the author and Davis Aviation: Donna Jones has worked in aviation for 19 years. She began in aviation with Bonaire Aviation Company and stayed with Davis Aviation when it bought the Bonaire 550 product line in 1998. She helped establish 30-plus STCs for the single-engine Cessna line, as well as assisted in numerous field approvals and deviations when an STC was not available for a particular installation. Davis Aviation continues with worldwide distribution of the Bonaire 550 engine and propeller upgrade, propeller-only installations, and engine mount modifications. Davis Aviation offers a variety of STC options for Cessna aircraft, as well as a few upgrades for Pipers. Davis Aviation can be reached at (423) 652-1113. The web site address is www.davisaviationservices.net.

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