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# EAA Sport Aviation

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**EAA AIRVENTURE**  
*Aviation's Showcase*

## For the Kids

One state, one day, 104 airports

**MATTHEW McDANIEL EAA 63479**

*Editor's Note: EAA chapters and individual members have a long-standing history of commitment to community service. Here's another example of that passion in action.—Eds.*

**A**s EAAers we all have a passion for aviation. Sometimes that passion borders on obsession, as it did for us when a passing idea for a “neat” flight became an endeavor to raise more than \$10,000 for the Children’s Hospital of Wisconsin (CHW) and to set a national aviation record in the process. The National Aeronautic Association certified our flight as the “Fastest Time to Visit All the Hard Surface Public Airports in Wisconsin,” a United States national record. But, its larger purpose was to raise money and awareness for the pediatric neurosurgery department of CHW.

On June 20, 2006, we completed the record-setting flight, and three days later we surpassed our financial goal for our charitable cause (via strictly private donations). The process started simply; we tracked down a few Wisconsin state aeronautical charts and copies of the Wisconsin Department of Transportation airport guide. That got us familiar with the specifics of the state airports. We decided the goal would be to visit all 102 paved, public airports in Wisconsin plus one private airport (Lake Geneva Aire Estates) and one military airport (Volk Field Air National Guard Base), for good measure. The total would

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Pilots Dr. Bruce Kaufman and Matthew McDaniel at MWC, the beginning and end point of their record flight.

be 104 airports, and we intended to do it in *one* day. And we would begin and end our flight from Milwaukee's Timmerman airport (MWC), EAA's original home.

We decided we'd use the call sign "Blue Kids One," a play on the hospital's "blue kids" logo. We used flight-planning software to determine the shortest route. Then we went through a long series of route modifications to fulfill other requirements, such as unlighted airports falling only within daylight hours. Time efficiency was a high priority, so quick-turn refueling airports needed to be determined. Then a multitude of other logistics had to be determined and arranged: air traf-

**The weather gods were smiling on us, even though there was lots of strong weather to contend with.**

fic control priorities, FAA authorizations for our call sign and squawk code, detailed fuel planning, support aircraft and crews, flight service station cooperation, safe altitudes, special permissions for the military and

private airport, weather planning (before and during the flight), aircraft decals, a certificated tracking-logging device for the record attempt, etc.

That was half the work. The other half was coordinating everyone's schedules and doing the public relations.

June 20 was the day everyone's schedules coincided, which held the bonus of offering maximum daylight, being the day before the summer solstice, which is the longest day of the



### Flight Statistics

**Date:** June 20, 2006

**First Engine Start:** 4:00 a.m. CDT

**Departure:** 4:15 a.m. CDT (wheels up at MWC)

**Final Arrival:** 9:10 p.m. CDT (wheels down MWC)

**Final Engine Shutdown:** 9:15 p.m. CDT

**Record Set:** "Fastest Time to Visit All the Hard Surface Public Airports in Wisconsin," certified as a United States national record. The final calculated time was 16 hours 42 minutes 14 seconds.

**Total Time in Aircraft** (engine running): 16.0 hours (Hobbs meter)

**Total Miles Flown:** 2,119 nautical miles (2,437 statute miles)

**Average Groundspeed:** 136.3 knots (156.7 mph)

**Maximum Groundspeed:** 196.5 knots (226.0 mph)

year. The weather gods were smiling on us, even though there was lots of strong weather to contend with. Just as we'd get to the edge of it, our route would have us turning and going away from it. By the time our route had us heading back toward a given area of weather, that weather was dissipating. The worst we ever had to contend with was moderate rain showers. There were many minutes of stress as we monitored the weather with our on-board satellite weather equipment, but in the end, it was almost like the weather knew exactly when to dissipate or move out of our way.

We only made *one* change to our entire plan—we pushed our first fuel stop out from airport No. 31 to airport No. 32 due to fog lingering at No. 31. However, the fog had moved away from airport No. 31 by the time we actually got there. So, we were able to do our landing and then fly on to the next airport to land and refuel.

### The Pilots

Dr. Bruce Kaufman, EAA 179232, medical director of neurosurgery at Children's Hospital of Wisconsin and professor and chief at the Medical College of Wisconsin. Kaufman, an instrument-rated private pilot, owns the Cirrus SR22 used for the flight.

Matthew McDaniel, EAA 63479, flies a Boeing 717 for Midwest Airlines (a national carrier based in Milwaukee). He also owns Progressive Aviation Services LLC, which specializes in a variety of services for Cirrus aircraft owners and pilots. McDaniel, an airline transport pilot and NAFI Master Instructor, has been an active CFII for 14 years and has held the Master designation since 2003.

All expenses associated with the flight were donated by the two pilots. One hundred percent of all donations went directly to Children's Hospital of Wisconsin. More information on the flight is available at [www.FirstGiving.com/romp](http://www.FirstGiving.com/romp). 

