

IOWA Aviation Bulletin



SUMMER 2004

Iowans lead U.S. precision flying teams

The country's premier flying teams are performing maneuvers this year with the commanding presence of two pilots who are living proof that the sky over Iowa is *not* the limit.

U.S. Air Force Thunderbirds

Lieutenant Colonel Michael Chandler from Cedar Falls is in his first season as the commander and lead pilot of the U.S. Air Force Air Demonstration Squadron, the "Thunderbirds". Last February, Lt. Colonel Chandler became the 28th commander in the 51-year history of the precision aerial demonstration team. A father of four children, Chandler has logged more than 3,400 hours in 18 years of service.

Lt. Colonel Chandler flies the No. 1 jet that leads all air demonstrations and heads up the 130-person Air Combat Command unit that makes up the Thunderbird team. The Thunderbirds are scheduled to showcase their skills and the latest F-16C fighter-jet technology in over 65 appearances in 22 states, Canada and Southeast Asia through November.

Created in 1953 at Luke Air Force in Arizona as a visible recruiting and retention tool, the Thunderbird's 2004 schedule includes performances as close to Iowa as Janesville, Wis.; Kansas City and Omaha, and as far away as Japan and Guam.

U.S. Navy Blue Angels

Lieutenant Commander Jerry Deren, who hails from Harlan, will again fly the slot position in an F/A-18 Hornet for the U.S. Navy's "Blue Angels." Lt. Commander Deren, who has accumulated

Precision flying teams, go to page 20



Lieutenant Colonel
Michael Chandler



Lieutenant Commander
Jerry Deren



Director's Corner

Michelle McEnany, Office of Aviation Director

I hope everyone's summer is going well. Everyone I speak with in the aviation industry this summer seems to be inundated with work. There is a lot going on in our industry.

State Aviation Programs

The legislature has appropriated funds for aviation programs for 2005 as follows:

- Airport Improvement Program: \$500,000
- Commercial Service Vertical Infrastructure: \$1,100,000
- General Aviation Vertical Infrastructure: \$581,400

In addition, \$64,792 worth of funding that was put on hold from last year has been reinstated.

The Office of Aviation is prioritizing aviation projects and will take a plan to the Transportation Commission in August for approval.

General Aviation Security

The recent General Aviation Security Tour of central and western Iowa airports was extremely successful and proved to be an excellent partnership between the Office of Aviation, Transportation Security Administration (TSA), and the general aviation airports.

The TSA has now issued a set of general aviation security guidelines. The complete guidelines are available on our Web site (iawings.com). Our office will continue to work with the airports on general aviation security issues, including signage, security plans and scoring each airport based on TSA criteria.

Officials from every Iowa publicly owned airport (except for one) had a positive reaction to the tour. Thanks to the airports for taking an open-minded approach toward this proactive, common sense program! We are looking forward to working with the airports as they begin to create their security plans. For further details, see the article on the general aviation security tour on page 10.

Fly Iowa

Congratulations to the Iowa Aviation Promotion Group and the City of Washington for holding an excellent Fly Iowa Event on June 5-6. Mike Roe of Washington was one of the co-chairs of the event. Mike is a very active individual in aviation locally and at the state level. We appreciate all of his efforts to improve the air transportation system in Iowa. Many thanks also to all of the people who worked so hard to make Fly Iowa a success.

Iowa Aviation System Plan

Public input meetings for the Iowa Aviation System Plan will be held around the state in August. See the article on page 10 with dates and locations. This will be *your opportunity* to provide input on the future direction of our air transportation system!

Fort Dodge Flight Service Station

The FAA has solicited bids from private contractors for operations of the automated flight service stations around the country as part of its A76 study to review the cost of operations at those facilities. This study could potentially affect the Fort Dodge facility.

AOPA is following the issue closely. More information is available at the FAA's A76 Web site at <http://www.faa.gov/aca/> and at the National Association of Air Traffic Specialist (NAATS) Web site at www.naats.org.

The NAATS web site has a recording of an emergency assistance call to Fort Dodge Flight Service Station and shows what an excellent job the staff at the facility does for our aviation community.

As always, please feel free to contact us with any aviation-related issues, or if there is anything our office can be doing to enhance the safety or effectiveness of our air transportation system.

General aviation shipments on the rise

The General Aviation Manufacturers Association (GAMA) announced that both billings and shipments of general aviation planes rose in the first quarter of 2004 compared to the same period last year. Billings were up 21.1 percent while shipments increased 9.7 percent. Significantly, the industry posted gains in all three model segments – piston-engine, turboprops and business jets.



Tax incentives approved by Congress in 2003 have had a positive impact on new general aviation aircraft sales.

“The recovery that began last year in the piston market is not only continuing but spreading to the other model segments,” said GAMA president & CEO Ed Bolen. “Bonus depreciation and a strong economy are clearly having a positive impact on general aviation.”

In 2003, Congress accelerated the depreciation schedule for capital assets, including general aviation aircraft, purchased and placed in service before January 1, 2005. GAMA is working to extend the placed-in-service requirement for GA airplanes because of their long production times.



In Iowa, the shear force of Mother Nature is experienced in the spring and summer through weather phenomena associated with thunderstorms. So far this year thunderstorms have frequented the state, and as we proceed into our Iowa summer more thunderstorm activity will undoubtedly be experienced.

Spring and summer are seasons when thunderstorms may develop rapidly, and it is also a time when many of us increase our flying activity. While heat and humidity are traditional components of Iowa summers, they are also two factors that increase operational considerations pilots must analyze when making their go/no-go decisions.

Heat and humidity provide two of the necessary elements for thunderstorm development. First, the air must have sufficient water vapor which may be provided by humidity. Second, an unstable lapse rate is required. Third, some type of lifting action is required, which may be provided by the summer heat.

Flying around, under, or over thunderstorms can have horrific consequences. It should be attempted only after a great deal of consideration is given for your aircraft's capabilities and your abilities as a pilot to utilize technology available in that aircraft. Situational awareness, while always critical, becomes of the utmost importance when attempting to navigate around thunderstorms.

Most of the civil aviation fleet in the United States today consists of single-engine piston aircraft. While improved technologies are available, the majority of these aircraft are not equipped with the weather detection equipment that larger corporate and commercial aircraft have installed that allow navigation around or over many thunderstorms. Regardless of the technology onboard and your ability to utilize that technology, caution is always the rule as thunderstorms may develop more rapidly than any aircraft has the capability of escaping.



Flying around, under, or over thunderstorms can have horrific consequences.

Common hazards presented by thunderstorms include tornados, turbulence, wind shear, hail, icing, lightning, and, of course, low ceilings and poor visibilities. Several of these hazards may be encountered well outside a thunderstorm cell. Turbulence, for example, may be experienced as far as 20 miles laterally and several thousand feet above a thunderstorm. Hazardous turbulence should be expected in all thunderstorms, as should wind shear.

Wind shear may be experienced in, or near, any thunderstorm. It may occur at any altitude and it may be vertical or horizontal in nature. Wind shear must be given strong consideration when attempting to land or take off with thunderstorms in the area.

Hail may be encountered several miles from a thunderstorm and at any altitude, especially if you are downwind of the storm. Encounters with hail in the air can drastically change the shape of airfoils. Encounters in the air, and on the ground, can result in heavy economic losses, or worse.

Lightning is associated with all thunderstorms. Although serious accidents caused by lightning strikes are rare, they may puncture the skin of an aircraft and generate electronic errors in navigation and communication equipment. Lightning may also create errors in the magnetic compass. In addition, a bright flash of lighting may be temporarily blinding, rendering pilots unable to navigate by visual reference.

There are some "Do's and Don'ts" for thunderstorm flying. Consider all thunderstorms as hazardous and avoid them if at all possible. Consider the affects of wind shear when attempting to land or takeoff with thunderstorms in the vicinity. Never attempt to fly under a thunderstorm. Do not attempt to circumvent thunderstorms covering an area of



TV meteorologist promotes aviation

Michele Rouse

"Iowa's weather can change in the blink of an eye," as John McLaughlin, chief meteorologist at KCCI-TV in Des Moines, will tell you. But his passion for aviation won't.

Along with being the chief meteorologist for the station, John is busy doing his part to raise the awareness of aviation in the state. By incorporating aviation on a regular basis into his forecast, he is a huge advocate for aviation in Iowa.

John started flying when he was a junior at Glidden-Ralston High School and experienced his first solo flight at the Carroll Municipal Airport in May 1980.



He was fortunate to grow up in a family where both parents were private pilots. He is now a certified flight instructor and flies a Piper Seneca III. He started flying helicopters in 2000, and has earned a commercial rotorcraft and CFI rating. John and his father were partners in a Robinson R22 Beta II helicopter, but have now upgraded to an R44 model.

As a way to promote aviation and KCCI television, John makes regular appearances at fly-ins, air shows, town festivals, county fairs and schools. The visits are done on a weather-permitting basis. The helicopter requires a landing area that is clear of wires, trees and obstructions. Acceptable landing areas are baseball or football fields or parking lots.

The school visits are part of the Aircraft Owners and Pilots Association's (AOPA) America's Pilots Participating in Local Education (APPLE) program and KCCI's SchoolNet Program. John says, "I spend literally hundreds of hours meeting with school kids every year as part of KCCI-TV's SchoolNet weather education program. With the helicopter, I can minimize my travel time to the 58 schools we partner with across the state, and the helicopter lets me involve aviation and physics education at the same time."

After landing at a SchoolNet site, he meets with students to explain how a helicopter works and how weather affects an aircraft in flight. His message also includes the importance of maintaining a drug- and alcohol-free life to have a chance at pursuing an aviation career. The students are able to approach the helicopter and have their pictures taken with it. There is always a waiting list of schools requesting visits.

Last fall John was a presenter at the 2003 Iowa Aviation Conference in West Des Moines. As a part of his presentation, John explained his role in testing the XM-WX satellite cockpit weather system. The XM-WX satellite weather system provides an in-cockpit graphic display of continuously updated weather information.

Thanks, John, for keeping the positive side of aviation in the public eye and for being an excellent aviation ambassador in the state of Iowa.





Marketing Update

Tim McClung, Office of Aviation

Aviation presence at the Iowa State Fair

The Office of Aviation will have a display at the Iowa State Fair Aug. 12-22. Approximately 1,000,000 people will attend the fair and USA Today has named it as one of the Top Ten Places to Go to Have Fun this summer. It's a great opportunity to communicate the important role that Iowa's air transportation system plays in our state.

The purpose of the display will be to create enthusiasm for aviation and to convey the importance of passenger air service and general aviation to our state. We plan to have an airplane in the display area to draw interest. If you are at the fair, stop by the exhibit outside the southeast corner of the Varied Industries Building.

2004 Iowa Aviation Conference

The committee for the 2004 Iowa Aviation Conference met in West Des Moines in May to discuss goals and topics for the conference. Topics for the conference will address problems and growth for aviation in Iowa.

More detail on the conference will be available by the end of this summer. All airports are encouraged to attend the conference, but the committee did set a goal of 100 percent attendance by the 69 airports in the state eligible for federal funding. We hope to see a high degree of interest in the conference and will soon start a campaign to get the appropriate decision makers to the conference.

Information for sponsor and exhibitor opportunities for the conference is included in an insert with this bulletin. Additional information, including attendee registration, is available on the Iowa Public Airports Association (IPAA) Web site at www.iowaairports.org, or by calling Sue Heath at 515-251-8640.

FBO Insurance

One of the top issues that will be addressed at the conference will be FBO insurance. There has been a tremendous amount of discussion from the FBO community about high rates and quote lockouts. We will do everything possible to deal with this issue head-on at the conference. If you have any input on the subject, please feel free to contact us at the Office of Aviation. This issue affects everyone involved in aviation!

Aviation Events in Iowa

Iowa airports and aviation promoters are doing a great job of providing outreach to their communities. Continue providing us with your events so we can post it in this publication, on our Web site (iawings.com), and to the key aviation publications. The Office of Aviation staff enjoys attending as many of these events as possible to help promote the value of our air transportation system and to receive feedback on aviation issues around the state.

Business Aviation Ambassadors

A recent survey of aviation business needs conducted by the Office of Aviation has identified several companies that are willing to be ambassadors for aviation in the state. Aviation plays an important role in supporting business activity. In the coming months and years, these important ambassadors will help communicate the benefits of having a strong air transportation system for passenger air service and general aviation activities to meet the business needs of the state.

If you are involved in a business that would be willing to share a story on the importance of aviation to their business, please contact me at 515-239-1689.

Fly Iowa 2004

Put 10,000 people, beautiful weather, a friendly eastern Iowa community, great aircraft, and a great airport together, and you will have the makings of Fly Iowa 2004 held June 5-6 at the Washington Airport. Fly Iowa 2004 was a great event that exposed a large number of new adults and children to aviation and put smiles on even the most experienced of aviators.

At Fly Iowa more than 150 children experienced Young Eagle flights. Warbirds, show planes, and experimental aircraft graced the ramps. Helicopters flew overhead giving rides. Skydivers filled the sky. A 75 year-old woman made her first ever skydive. A constant flow of aircraft arrived at the airport. And, aerobatic performances entertained the crowd.

Hats off to the community of Washington for teaming up with the Iowa Aviation Promotion Group (IAPG) to organize a great event that was free for everyone who attended. The event honored our veterans and commemorated the 60th anniversary of D-Day. Co-chairs Mike Roe and Doug Tindal of the Washington Airport Commission, did an excellent job of organizing the event! See photos of the event on the next page.

The next Fly Iowa will be at the Clarinda Municipal Airport in September 2005. We'll see you there!

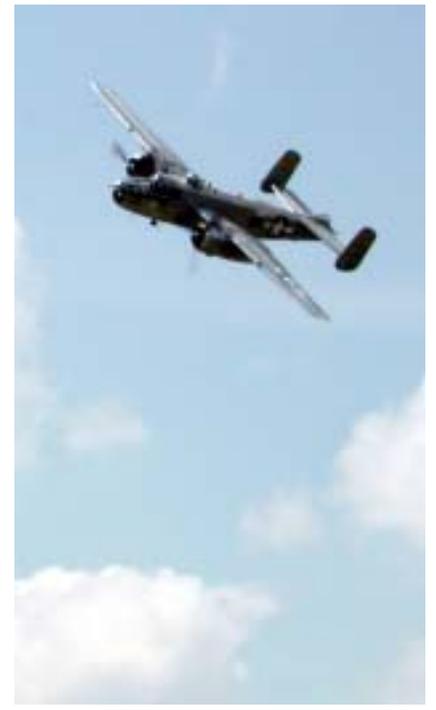


Fly Iowa 2004 Washington, Iowa



There was a lot to see and do at Fly Iowa. The aerial view above shows the layout at the beginning of the event Saturday morning.





Beautiful weather, big crowds, and large numbers of aircraft helped to expose many new people to aviation at Fly Iowa 2004.





Aviation Program Update

Kay Thede, Office of Aviation

FY 2005 State Funding Programs

The Legislature appropriated \$1.1 million for the Commercial Service Vertical Infrastructure (CSVI) Program, \$581,400 for General Aviation Vertical Infrastructure (GAVI) program, and \$564,972 for aviation programs including AWOS maintenance, pavement marking, windsocks and the airport improvement program. In addition, we are now authorized to use the remaining \$300,000 from 2004 that had been on hold.

After the funding decision became final in late May, we re-opened the application period for the GAVI and state AIP programs, in addition to allowing airports to request security projects. Applications were due July 2 and the recommended program will be presented to the Transportation Commission in August.

Runway Marking

An August letting is planned for the first round of runway marking. This letting will include 12 airports that are in need of painting: Atlantic, Audubon, Carroll, Cresco, Humboldt, Maquoketa, Oelwein, Sheldon, Sioux Center, Spencer, Washington and West Union. This summer's federal runway projects removed several airports from the early painting list. Specifications and drawings will be done during the next few months in preparation for next spring's painting, which may include up to 30 additional airports.

FFY 2004 Federal AIP Projects

Iowa airports will fare well under the new Vision 100 authorization of federal aviation programs. FFY 2004 funding includes: commercial airports primary entitlement - \$12,867,319; nonprimary entitlements - \$10,276,745; and state apportionment of \$3,957,608, for a total of \$27,101,672. Since entitlement money is available to carry over for three additional years and some airports will be awarded discretionary money, actual grants awarded in FFY 2004 will vary. FAA airport grants announced for FFY 2004 include:

FFY 2004 Federal AIP Projects

Algona	\$71,250	Rehabilitate access road
Ames	\$1,170,000	Rehabilitate runway 1/19
Carroll	\$228,000	Extend runway 3/21
Cedar Rapids	\$2,501,207	Rehabilitate runway lighting, rehabilitate taxiway, apron, improve airport drainage
Charles City	\$1,624,000	Rehabilitate runway 12/30
Cherokee	\$134,406	AWOS
Clarion	\$23,577	Rehabilitate apron
Creston	\$95,000	Rehabilitate runway 16/34
Davenport	\$450,000	Rehabilitate runway, taxiway
Denison	\$159,125	Rehabilitate apron
Dubuque	\$1,031,225	Snow equipment, study, terminal building improvement
Estherville	\$180,770	Rehabilitate runway lighting
Fairfield	\$718,200	Construct runway 18/36
Forest City	\$154,443	Rehabilitate runway 9/27
Fort Dodge	\$1,431,935	Extend runway 12/30, NAVAIDS, rehabilitate access road
Fort Madison	\$100,368	Rehabilitate runway 16/34
Grinnell	\$110,000	Remove obstructions
Guthrie County	\$114,950	Install NAVAIDS, rehabilitate access road
Humboldt	\$28,500	Install NAVAIDS
Jefferson	\$19,494	Improve airport drainage
Keokuk	\$85,500	Land acquisition for approaches
Lamoni	\$7,600	Install NAVAIDS
Mason City	\$399,000	Land acquisition for approaches
Mount Pleasant	\$32,000	Expand apron
Newton	\$79,800	Construct access road
Osceola	\$218,130	Widen taxiway, expand apron
Ottumwa	\$1,217,442	Construct taxiway
Pella	\$237,439	Extend taxiway 16/34
Pocahontas	\$78,320	Construct snow equipment building
Red Oak	\$296,400	Extend runway 23
Sac City	\$541,251	Rehabilitate runway 14/32, taxiway
Shenandoah	\$149,179	Expand apron, install NAVAIDS
Sioux Gateway	\$3,225,694	Rehabilitate apron, acquire land for approaches, NAVAIDS, snow removal equipment, snow equipment building
SE Iowa Regional	\$475,000	Security enhancements, rehabilitate runway
Storm Lake	\$212,399	Rehabilitate runway 17/35
Vinton	\$300,000	Expand apron, rehabilitate access road
Winterset	\$227,354	Rehabilitate runway lighting 14/32
IowaDOT	\$180,975	Update airport layout plans
TOTAL	\$18,309,933	

Additional 2004 grants may be announced before September 30, 2004, the end of the federal fiscal year.



Youth aviation camp provides introduction to flight

The Monticello Chapter of the Associated Pilots of Iowa (API) and Monticello Aviation teamed up in June to provide a three-week introduction to flight camp for kids ages 12-15.

Billed as a youth aviation camp, 10 kids took advantage of one-hour sessions each Tuesday evening for two weeks that provided ground school sessions introducing the kids to the basics of flight and controlling an airplane. The third and final week culminated with one-on-one airplane rides lasting 35-40 minutes for each participant.

According to Mark Gaffney, a flight instructor and charter pilot for Monticello Aviation, who donated time

to the camp, "the first two weeks we focused on teaching kids the basics of flight control and instrumentation. By ground schooling them on basic maneuvers such as climbs and turns, they have a very good idea of what is happening when they go on their first flight."

Gaffney said the camp has a laid-back atmosphere, with many parents also spending time at the airport with the kids. "It really seemed to spark an interest with the kids. It is surprising how well the kids do with it. Some even stay after the sessions to learn more about aviation. It is like a Young Eagles program, but with a twist."

Thanks to API and Monticello Aviation for promoting this unique camp!

Flying in Iowa, from page 3

six-tenths or more, even with airborne radar. If you do attempt to circumvent a thunderstorm, avoid the storm by at least 20 miles. When attempting to over fly a thunderstorm, clear the top by 1,000 feet for every 10 knots of wind at the cloud tops. Remember, the more frequent the lightning, the more severe the storm. Regard any storm with development of 35,000 feet or more as severe.

If thunderstorm penetration is unavoidable, tighten your seat belt and shoulder harness. Secure all loose objects. Plan a course that will take you through the storm in the shortest amount of time and hold that course. Do not attempt a turn once you enter the storm. A straight course through the storm will most likely get you through the hazards most quickly, and turning will increase the stress placed on the aircraft. Fly at an altitude below the freezing level to avoid icing. Turn on all anti-ice and deice equipment. Reduce airspeed to maneuvering speed (Va). Turn cockpit lighting to its highest intensity and keep your eyes on the instruments to avoid temporary blindness. Attempt to maintain a constant attitude, letting the aircraft ride the up and down drafts. Do not attempt to maintain a constant altitude as this will also increase the stress placed on the aircraft.

Summertime is the season with the greatest flight activity. If we avoid flying anytime a weather briefing warns of possible thunderstorms, our opportunities to enjoy the pleasures and benefits of flight are greatly reduced. Identifying our own capabilities and the capabilities of our aircraft is the first step to safely increasing air time. However, avoiding thunderstorms is always the safest course of action to take. Often, we can wait a few hours and the hazards of thunderstorms will pass. In Iowa, as the saying goes, if you do not like the weather, wait five minutes and it will change. When encountering thunderstorms, this may be the best advice yet.

Kevin Foley is an associate professor for the University of Dubuque flight operations and aviation management programs. He is also a flight instructor. Contact information: 563-589-3761, kfoley@dbq.edu, www.dbq.edu.

Iowa Aviation System Plan Update

The update for Iowa's Aviation System Plan continues to move forward. The plan will be used as a guide to meet Iowa's future aviation needs.

To date, the study has identified current airport assets and future aviation demand. An evaluation of the current system and its future needs to meet demand is currently underway.

In August six public input meetings will be held around the state. At the meetings the proposed system plan will be presented and the public will have the opportunity to comment on the plan and future roles that will be assigned to each of Iowa's publicly owned airports. Following the public input meetings, final recommendations will be developed and released.

Prior to the public input meetings, airports will receive a summary of the system plan. Throughout the summer, information on the system plan will be posted on the Office of Aviation Web site at iawings.com.

For more information on the Iowa Aviation System Plan, contact Kay Thede at 515-239-1048, or e-mail at kay.thede@dot.iowa.gov.



Public Input Meetings

All meetings will be held from 6:30-8:30 p.m. at the following dates and locations:

Mon., Aug. 23: Council Bluffs
Western Iowa Technology building

Tues., Aug. 24: Spencer Airport

Wed., Aug. 25: Mason City Airport

Mon., Aug. 30: Eastern Iowa Airport

Tues., Aug. 31: Ottumwa Airport

Wed., Sept. 1: Des Moines International Airport



Iowa leads on General Aviation Security initiative

A general aviation security initiative coordinated by the Iowa Department of Transportation's Office of Aviation in partnership with the Transportation Security Administration (TSA) is aimed at taking a proactive approach toward security at Iowa's general aviation airports.

The initiative kicked off with officials from the Iowa DOT Office of Aviation and TSA visiting all Iowa public-use airports in the fall of 2003 and spring of 2004 to meet with local airport and city officials, local law enforcement, and other interested parties.

Best practices and guidelines distributed by the Iowa DOT included outreach training efforts to educate airport management, personnel, pilots, tenants and other airport users about general aviation security best practices.

On the heels of the Iowa general aviation security tour with Office of Aviation and TSA officials, TSA issued Security Guidelines for General Aviation Airports in May 2004. The TSA guidelines were based on the report developed by the Aviation Security Advisory Committee (ASAC), a consortium of 15 leading associations representing various disciplines within the aviation industry. The guidelines include detailed information on the best practices identified in the Iowa DOT information.

TSA recognizes that each airport is different and included an "airport characteristics measurement tool" to assess an airport's security characteristics and decide which security enhancements would be most appropriate in that particular environment. TSA guidelines are recommendations only and are not mandatory.

TSA recommends all airports to have security signing, secure all aircraft, use the AOPA Airport Watch Program or similar community watch program, and encourage pilots to positively identify passengers, cargo and baggage.

Based on an airport's security level as defined by TSA's characteristic measurement tool, the TSA guidelines may recommend security enhancements such as law enforcement support, a security committee, and transient pilot sign in/out procedures. An airport with a high score of security risk would also be recommended to have access control, lighting systems, personnel and vehicle identification systems, and challenge procedures.

The Office of Aviation will be working with the TSA guidelines by identifying where Iowa's airports fit within the level of security enhancements suggested by TSA. We will continue to work with airports to help them enhance security at their airport.

For more information, please contact Kay Thede at 515-239-1048, or visit the Office of Aviation Web site at iawings.com.



Security signage is recommended at all airports.

Aircraft Accidents and Incidents

IOWA ACCIDENTS

The private pilot in a PA-28-161 was not injured in a landing accident. The pilot landed short of the runway, causing substantial damage to the aircraft.

There were two minor injuries to a flight instructor and two students involved in a night landing accident in a Cessna 172. The CFI was diverting to an airport due to structural icing. The pilot had requested and was cleared for a visual approach in reported IFR weather conditions. The tower was closed at the time of the accident. The pilot became disoriented on landing, attempted a go-around and struck the ground. The aircraft was destroyed. The aircraft had approximately 1/4-inch of ice build-up on the wings and struts at the time of the accident.

IOWA INCIDENTS

The pilot of an MU-2 landed without incident after shutting down the left engine due to oil pressure problems.

Until next time, have a safe flight.
Roger "N" Clark
Safety Program Manager
Des Moines Flight Standards District Office



Shenandoah Municipal Airport



(Clockwise from upper left) Monica Teimeyer has worked at the Shenandoah Municipal Airport for 24 years and is in her fifth year as the airport manager.

The beautiful terminal and entrance sign at the Shenandoah Municipal Airport offer a great front door to the community for businesses that use the airport.



Commercial Service Airport Update

Des Moines International Airport

It just keeps getting sweeter for the Des Moines International Airport. The airport reported its highest month of total passenger traffic ever during March with spring break travelers contributing to 172,378 passengers coursing through the terminal. We are close to 13.5 percent ahead in enplanements over April of last year. Also, we continue our pursuit of shattering last year's record-breaking mark with a combined 47,355-enplaned/deplaned-passenger count ahead of the first quarter total for 2003.

The increased passenger activity has led to our airline carriers continuing to keep fares competitive and offer service improvements. Some of those customer benefits include:

- Northwest Airlines upgrading to DC-9s instead of regional jets on two of its daily non-stops to Minneapolis, Minn.
- Continental Airlines adding an additional non-stop service to Houston, Texas, to increase the daily service to the popular market to three.
- The passenger wireless Internet service (WiFi) has increased to the point that it's now being offered to the fixed-base operators at the airport, as well as the general aviation customers being able to access it in their pilot prep room. The large volume of passengers signing up for the service has also dictated the need to equip the Business Center with a printer accessible for wireless users.
- Allegiant Air, the popular charter to Las Vegas, has been so pleased with central Iowa's support in filling their planes that it will become a signatory commercial carrier team offering full-services like ticketing and their own employees supporting the airline.
- United Airlines announced the upgrade to 737s from regional jets on two of its daily non-stops to Chicago. Also, they are adding another non-stop to Denver to increase the total to six per day.

- Airport management is in the process of contracting with a national firm to provide language interpretation for more than 150 languages and dialects.

And two more announcements of note: Des Moines International is proud to announce the promotion of Craig Smith to the position of deputy aviation director, operations and maintenance, formerly held by Bob Hagener who was recently named aviation director. Hagener was promoted to his current position after the retirement of Bill Flannery. Also, the ground level holding room and boarding area located at the south end of Concourse A will open in June. The 7,000-square-foot area will offer the addition of three gates, a passenger holding area, restrooms and a storage area.

The Dubuque Regional Airport

The Dubuque Regional Airport is purchasing a passenger boarding bridge scheduled for delivery by the end of the year. Plans are in place to have a pavement condition index project completed this summer and to acquire two new snowplows before the next winter season. Staff is also working on a project to enhance their security system.

The EAA Chapter 327 in Dubuque will hold its annual fly-in breakfast September 12.

KAT-FM and several area businesses are sponsoring a great night of entertainment over the Mississippi River for the Fourth of July that will include a fabulous fireworks display and free air show. Plans are still being formulated, but a tentative schedule of participants include a B-1 bomber, F-117 Stealth Fighter, A-10 Demo and Heritage Flight, an F-18, a P-51 and Japanese Zero dog fight, and a T-28 demo and a formation of the four T-28 missing man formation.

The Eastern Iowa Airport (Cedar Rapids)

Allegiant Air takes off from The Eastern Iowa Airport on June 24 with year-round, non-stop flights to Las Vegas. The low-fare carrier will provide four weekly flights to Las Vegas using 160-passenger MD80 aircraft. Early ticket sales have been strong and airline officials believe that support will continue as people learn more about Allegiant. Airport officials believe that eastern Iowans are excited about the chance to fly to a top leisure destination at an affordable price.

CSA Update, go to next page



President Bush arrives at the Dubuque Regional Airport for a May campaign stop.

CSA Update, from previous page

The landscape at the airport is changing as construction on the new \$2.5 million fixed-based operator facility continues. The 26,600-square-foot general aviation terminal and hangar will be used by Piedmont-Hawthorne, one of the airport's two fixed-based operators. Piedmont has signed a 25-year lease with the Cedar Rapids Airport Commission. Construction on the facility is expected to be complete by September.

In May officials were notified the airport will receive \$2.5 million in entitlement funds from the federal Airport Improvement Program. The money will be used to rehabilitate runway lighting, and make improvements to a taxiway and apron.

Fort Dodge Regional Airport

Enplanements from Fort Dodge since last November have seen an increase over the previous year. In the months of February and March, the airport saw a 26 percent and a 24 percent increase, respectively, over the previous year. The airport focuses on good customer service, free parking, and lower hassle factor to promote air service to our customers.

The TSA at Fort Dodge has completed its hiring process. Instead of mobile screeners from other airports, we now have local people representing the TSA that are familiar with the area and the customers who utilize our airport.

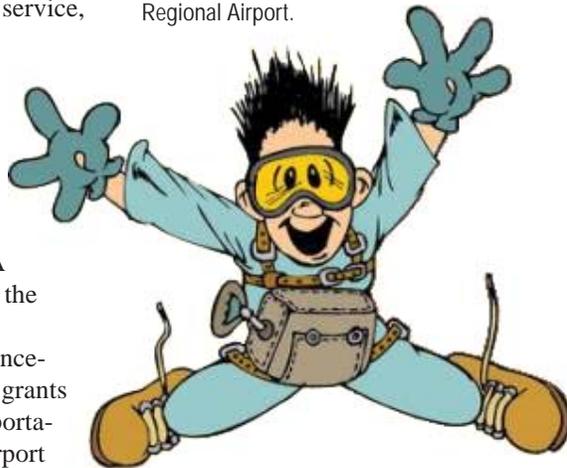
With the congressional announcement of the release of federal AIP grants through the Department of Transportation, the Fort Dodge Regional Airport is anxious to move forward with our summer airport improvement projects. The 900-foot extension on our secondary Runway 12/30 will provide the additional length needed to meet Mesaba Airlines' operating standards for the Saab 340 aircraft. Another project will be the reconstruction of the terminal loading/unloading zone and renovation of the entrance road and parking lot area. We will also be replacing the airport rotating beacon located on top of the water tower.

The runway extension project will be coordinated so as not to interfere with our Labor Day weekend skydiving event. Runway 12/30 is the operating runway for the skydiving aircraft and will need to be open for the five-day event. This will be the 17th year the Fort Dodge Regional Airport has been the site for the Des Moines Skydiver's Annual.

Labor Day "Dollar Daze" Boogie - Last Year's event brought participants from 35 Iowa counties and 21 states, some as far away as California, Montana, and Louisiana. We also had attendees from Canada, Australia and Belgium. Remember, it's OK to jump out of a perfectly good airplane if you have a parachute! There's nothing like the feeling you get when your toes are hanging out the door at 15,000 feet and then you jump out! So mark your calendars and come join us over Labor Day Weekend...it's a great time!

We are looking forward to a "Chaotic Construction Summer"!

The Dollar Daze skydiving event will be held Sept. 3 - 6 at the Fort Dodge Regional Airport.



Mason City Airport

Chair Joni Dunn and Commissioner Margo Underwood attended the 2004 legislative trip with the Mason City Chamber of Commerce to Washington, D.C., this past February and had the opportunity to meet with federal representatives on important air service issues and the federal airport improvement program.

The Mason City Airport Commission was the recipient of a \$10,000 grant from the Bertha Stebens Foundation to be used towards an airport authority feasibility study. The commission is continuing to pursue other grant foundation contributions to allow for such a study to be completed.

The commission is proposing to complete modifications to the airport's security checkpoint area to better accommodate screened airline passengers. The current checkpoint configuration does not meet the demands of the traveling public. This project will be funded through a future Federal Aviation Administration grant.

North Iowa Air Service held its annual open house May 22-23, which offered fun, food, refreshments and airplane rides throughout the weekend, with the fly-in breakfast being held Sunday morning. The event brought out hundreds of aviation enthusiasts to the airport.

General aviation interest continues to increase at our local airport. Pilot Craig Draves is proposing to construct a carousel hangar in the private hangar development area of the airport, with several other pilots expressing interest in constructing hangars as well.

A Good Morning North Iowa Breakfast was held at the airport June 10 to provide an update on airport issues and future projects, with local officials and members of the business community in attendance.

CSA Update, go to page 15



Iowa Aviation Maintenance Technician Day

May 24, 2004, was proclaimed by Iowa Governor Vilsack as Iowa Aviation Maintenance Technician Day.

In 1902 Charles Taylor built the first engine used by the Wright Brothers to power the Wright Flyer. He went on to have a successful career in aviation maintenance for more than 60 years and was a true innovator in the field of aviation.

The Iowa Aviation Maintenance Technician Day is in honor of Charles Taylor (May 24 was his birthday) and should be used as an opportunity for the aviation community to honor Iowa's past and present aircraft mechanics that provide vital support to Iowa's air transportation system.

Thanks to Greg Gobble from the Keokuk Municipal Airport, Brent Taylor from the Antique Airplane Association and Air Power Museum in Ottumwa (Blakesburg), Lowell Junkins and Linda Bacon from Lee County Economic Development, and State Representative Phil Wise for their efforts to make this possible.

Efforts are underway to make May 24 a continuing date to officially recognize aviation maintenance technicians nationwide. To date, 28 states have passed resolutions honoring Charles Taylor and many others are in process. Congress was expected to vote on the national AMT Day sometime in June.



Quad City International Airport

The Quad City International Airport recently announced that non-stop service to Las Vegas on AirTran Airways will begin June 17. Local and regional travel agents and dignitaries were invited to attend our Las Vegas launch party on May 27 at the Isle of Capri Casino Ballroom in Bettendorf, Iowa.

Memphis service on Northwest Airlines, which started in May, is doing well. A second regional jet flight to Memphis begins in June. United Airlines officials were recently in town and met with corporate travel divisions regarding service issues between the regional United Express stations and Chicago O'Hare.

The airport authority logged the best April in history for passenger enplanements. The Saturday non-stop flight to Orlando on AirTran Airways is also carrying good loads between the Quad Cities and the magical city. In a recent transition, the airport authority has licensed four livery companies for ground transportation services.



The new front end-loader for snow removal at the Sioux Gateway Airport.

Sioux Gateway Airport/ Col. Bud Day Field

The airport has a number of capital projects planned for 2004, and recently received notice of a \$3.2 million grant award.

Snow Removal Equipment - The airport budgeted for two pieces of snow removal equipment this year, including a front end loader and snow plow truck. The new front end-loader replaces a 1991 John Deere, and the plow truck replaces a 1981 Oshkosh truck. The airport took delivery of the new front end loader May 26, and anticipates taking delivery on the plow truck in October.

South Ramp Reconstruction - Plans and specifications are 90 percent complete for reconstruction of the south aircraft parking ramp. The project will mill and overlay the ramp and create a grass drainage area with associated under-drain system.

Snow Removal Equipment Storage Building - Plans and specifications are nearing completion of a new 20,000-square-foot snow removal equipment storage building. The building will be incorporated into the existing airport maintenance facility area and will include support offices.

Land Acquisition - The airport is nearing completion of the acquisition of 82 acres of land for the Runway 13 Protection Zone. This acquisition will allow the installation of MALSRs for the 13 approach.

Association Updates

Aviation promotion group adds new membership opportunity

The Iowa Aviation Promotion Group (IAPG) recently added a new membership category to be known as "Benefactor Memberships." This is the top level of IAPG membership, with dues of \$1000 annually which recognizes the member as an official Fly Iowa sponsor. Fly Iowa, the annual Iowa aviation fair, is the lead project of IAPG and has been an Iowa tradition since 1990. For more information about this new membership, contact the Iowa Aviation Promotion Group offices at 515-964-1398 or email: chuckdsmcc@aol.com.

In other IAPG membership campaign activity, more than 500 Iowa pilots and other aviation enthusiasts recently received an IAPG mailing inviting them to come aboard and become members. The support of Fly Iowa and IAPG's educational projects requires broader support of the entire Iowa aviation community. Additional mailings are planned later this year and it is IAPG's goal to double its membership from more than 50 to above 100 members this year. Help excite Iowans about aviation by becoming a member now. For more information about IAPG, please visit our Web site: Flyiowa.org.

Flying Saves Lives

2004 Iowa Aviation Art Contest

Michele Rouse

Promoting and increasing awareness of the important role aviation plays in the state is an ongoing goal of the Office of Aviation. The international art contest is one way to accomplish this goal, while at the same time involving the young people of our state.

We were extremely fortunate to have 54 entries to choose from this year, which made selecting the winning entries more difficult.

Flying truly does save lives, whether it is a helicopter transporting sick and injured people to hospitals, or airplanes providing search and rescue efforts. This year's winning entries included both helicopters and airplanes performing firefighting, crop protection, medical transport, and rescue efforts.

The sponsors of the International Aviation Art Contest are: The National Aeronautics Association, National Association of State Aviation Officials, National Aeronautics and Space Administration, and Federal Aviation Administration, in cooperation with the Federal Aeronautique Internationale.

Thank you to the following judges for their expertise in art, graphic design, children and aviation. Art contest judges included Tim Busch, Rockwell Collins; Bob Glocke, chairman of the Fairfield Airport Commission and former art teacher; and Cherice Ogg; Iowa DOT's Graphics Office.

The following entries have been forwarded to the national level.

Ages 6-9

- 1st **Josh Rowely**, West Des Moines
- 2nd **Micah Veldcamp**, Cumming
- 3rd **Kaitlin Church**, Cedar Rapids

Ages 10-13

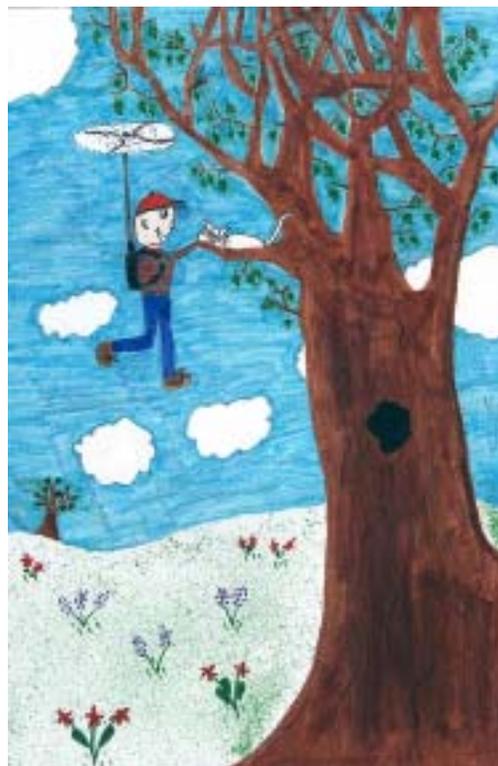
- 1st **Jonathan Church**, Cedar Rapids
- 2nd **Jeralyn Westercamp**, Cedar Rapids
- 3rd **Joseph Honeck, III**, Iowa City

Ages 14-17

- 1st **Bryan Church**, Cedar Rapids
- 2nd **Colton Penning**, Hubbard
- 3rd **Kelly Vust**, Sheldon



Bryan Church, Cedar Rapids



Josh Rowely, West Des Moines



Jonathan Church, Cedar Rapids

Federal funding program good news for Iowa NPIAS airports

A reauthorized federal funding program approved by Congress and signed by President Bush in December 2003 is good news for Iowa's eight commercial service airports and 69 of the state's general aviation airports.

"Vision 100" reauthorizes federal aviation programs through fiscal year 2007 and sets authorized spending levels for the Airport Improvement Program, Essential Air Service, Small Community Development Grants, and other programs that maintain facilities and services at airports around the country.

The AIP program provides funding for construction, rehabilitation and safety projects at eligible airports through discretionary and entitlement funds.

The National Plan of Integrated Airport Systems (NPIAS) identifies more than 3,000 airports nationwide that are significant to national air transportation and thus eligible to receive federal grants under the Airport Improvement Program (AIP).

The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports. In the state of Iowa 69 general aviation airports and eight commercial service airports are part of the NPIAS system (see state map).

Vision 100 provides significant changes to the AIP funding program. Local community matches, historically 10 percent, will be reduced to 5 percent

under the reauthorized program. Communities will also have greater flexibility in the use of federal funds for airport projects.

AIP Entitlement Program Changes

- Non-primary entitlement funds can be accumulated for up to four years.
- The federal portion of AIP grants increases to 95 percent. Airport sponsors will only need to provide a 5 percent local match, providing incentive for communities to continue investing in airport improvement projects.
- If an airport has no airside improvement needs, entitlement funds can be used for certain landside airport projects.

Eligible Vision 100 Projects

Airside Projects

- Runway construction/rehabilitation
- Taxiway construction/rehabilitation
- Apron construction/rehabilitation
- Airfield lighting
- Airfield signage
- Airfield drainage
- Land acquisition
- Weather observation stations (AWOS)
- Nav aids such as REILs & PAPIs
- Planning studies
- Environmental studies
- Safety area improvements
- Snow removal equipment
- Snow removal equipment storage

The following items are allowed if airside needs are met:

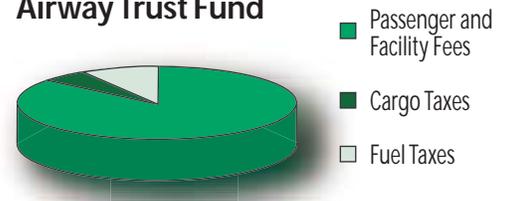
- Fuel farms
- Aircraft hangars
- General aviation terminal buildings

Ineligible Vision 100 Projects

- Mowing equipment and vehicles
- Office and office equipment
- Landscaping
- Artworks
- Industrial park development
- Marketing plans
- Training
- Improvements for commercial enterprises

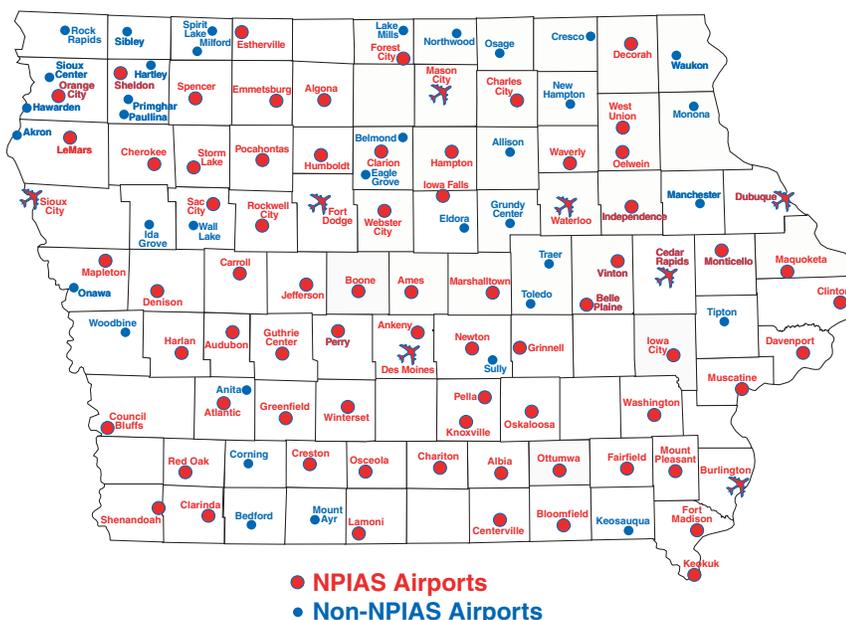
The AIP program is funded by the Airport and Airway Trust Fund, which receives 100% of its funding from aviation generated user fees.

Funding for Airport and Airway Trust Fund



More Information

A brochure titled, Federal AIP Funding for Iowa's NPIAS Airports, has been sent to all Iowa NPIAS airports and is available from the Office of Aviation. Additional information on state and federal funding programs is available on the Office of Aviation Web site at www.iawings.com, or the FAA Web site at www.faa.gov/arp/ace. You may also contact the Iowa DOT Office of Aviation at 515-239-1875, or the FAA airport planner for the state of Iowa at 816-329-2640 for application and program information.



The local community match, historically 10 percent, will be reduced to 5 percent under the reauthorized program and communities will have greater flexibility in the use of federal funds for airport projects.



Aviation Calendar

Contact the activity host for more information

July 9-11, 2004

Annual Nebraska Ultra Light Gathering (ANUG)
Davis City, Neb. (93Y)
Info: www.anug.org

July 10, 2004

Fly-in Steak Supper
4 p.m. – 7:30 p.m.
Oelwein, Iowa, Airport

July 11, 2004

Annual Kiwanis Breakfast
7 a.m. – 12:30 p.m.
Pancakes, omelets & sausage
Pilots & Co-Pilots *FREE*
Emmetsburg, Iowa, Airport
Info: 712-852-3810 (Tony Meyer)

July 11, 2004

Fly-in
8 a.m. – Noon
Council Bluffs, Iowa, Airport
Info: 712-323-2173 (Lisa)

July 18, 2004

Fly-in
7 a.m. – 11:30 a.m.
Jetson Aviation Center
Fly-in pilots *FREE*
Sioux Gateway Airport
Sioux City, Iowa
Info: 712-258-6563

July 18, 2004

Fly-in
Sponsored by: Algona Pilots Association
7 a.m. – Noon
Algona, Iowa, Municipal Airport
Info: 515-332-4012 (Dean Telford)
(Changed from June 27)

July 18, 2004

Fly-in / Drive-in Breakfast
Sponsored by: Associated Pilots of Iowa
7 a.m. – 12:30 p.m.
FREE to pilots in command
Monitcello, Iowa, Municipal Airport
Info: 319-465-5488

July 18, 2004

Annual Fly-in / Drive-in
Pancake Breakfast
Sponsored by: Forest City
Police Officers Association
7 a.m. – Noon
Forest City, Iowa, Municipal Airport
Info: 641-581-2880

July 22-24, 2004

2004 ILPA Fly-in
Formation School, many activities
All Warbirds are welcome
Keokuk, Iowa, Municipal Airport
Info: 319-524-6203 (Irv)

July 27 – Aug. 2, 2004

EAA AirVenture Oshkosh
Oshkosh, Wis.
Info: 920-426-5912
<http://www.airventure.org/>

Aug. 8, 2004

Annual Fly-in Breakfast
Sponsored by: Humboldt Rotary
7 a.m. – Noon
Humboldt, Iowa, Municipal Airport
Info: 515-332-1863 (Dave)
dave@groethland.com

Aug. 15, 2004

Fly-in Breakfast
Sponsored by: Mapleton Flying Club
7 a.m. – 11:30 a.m.
Mapleton, Iowa, Municipal Airport
Info: 712-881-2764 (Bill)

Aug. 15, 2004

Fly-in / Drive-in Pancake Breakfast
Sponsored by: EAA Chapter 368
7 a.m. – Noon
FREE to pilots in command
Monona, Iowa, Municipal Airport

Aug. 29, 2004

3rd Annual Fly-in / Drive-in / Air Show
11 a.m. – 4 p.m.
Manchester, Iowa, Municipal Airport
Info: 563-927-3636 (Marty)

Aug. 29, 2004

Fly-in Breakfast
7 a.m. – 1 p.m.
Hosted by: Iowa City Sertoma Club
Iowa City, Iowa, Municipal Airport

Aug. 29, 2004

Wings, Wheels & Whistles
Fly-in Breakfast
7:30 a.m. – 11 a.m.
Pilots-in-command *FREE*
Greenfield, Iowa, Municipal Airport
Info: 641-343-7184

Aug. 29, 2004

Fly-in Potluck
(Rain date Sept. 12)
Guttenburg, Iowa
Info: 319-465-5114 (Gary)
563-252-3582

Sept. 3 - 6 (Labor Day Weekend)

Annual Skydiving
Sponsored by: Plan Crazyes
Tandem jumps available all weekend!
Fort Dodge, Iowa, Regional Airport
Info: awalrod@fortdodgeiowa.org

Sept. 6 (Labor Day)

Fly-in
Sponsored by: Sky High Flyers
& EAA Chapter 1295
Sheldon, Iowa, Airport

Sept. 10-12, 2004

Third Annual Replica
Fighter Assoc. Fly-in
Sept. 12 - Fly-in Breakfast
Osceola, Iowa, Airport
Info: 641-342-4230 (Gerald)
e-mail: gclark@mchsi.com

Sept. 12, 2004

15th Annual Fly-in / Drive-in Breakfast
7 a.m. – Noon
Sponsored by: EAA Tri-State Chapter 327
Dubuque, Iowa, Regional Airport



Sept. 12, 2004

Tommy Martin Memorial
Fly-in Pancake Breakfast
7 a.m. – Noon
Sponsored by: EAA Chapter 291
Pilots-in-command FREE
11 a.m. Radio control air show
by Golden Kernels
Martin Airport
South Sioux City, Neb.
Info: 712-233-1552 (Rick)

Sept. 12, 2004

Fly-in Breakfast
Arthur N. Neu Municipal Airport
Carroll, Iowa
Info: 712-792-4980

Sept. 12, 2004

Flight Breakfast
8 a.m. – 11:30 a.m.
Sponsored by:
New Hampton Kenwood Park
Rides by Charles City Aeronautics
from 8 a.m. – 1 p.m. in association with
the Kenwood Park Tractor Pull
beginning at 1 p.m.
New Hampton, Iowa, Municipal Airport

Sept. 18, 2004

Burlington Regional Air Show
Southeast Iowa Regional Airport
Burlington, IA
Info: 319-754-9560 (Dale)

Sept. 18-19, 2004

“North Central EAA
'Old Fashioned' Fly-in”
Whitside County Airport Sterling
Rock Falls, Ill. (SGI)
Info: 630-543-61743
www.nceaa.org

Oct. 2, 2004

Open House / Fly-in Breakfast
Grinnell, Iowa, Municipal Airport
Info: 641-236-8007 (Bill)
incredibill@hotmail.com

Nov. 3-4, 2004

Annual Iowa Aviation Conference
University Park Holiday Inn
West Des Moines
Info: 515-239-1691 (Michele)

Feb. 4-5, 2005

Midwest Regional Aircraft Maintenance
Symposium and Trade Show
Sponsored by: Iowa Chapter of PAMA
Gateway Center Hotel
Ames, Iowa
Info: Phil Conn 319-295-5221
PJConn@rockwellcollins.com



Iowa Aviation Bulletin

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Address Service Requested



Office of Aviation
Mission: To advocate and deliver aviation support services that promote a safe, comprehensive and competitive air transportation system; and, enhance economic development and improve quality of life for Iowans.

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The staff wishes to thank those who have provided information and reference materials for this newsletter.

Please direct comments, stories or story ideas, requests for additional copies, and mailing list inquiries to:
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Precision flying teams, from page 1

more than 2,000 hours, including over 270 carrier landings, attended the U.S. Naval Academy and joined the Blue Angels in 2001.

Deren's storied ascent to the Blue Angels began with his first flying lesson from another Harlan native and legendary aerobatic pilot, Olie Pash. In 2002 both Deren, with the Blue Angels, and Pash performed at the Offutt Air Force Base Air Show in Omaha, in what organizers said was the first time a student and his instructor had flown in the same event. The 2004 Blue Angels schedule features more than 30 performances with Midwest flyovers in Chicago and Peoria, Ill., and St. Louis.

More Information

For more information and schedules, visit www.airforce.com/thunderbirds and www.blueangels.navy.mil.

