

# Minnesota Aviation Industry News

## MINNESOTA AVIATION TRADES ASSOCIATION

### Greg Reigel, Aviation Attorney

by Dave Weiman

member profile

HOPKINS, MINN. – Aviation attorney Greg Reigel has completed his third year and first term on the board of directors of the Minnesota Aviation Trades Association (MATA). He started Reigel & Associates, Ltd./Aero Legal Services located in Hopkins, Minn. in 1996 to combine his interests in aviation and law.

Reigel is an aviation and business attorney and holds a commercial pilot certificate with instrument rating. His law practice concentrates on insurance and aviation/business transactional matters, creditors' rights, and

FAA certificate actions.

Reigel followed in his father's footsteps, went to law school and learned how to fly. He majored in philosophy at the University of Wisconsin-Madison and is a graduate of William Mitchell College of Law, St. Paul, Minnesota.

He says that his father and attorneys he has met through the Lawyer-Pilots Bar Association have inspired him the most in his career thus far.

Reigel is an adjunct professor for the Business Law Clinic and an

instructor for the "Lawyering Skills" courses at William Mitchell. His articles have appeared in *PRIVATE PILOT*, *MIDWEST FLYER MAGAZINE* and the MATA newsletter, and he frequently speaks to groups on aviation and business law issues.

In addition to being secretary of the Minnesota Aviation Trades Association, Reigel is a member of the AOPA Legal Services Panel, National Transportation Safety Board (NTSB) Bar Association, National Business Aviation Association (NBAA), Minnesota Business Aviation Association (MBAA), ABA-Forum on Air & Space Law, Lawyer-Pilot Bar Association and



Greg Reigel  
Photo by Dave Weiman



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Experimental Aircraft Association (EAA).

With so much competition in business law, Reigel's specialization in "aviation business" law has helped him fill a niche in the Twin Cities and greater Midwest aviation communities.

"The aviation industry is so highly regulated that, along with my aviation experience and background, focusing on aviation law was a perfect fit," says Reigel. "It has turned out to be fun and interesting work."

Unlike a number of the attorneys handling aviation matters, Reigel is a pilot who flies in the system on a regular basis and cares what happens to the aviation industry as a whole. Reigel says that his pilot currency and background provides a "big picture perspective that can have a large influence on how a case should be handled."

Growing up in Madison, Wis, Reigel worked as a line attendant at Frickelton Aviation for two years while attending the university there. After graduating with honors, he worked for two small firms handling insurance defense litigation, and business transactions and litigation.

As a former line attendant and as a member of the MATA board, Reigel

understands what the fixed base operator is up against, and how grueling the work can be to meet all of the regs, manage employees and wage/benefit @programs, and yet remain profitable at the same time.

Reigel says that running an FBO can be challenging work, especially when refueling aircraft in windchill temperatures of minus 40 degrees. He's been there, done that! "Not fun," says Reigel.

A day in the life of Greg Reigel today is spent advising and representing clients. This includes meeting with clients, reviewing/drafting agreements (e.g. lease, purchase, vendor/service, insurance), and handling FAA enforcement and other litigation.

Every chance Reigel gets, he flies one of his flying club's aircraft to meet with clients - his favorite airplane to fly is the Cessna 182 RG. "It sure beats driving!" says Reigel.

In addition to the financial and physical requirements of running an FBO, he believes that the toughest challenge facing the industry as a whole is in getting younger people passionate about the industry and involved.

"I believe aviation is here to stay," says Reigel, "but the question is

whether we have sufficient people with a passion for the industry to sustain the unique and exciting things we do, or whether aviation will simply become another industry within which to work.

"The World War II, Korea and Vietnam era aviation veterans are becoming less involved in the industry. That leaves a large gap. The EAA Young Eagles program is great, but more needs to be done."

In addition to promoting the industry, Reigel says that we need "a common-sense, reasonable approach to security, rather than the knee-jerk, overkill approach which seems to be the current preference of governmental agencies and airport operators."

Reigel is doing his part to address this issue by educating people about the benefits of general aviation and to dispel the misperceptions that are being incorrectly expounded in this post-9/11 era.

Reigel is licensed to practice law in Minnesota and Wisconsin, but advises clients throughout the country on aviation law matters. For additional information, contact Greg Reigel at (952) 238-1060 or via email at [greigel@aerolegalservices.com](mailto:greigel@aerolegalservices.com) ([www.aerolegalservices.com](http://www.aerolegalservices.com)). □

## Ask Pete!

by Pete Schoeninger

Email your questions to [hpfarm@netwurx.net](mailto:hpfarm@netwurx.net)

**H**ave a question about operating your aircraft in a safe and efficient manner, buying or selling a plane, or aircraft ownership? Then "Ask Pete," Pete Schoeninger.



Pete Schoeninger

**Q:** Pete, my pilot operating handbook says I can operate with as little as two quarts of oil in my engine. Why should I fill it up to the usual 7 quarts my mechanic recommends? (Capacity is 8 quarts.)

**A:** While it is common to run an engine a quart or even two below maximum oil capacity, I think you would be foolish to even consider running your engine with only two quarts in it. More oil on board gives you two things: 1) Some reserve oil in the event of an oil leak which could come in the form of a leaky gasket, leaking prop seal, cracked oil line, etc. None of these will deplete all of your oil instantly, so if you have some extra oil on board, you can often make it to a suitable airport before

you run out of oil and seize the engine if you have the oil sump filled to normal levels. 2) Extra oil is also a source of cooling for the engine.

**Q:** Why don't more small airplanes have turboprop power? It has a lot more thrust for the weight, and probably more reliability.

**A:** There are two problems with turboprop engines in little airplanes: 1) Their cost of acquisition and overhaul is much more than a piston engine, and 2) Their fuel consumption at low altitudes is lots more (as much as double) that of a piston engine they might replace. I am familiar with a turboprop conversion on a 206 float-plane and have flown an A-36 with a turboprop installed. The takeoff and