

IOWA Aviation Bulletin



WINTER 2004-2005

Snow removal a challenge at airports

Tim McClung

Dreaming of a white Christmas might be the norm, but for airport operators around Iowa, snow removal can be a true nightmare. Jim Bartholomew, manager of the Storm Lake Municipal Airport where winds average 14 mph year-round, says of moving snow: "It's a real pain." Storm Lake airport relies on its manager to remove lighter snows, but resorts to the city when there is significant accumulation. Arrangements

for plowing snow vary at airports around Iowa. Larger airports might have dedicated crews, while others rely on the manager/FBO, city crews or contractors to take care of it.

Snow removal at airports can be especially taxing given the width of runways and taxiways, which allow the volume of snow to increase with every pass of the plow. It is also made difficult because of lights that prevent plows from pushing

snow as far away as possible from the runway and taxiway edges.

When windrows of snow become too tall, they can become hazards to aircraft and have to be dealt with using blowers or end loaders to move the snow farther away from the edge of the concrete.

According to Bartholomew, "In addition to fighting snow accumulation on runway edges, clearing snow around hangars can be especially challenging. The wind can cause constant drifting and when wind directions change, it can spoil the game plan you were using to keep the snow where you want it."

Those operating the plows and other equipment have to be trained to fully understand airport operations. The possibility of a collision between an aircraft and snow removal equipment must be taken seriously.

Notices to Airmen (NOTAMS) are issued by airport operators to close runways, the entire airport, or warn of snow removal operations. Snowplow drivers should monitor active radio frequencies. Warning lights on vehicles should be in working order, and extreme vigilance should be practiced at all times by both snow removal operators and pilots.

Final inspections should verify that airport surfaces are clear of chunks of snow and ice, and that windrows will not create undue hazards to aircraft operations. After the snow removal process, pilots should report any potential hazards they see to airport management.

Snow removal at Iowa airports can be a time-consuming and tiring process, but the dedication of those who perform the function allows airports to continue providing valuable air access to businesses, residents, and visitors to our state.



Snow blowers like this one at The Eastern Iowa Airport in Cedar Rapids remove snow from ramps, taxiways, and runways.



After several passes on a runway, snow build-up can challenge snow removal equipment designed to clear narrower roadways.



Director's Corner

Michelle McEnany, Office of Aviation Director

We were very pleased with the turnout for the 2004 Iowa Aviation Conference in November. It had record-breaking attendance. The airports that didn't attend the conference missed out on a lot of great information and interaction with their peers and government officials who facilitate operations at their airports. There was much to be learned for everyone who attended. I would like to give a special thank you to FAA Central Region Administrator Chris Blum, and to National Association of State Airport Officials president and CEO Henry Ogrodzinski for participating in the conference and helping us to raise the bar for aviation in our state.

The conference would not be possible without the support of the Iowa Public Airports Association (IPAA) and the financial support of exhibitors and sponsors. Sponsors for the event included:

Platinum Level

- Bucher, Willis & Ratliff Corp.
- Howard R. Green Co.
- Iowa Concrete Paving Association
- Mead & Hunt, Inc.
- Snyder & Associates
- Wilbur Smith Associates

Gold Level

- The National Space Grant Foundation, Inc.

Silver Level

- Crawford, Murphy and Tilly
- Coffman and Associates

IPAA will hold its annual "Day on the Hill" event at the State Capitol Feb. 24, 2005. This is your chance to speak directly with legislators about aviation issues in our state. It is also a good opportunity to meet with your fellow aviation enthusiasts and have an after-lunch dessert.

Tim McClung and I recently spent a day visiting Hawkeye Community College and five airports in our state. The

aviation maintenance program at Hawkeye Community College is in jeopardy of being closed down. It is an excellent facility with a full range of aircraft and inventory that is very impressive. We hope the program will be able to stay afloat, and appreciate the efforts of Dave Kuykendall in showing us around the facility and participating in aviation efforts on a statewide basis. As always, it was great to get out to some of our airports and see firsthand what is going on in the field.

It has been quite a year. Issues such as aviation security, temporary flight restrictions, proposed legislation to further restrict general aviation, a struggling airline industry, pilot and fixed base operator insurance, uninformed media coverage, and tight state and local budgets continue to plague aviation across the nation and here in Iowa.

At the same time, many positive events have given us hope for a bright future.

In December 2003 we all celebrated 100 years of powered flight. Then there was Vision 100, federal legislation that renewed the Airport Improvement Program (AIP) funding through federal fiscal year 2007. This legislation reduced the local match to just 5 percent on federally funded projects. Vision 100 also expanded the pool of eligible projects. Vision 100 will likely bring more than \$130 million to our state aviation system over the next four years.

Then came the announcement of the new Light Sport Aircraft and Sport Pilot rule by the FAA in July 2004, marking the first substantial rule change in decades that has the potential to lower costs and bring new people into aviation.

In September, the Iowa Transportation Commission approved a \$2.7 million statewide aviation program for fiscal year 2005.

Deliveries on new aircraft are up. Commercial enplanements are up from post-9/11 levels. And "Spaceship One," with its roots planted firmly in general aviation, has recently provided new promises for travel into space.

I would be negligent if I did not mention aviation safety.

Many of you play a significant role in promoting aviation safety. *How* we promote aviation safety may be different for each of us, but our objectives are the same.

Eighty percent of all general aviation accidents continue to be related to pilot error. Recurrent flight training and attendance at Flight Standard District Office safety programs are excellent ways to keep pilots thinking about safety. At the Iowa Aviation Conference, Rod Machado emphasized the need for pilots to think defensively to avoid falling victim to aviation's natural predators and enemies.

The Office of Aviation has a new administrative assistant. Her name is Lynn Zook. Lynn returned to her home state of Iowa in December 2004 after working five years at Qwest Wireless in Arizona. She has worked with the FAA, FCC and AM radio stations ensuring regulatory compliance for cell site builds while also maintaining the position of Office Manager for three offices in Arizona and one in New Mexico. Lynn will be a tremendous asset to our office and we are excited about having her on-board!

Clearly, there are a lot of good things happening in aviation and I look forward to continuing working with all of you to see that 2005 brings more good news.

Michelle McEnany



Iowa has its share of bad flying weather. To help deal with it, new technology now allows pilots to enhance flying safety by bringing detailed and relatively current aviation weather information directly into the cockpit of light general aviation aircraft. In this article, we will look at some of the ins and outs of weather data links for in-flight weather.

Cockpit Weather Information

Weather information available in the cockpit varies depending on the weather information provider and the type of avionics hardware used. Following is a list of the types of in-flight weather information generally available:

- 1) Nexrad HD™ radar data
- 2) Echo tops
- 3) METARs (current airport weather reports) - both graphical and textual
- 4) TAFs (terminal forecasts) - both graphical and textual
- 5) SIGMETs - both graphical and textual
- 6) AIRMET® - both graphical and textual
- 7) Winds AloftSM
- 8) TFRs - temporary flight restrictions

Weather information is transmitted to aircraft via a satellite downlink or a multiple ground station uplink system. Once the required equipment is installed in the aircraft, the pilot must pay a monthly subscription fee to the weather product provider. That cost generally runs in the area of \$50 per month.

Permanent/Certified Systems

A host of permanently installed and certified products from companies such as Avidyne® and Garmin® (both downlink satellite systems), or Honeywell® Bendix/King™ (a ground station uplink system) are currently available to show aviation weather data on large, panel-mounted displays. Additional products will make it to the market in the near future.



Bill with his 1964 S35 Bonanza, which he has flown for 22 years.

Unless you happen to own a newer all-glass-cockpit equipped aircraft, or are willing to make a substantial investment in new avionics, you probably won't be enjoying such a system for some time

Portable/Non-Certified Systems

Two satellite downlink suppliers (WSI InFlight™ and WxWorx®) can provide the same weather information on a relatively low-cost, non-certified system using a portable display in the cockpit such as a pocket or laptop personal computer (PC). Since these are considered portable systems, there is no requirement for submittal of a Federal Aviation Administration Form 337 or an aircraft weight and balance revision (unless an external antenna is required).

These systems will work with a variety of pocket PCs including the various Dell Axim®, Toshiba®, and Hewlett Packard® iPAQ™ series units. They have display sizes that vary from 3.5 to 4.0 inches.

They must be based on Windows CE™ units; palm-based units are not compatible. In the case of a portable WSI InFlight system, installation by your favorite avionics shop is recommended since it uses an antenna mounted outside. The manufacturer provides the antenna, receiver and the satellite weather downlink. Your avionics shop provides the desired pocket PC display, GPS position interface, necessary hardware, installation wiring and final system checkout.

In the case of a portable WxWorx system, two companies (Control Vision Corp.© and NAVAir™) can provide complete systems for self-installation by the pilot since the WxWorx antenna is placed in the aircraft interior. These companies provide the WxWorx antenna and receiver using the XM™ Public Radio satellite weather downlink service and can also provide the pocket PC

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display, GPS position interface and other necessary hardware, and installation wiring for a complete system. It still may be desirable to employ an avionics shop to help select and install the components of these systems. For additional information on such a system for your aircraft, contact your avionics dealer and/or investigate the following Web sites:

WSI InFlight: www.wsi.com/solutions/aviation/inflight

WxWorx: www.wxworx.com

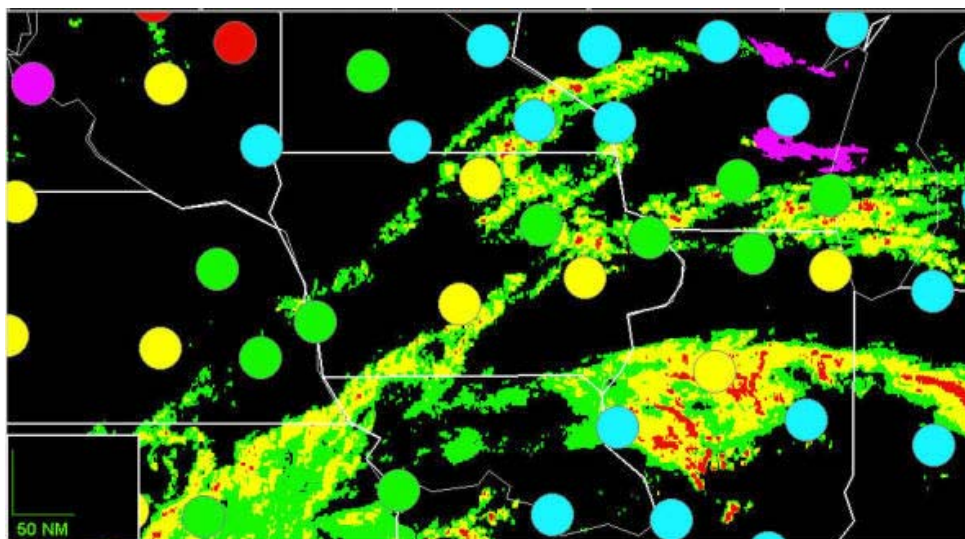
ControlVision: www.controlvision.com

NAVAir: www.airgator.com/Weather.htm

Iowa pilots who fly in varying weather conditions should consider such a system (whether permanent or portable) because of the safety it provides in having up-to-date, detailed and accurate weather information available to them in the cockpit.

Bill Hemme is the former owner of Spencer Avionics, Inc. in Spencer and currently does GPS IFR Approach and Autopilot training for pilots in his part-time business, Avionics Training, LC. Contact Bill at www.whemme@avionicstraining.com or 712-264-0974.

At right is a pocket PC display of graphical METARs and Nexrad radar data from WSI InFlight over Iowa. Colored dots graphically represent current weather conditions at major weather reporting airports. In this display, blue represents good VFR conditions. The green airports at Omaha, Waterloo and Dubuque are marginal VFR. The yellow airports at Mason City, Des Moines and Cedar Rapids are IFR. Red represents low IFR conditions and magenta represents very low IFR conditions with a ceiling below 200 ft and/or a visibility below 1/2 mile.



Shown here is a pocket PC display of Nexrad radar and winds aloft data from WxWorx over the state of Florida.





Marketing Update

Tim McClung, Office of Aviation

I hope you will agree that the *most successful marketing initiatives* for the Office of Aviation in 2004 involved communications. Communication through mediums such as this bulletin, E-mail, letters, displays, posters, brochures, handouts and the media is an effective way to advocate for aviation interests.

Some of the *specific marketing programs that stand out* as being very successful for 2004 included the aviation display at the Iowa State Fair, the Iowa Aviation Conference, the initiation of an annual aviation photography contest, and the Iowa Aviation Calendar of Events that hangs in most airport terminals around the state.

In addition to continuing successful programs from the past, there will be several new initiatives for 2005.

We will revisit the issue of the *economic impact* that airports in the state have on their communities and throughout the state. Efforts are underway to expand on the 2000 economic impact study, but with an emphasis on being able to elaborate on the impact of individual airports, large and small, so that solid information can be provided to local decision makers such as airport commissions, city managers and councils.

The Office of Aviation continues to work closely with commercial airports in the state. Iowa has a dependence on *passenger air service* to support our quality of life, existing businesses and future economic development. To help ensure Iowa continues to have a proper level of air service, the office has launched an Air Service Development program, designed to assist airports around the state in attracting and retaining appropriate levels of air service. The office has applied for an FAA grant for an air service study that would assist in identifying steps that might need to be taken at the federal, state and local levels to continue providing adequate air service to the state.

The Office of Aviation has historically participated in *education initiatives*. For 2005, we are in search of a small, non-flyable airplane that could be mounted on a trailer and transported to special events. The ability to take an airplane to schools, parades, fairs, youth camps and other special events would be an excellent way to raise exposure of aviation and provide a great teaching tool to Iowa youth. If you know of a small, clean plane that would fit this bill, with an owner who might be interested in donating it to a good cause, please let us know.

Don't forget about the *Professional Aviation Maintenance Association* conference in Ames February 4 - 5. It is an excellent opportunity for anyone who works on, flies, or builds their own aircraft to learn more about aircraft systems.

We had excellent participation in the first annual *Iowa Aviation Photography Contest*. Winners of this year's contest and details of the 2005 contest are in this bulletin. Iowa offers a great backdrop for aviation photography. We really look forward to next year's entries.

If you have not seen the new *2005 Office of Aviation Calendar*, check it out at your local airport! It has great photography and highlights the uses of aviation in Iowa. We are lucky to have excellent graphics and printing capabilities at the Iowa Department of Transportation Office of Document Services. They do an excellent job of allowing us to effectively communicate on aviation issues.

If you have any type of aviation event planned during 2005, please send that information to us so we can get it on our Web site, put it in the aviation bulletin, distribute it to aviation publications and put it on the *2005 Calendar of Events* that we will send to all airports in the spring. The earlier you get it to us, the more exposure your event will receive.

The Iowa Public Airports Association (IPAA) will hold its annual *Day on the Hill*, talking to state legislators, at the State Capitol (Room 116) on Feb. 24. This is an excellent opportunity for the aviation community to speak with legislators about aviation issues. If you would like more information on the event, contact IPAA president Andrew Perry at 563-589-4128.

If you have ideas on ways that we can more effectively market and communicate aviation-related issues, please feel free to call or e-mail me or anyone at the Office of Aviation. Our contact information is listed on the back of the bulletin.

PAMA Aircraft Maintenance Symposium to be held in Ames

The 2005 Midwest Regional Aircraft Maintenance Symposium and Tradeshow will be held at the Gateway Center in Ames February 4-5. This event is sponsored by the Iowa Chapter of Professional Aviation Maintenance Association (PAMA), in conjunction with the Iowa Department of Transportation's Office of Aviation, and FAA Flight Standards District Office 61.

The PAMA event provides a refresher on current maintenance topics and allows attendees to meet first-hand with vendors to learn what is available to them. Although this is primarily an inspection renewal program, it is also a great event for all A&Ps, students, pilots, homebuilt owners, or anyone with an interest in learning more about aircraft maintenance.

Cost to attend the event is \$50 for two days, \$30 for one day, and \$30 for students. Prices include meals. For more information on registration, format, sponsors and lodging, please contact Phil Conn at 319-295-5221, pjconn@rockwellcollins.com.



2004 Iowa Aviation Conference

The 2004 Iowa Aviation Conference held in West Des Moines in November received excellent reviews from the 218 attendees, including representatives from 50 airports.

Aviation expert and humorist Rod Machado was a major draw and proved why he is so popular on the speaking circuit. Machado presented at the conference, as well as for a packed audience of 310 pilots for the evening Aviation Safety Seminar held in conjunction with the conference.

Feedback from attendees indicated it was the strongest conference program in years, both in content and organization. Sessions that were particularly popular included Federal Aviation Administration Planning and Programming, Airport Events, and General Aviation Security. All sessions scored high in content and presenter skills.

Another popular part of the conference was the awards luncheon. Henry Ogrodzinski, president and CEO of the National Association of State Aviation Officials, spoke to the group prior to the awards presentations about his experiences in Washington, D.C.

The Iowa Department of Transportation's Office of Aviation would like to thank everyone who participated in the conference, from attendees to vendors, sponsors, presenters, and committee members. The conference was a joint effort between the Office of Aviation and the Iowa Public Airports Association (IPAA). The partnership with IPAA is highly valued.

Efforts are already underway to put together an excellent program for 2005.



Outgoing IPAA President Shane Vande Voort (Pella Municipal Airport) is presented a plaque by new President, Andy Perry (Dubuque Regional Airport).

The Eastern Iowa Airport director receives Lifetime Achievement Award

The Iowa Department of Transportation's (Iowa DOT) Office of Aviation presented Larry Mullendore, director of The Eastern Iowa Airport, with a Lifetime Achievement Award Nov. 4, 2004, at the statewide annual Iowa Aviation Conference in West Des Moines. For the past 15 years, Mullendore has been in charge of daily operations for The Eastern Iowa Airport in Cedar Rapids. Airport achievements under Mullendore's tenure include:

- \$71 million in capital improvement projects;
- an increase in passenger traffic from a total of 734,159 passengers in 1989, to a high point of 1 million total passengers in 2000; and
- guiding the airport through the difficult times since Sept. 11, 2001, including maintaining air service with six air carriers providing more than 80 departures and arrivals per day.

The award was presented by Michelle McEnany, director of the Iowa DOT's Office of Aviation, who said, "Larry has provided a leadership role in enhancing The Eastern Iowa Airport and providing commercial air service to eastern Iowa. His work with air carriers has provided a large number of destination options to the eastern Iowa community and has had a major impact on supporting business and personal travel in the region, as well as helping to promote economic development."



Larry Mullendore, director of The Eastern Iowa Airport

Since Mullendore took over leadership of the facility in 1989 there have been many changes, including the airport's public access, airfield improvements and terminal improvements to the recently completed new fixed base operator facility.

Mullendore, a private pilot with multi-engine, instrument and commercial ratings, along with a career in aviation spanning more than 37 years, has recently announced his retirement effective June 23, 2005.

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John McLaughlin receives “Outstanding Involvement in Aviation” award

The Iowa Department of Transportation’s (Iowa DOT) Office of Aviation presented John McLaughlin, well-known chief meteorologist at KCCI-TV in Des Moines, the “Outstanding Involvement in Aviation” award Nov. 4, 2004, at the statewide annual Iowa Aviation Conference in West Des Moines.

The Outstanding Involvement in Aviation award is given annually to an individual who has had a significant impact in raising the awareness of aviation in the state through involvement in aviation activities and public education.

McLaughlin has spent considerable time and effort to raise the awareness of aviation in Iowa, including:

- having more than 3,500 flight hours as a pilot and flight instructor;
- promoting aviation services;
- incorporating aviation into his TV weather forecasts;
- making appearances and giving rides in his Robinson R44 helicopter at fly-ins, air shows, town festivals, and county fairs; and
- using his helicopter to visit schools to inspire thousands of children in the areas of physics, meteorology, and aviation as part of KCCI’s SchoolNet weather education program.

The Outstanding Involvement in Aviation award was presented by Michelle McEnany, director of the Iowa DOT’s Office of Aviation, who said, “John McLaughlin has been an excellent ambassador for aviation, especially in the area of youth education. Central Iowans are more aware of aviation and the positive impact it has on our state due to John. It was a great honor to present him with this award.”



John McLaughlin, winner of the 2004 Outstanding Involvement in Aviation Award, discusses aviation with adults and children at the Carroll Municipal Airport.

Iowa Public Airport Association

The Iowa Public Airport Association (IPAA) “Day on the Hill” with Iowa legislators is scheduled for Feb. 24, 2005. IPAA has developed an aggressive four-point legislative plan to provide the funding needed for the state’s aviation system.

2005 IPAA legislative priorities

1. Create a dedicated fund for support of aviation in the state.
IPAA is urging lawmakers to designate at least \$3 million a year for aviation projects and programs through the establishment of a new fund: Aviation, an Iowa Resource (AIR). AIR would be funded through the anticipated increase in revenues resulting from the expansion of gambling in the state.
2. Continue Rebuild Iowa Infrastructure Fund (RIIF) appropriations for vertical infrastructure projects at commercial and general aviation airports.

3. Create Airport Development Zones.
Many public airports in the state are located outside the corporate boundaries of a city. As a result, these locations do not have the incentive tools to attract aviation-dependent businesses such as airfreight. The creation of Airport Development Zones would allow an airport governing body or aviation authority to create a tax increment financing district on the grounds controlled by an airport.
4. Monitor any and all other legislative actions or initiatives that may affect the IPAA and its members.

For more information on these legislative priorities, please contact IPAA lobbyist Jim Obradovich at 515-554-1072.

IPAA is dedicated to providing information to and representing the interests of all publicly owned airports in the state of Iowa. More information is available on the IPAA Web site, www.iowaairports.org.

Around Iowa

Helicopter pilot training lands in Ankeny:



Helicopter flight training is now available in Central Iowa.

Helicopter flight instruction in a Robinson R22 is now available at Exec #1 Aviation in Ankeny. For information go to www.IowaPilot.com.

New CTAF at Fort Dodge Regional:

Early in 2005, the Fort Dodge Automated Flight Service Station will begin offering airport advisories to pilots landing and departing Fort Dodge Regional Airport. The common traffic advisory frequency (CTAF) will change from 122.95 to 122.55. Advisories will be provided to aircraft within 10 statute miles of the airport and will provide information on wind, favored runway, known traffic, altimeter, and Notices for Airmen (NOTAMs).

The Eastern Iowa Airport Security Visits:

A second round of visits to general aviation airports in eastern Iowa will begin in January 2005. The visits will be conducted by the Iowa Department of Transportation's Office of Aviation, and the Transportation Security Administration (Moline hub). The visits will focus on implementation of general aviation security plans for general aviation airports.

Skydiving accomplishments recognized:



Hashem Hashemi-Toroghi (right) receives an award from Des Moines FSDO manager Ken Rieger for his skydiving accomplishments.

Skydiver Hashem Hashemi-Toroghi was presented with an award for his accomplishments from the Des Moines Flight Standards District Office (FSDO) at the Iowa Aviation Conference Safety Seminar in November. The well-known Hashemi-Toroghi has logged more than 12,000 skydives and has participated in many mass free-fall record attempts.

Flight of the Phoenix (remake of original movie):

Gerald Clark, president of the Osceola Experimental Aircraft Association, Chapter 1143, worked on the airplane that was used in a remake of the 1965 movie *Flight of the Phoenix*. The new *Flight of the Phoenix* opened at theaters in December. Gerald and several others worked on the plane for six months before the parts were all shipped to California.

FAA Ramp Checks:

Ramp checks were conducted at three airports by representatives of the Federal Aviation Administration Central Region Office in December. The ramp checks were conducted through the Law Enforcement Assistance Program and are designed to deny access to the National Airspace System to any person(s) who would threaten national security by committing criminal acts. More ramp checks will likely happen in the coming year. Airports will be notified prior to the ramp checks.

If you have small news tidbits for the Around Iowa column, please submit them to Tim McClung in the Office of Aviation, tim.mcclung@dot.iowa.gov.





Aviation Program Update

Kay Thede, Office of Aviation

Federal AIP Program: Pre-applications for the federal fiscal year (FFY) 2006 Airport Improvement Program (AIP) will be presented to the Iowa Transportation Commission in January/February and submitted to the FAA by February 15, 2005. Nearly 50 airports submitted projects totaling \$43 million for FFY 2006.

Airports with unused FFY 2002 non-primary entitlement funds will need to have those funds in a grant by August 2005 or the funds will be forfeited. An airport sponsor may opt to transfer the funds to another airport within Iowa if unable to use the funds before the deadline. We'd really like to see the funds stay in Iowa rather than revert to the national discretionary fund!

State Programs: Applications for FY 2006 state programs (vertical infrastructure, state airport improvement program, security projects, and pavement maintenance) will be sent to airport sponsors and managers in January 2005, with applications due in early April. Pending legislative appropriation, projects would be programmed in June and funding available in July.

General Aviation Security:

Airport Projects: Security projects will be awarded in January and applicants will be notified. Airports must have a security plan to be eligible. Security plans are still needed for the majority of airports. Please contact Kay Thede if you have any questions or need assistance. Follow-up

visits by the Transportation Security Administration and the Iowa Department of Transportation will be made to some eastern Iowa airports in January.

If you're a pilot or flight instructor, you will want to check out AOPA's *Guide to TSA's Alien Flight Training/Citizenship Validation Rule* on the Web site www.aopa.org/tsa_rule/#clarifications. It's in a question/answer format and provides information on TSA procedures to help you comply with the rule.

Please contact Kay Thede at 515-239-1048, kay.thede@dot.iowa.gov if you have questions or comments concerning any of these programs. We're always looking for feedback and ideas for other initiatives to meet needs of aviation users!

First annual Iowa Aviation Photography Contest a success

The first annual (2004) Iowa Aviation Photography Contest produced impressive results, with hundreds of photographs submitted that showcase aviation around our state. The contest was designed as a spin-off from the International Aviation Art Contest. The intent was to provide an outlet for both adults and children to combine photography skills and an interest in aviation.

Rules for the 2005 Iowa Aviation Photography Contest are included in this bulletin on page 19. It is a fun and inexpensive program for those who participate. Participants have fun collecting and sharing the photographs. First place winners of the contest are featured in this bulletin. First, second, and third place entries for each photo category will receive certificates.

An added benefit to the contest is the ability to use these great images to promote aviation in the state. The Iowa Department of Transportation's Office of Aviation found these photos to be so great that it has included many of them in the 2005 Aviation Calendar. This



This photo, submitted for the Iowa Aviation Photography Contest by Leigh Ann Gibbs of Boone, shows a helicopter/tree trimmer at the Boone airport that was used to fly at low altitude alongside power lines to trim away stray branches. Eleven blades suspended from a boom on the bottom of the helicopter were powered by a gas powered motor. According to Leigh Ann, "we got quite a kick out of watching this awesome machine at work!"

year's calendar makes use of photos to highlight the wide range and importance of aviation in our state. The calendar will be a great tool to get into the hands of key decision-makers who would benefit from learning more about aviation in Iowa.

See the winners of the 2004 contest on pages 10 and 11. Additional brochures for the 2005 Iowa Aviation Photography Contest, as well as the 2005 Aviation Calendar, are available at your local airport.

2004 Iowa Aviation Photography Contest Winners



1st Aviation Careers-Dick Blum



1st Aerial Photography - Kate Bernard



1st Agricultural Spraying – Bill Owen



1st Aviation Maintenance-Kristopher Klop



1st Balloons-Floyd Taber



1st Air to Air-Mark Anderson



1st Medical Transport-John Halbrook



1st Old Aircraft-John Halbrook



1st Skydiving-Ty Reidenbach



1st Life at an airport-David Benna



1st Modern Aircraft-Nolan Wehr



1st Military-Dick Blum

Learning to fly at the Civil Air Patrol Academy

By Cadet SMSgt Aisha Grieme, Iowa Wing, Civil Air Patrol



(Above) Civil Air Patrol Cadet Aisha Grieme graduates from the CAP Iowa/Minnesota Flight Academy and receives her CAP Solo Pilot Wings.



Every year, Iowa Civil Air Patrol (CAP) cadets have the opportunity to attend many exciting activities. When I became a cadet, I knew I wanted to experience one of the CAP Flight Academies. I worked hard to meet all of the prerequisites, then applied for and was selected to attend the Iowa/Minnesota academy. I was excited just to begin training for my pilot's license, but it almost seemed unreal to try to meet the goal of the Academy to make a solo flight in eight days.

The knowledge we gained from our patient instructors was excellent. Through our training we acquired the ability to guide the airplane safely through all necessary maneuvers. In ground school we learned the basic physics of an airplane and how everything works. As my knowledge increased I slowly grew more anxious about soloing at the end of the week.

Throughout the week we polished our landings and Thursday brought a new challenge. If we could make three perfect landings in a row, our instructor would get out and we could solo. Although it was slightly frustrating, I continued to try my best. Finally, after lunch I was ready. I made my three perfect landings and my instructor asked if I would be all right if he got out. He got out and I took the plane up by myself. I don't know if words can describe the excitement, anxiety, and sheer satisfaction you feel when you accomplish such a goal as soloing. The experience is one that I will never forget.

I enjoyed every aspect of the Flight Academy and now hope to complete the requirements for my private pilot's license and to possibly become a flight instructor and CAP Search Pilot in the future. I am very grateful I was given the opportunity to go to the Flight Academy and gain so much knowledge and inspiration through the help of the Civil Air Patrol. For more information, go to www.joiniowacap.org.

Des Moines International Airport celebrates 2 million in 2004

Des Moines International Airport officials calculated that the airport would enplane its one-millionth passenger of 2004 between 3 p.m. and 6 p.m. on December 30. This is the first time in the airport's history that it has reached such enplanement levels. This means, more than likely, that the airport will have served 2 million total passengers for the year.

Airport and airline representatives agreed that it would be impossible to find the exact one-millionth passenger, so celebrating the moment seemed the most appropriate thing to do. Every passenger traveling through the airport during the celebration received a commemorative "2 Million in 2004" luggage tag.

This will be the second successive passenger record year, besting last year's record by 90,000.





Commercial Service Airport Update

Fort Dodge Regional Airport

The Fort Dodge Regional Airport is closing out final details of a two-phase construction and land acquisition project for land located within runway protection zones.

Construction is complete on a 900-ft. runway extension on secondary runway 12/30, increasing the length from 4,400 feet to 5,300 feet. Removal of trees improved the approach and line of sight issues with other runways.

The second phase of the project involved parking lot and entrance road reconstruction, and installation of a new rotating beacon.

The new year will bring airport advisories provided 24/7 by the Automated Flight Service Station located on the field. The existing Common Traffic Advisory Frequency at Fort Dodge will change from 122.95(UNICOM) to 122.55 (LAA).

Mason City Municipal Airport



New security checkpoint at Mason City Municipal Airport

The Mason City Municipal Airport, working with security personnel and several city departments, was proud to have President George W. Bush and Vice President Dick Cheney arrive at the airport on two separate dates during the recent election campaign.

In November 2004 the Airport Commission held a ribbon-cutting ceremony for the new security checkpoint area funded through a federal/state grant. Also in November, as a result of this project the Mason City Municipal Airport was presented with a "Partnership Award of Recognition" from the Transportation

Security Administration (TSA). The award was in recognition of a consistent and demonstrated partnership with the TSA for committing grant funds to complete this important project.

Quad City International Airport

The Quad City International Airport celebrated 9 out of 10 months in 2004 with record enplanements, including October with 39,256 passengers (3,244 more passengers than October 2003). In anticipation of a new record year of enplanements, the airport launched a "guess the record" contest on the airport's Web site at www.qcairport.com.

The first prize is a set of round-trip tickets on AirTran Airways, and second prize is free parking for a year.

Mike Swanson, public safety manager, was presented with a Partnership Award from TSA Federal Security Director Pat Broderick who oversees security at Moline, Cedar Rapids, Dubuque and Burlington. The award was in recognition of Mike's outstanding support to the TSA mission at the Quad City International Airport. Speaking on Swanson's efforts, Broderick said, "Your spirit of cooperation and the assistance you have provided to our TSA staff has not gone unnoticed, and we appreciate your efforts."



Mike Swanson (left) receives the Partnership Award from TSA's Pat Broderick.

The Eastern Iowa Airport (Cedar Rapids)

Airport Director Larry Mullendore has announced his retirement. Mullendore, 63, has been The Eastern Iowa Airport director for 15 years and will end his tenure on June 23, 2005. The Cedar Rapids Airport Commission is planning to enlist the aid of a professional firm to advertise the position and recruit candidates nationally. The goal is to have a new director in place by April, with Mullendore aiding in the transition.

Two longtime air carriers at the airport have recently increased the number of flights they offer to popular destinations. Northwest Airlink has increased the number of daily flights to Detroit from three to four. A 50-seat regional jet is used for each flight. American Eagle has also increased its number of flights, adding a fifth non-stop flight to Dallas-Fort Worth and a seventh daily flight to Chicago's O'Hare International Airport.

The airport's new monument sign will be installed later this month. The new sign will be lighted and will not only improve driving safety, but will also be an attractive showpiece for The Eastern Iowa Airport.



2004 Federal Airport Improvement Program Funds

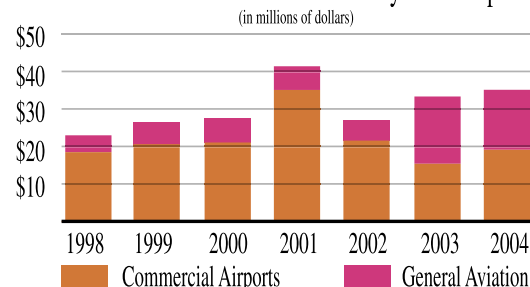
Forty-seven Iowa airports received grants totaling more than \$35 million in federal Airport Improvement Program funds during federal fiscal year 2004. General aviation airports received \$16 million. This was a result of airports using banked, non-primary entitlement funding. Many of the projects are underway or have been completed.

Airport	Grant
Algona	\$96,900
Ames-DOT	\$121,666
Ames	\$1,277,630
Atlantic	\$492,746
Boone	\$41,293
Burlington	\$671,650
Carroll	\$224,200
Cedar Rapids	\$1,398,395
Charles City	\$1,890,500
Cherokee	\$128,991
Clarion	\$18,212
Clinton	\$102,125
Council Bluffs	\$3,181,791
Creston	\$95,558
Davenport	\$480,700
Denison	\$208,793
Des Moines	\$9,999,515
Dubuque	\$1,111,803
Estherville	\$160,092
Fairfield	\$1,263,902
Forest City	\$258,400
Fort Dodge	\$1,471,463
Fort Madison	\$149,289
Guthrie County	\$139,147
Humboldt	\$31,951
Iowa City	\$1,391,058
Iowa Falls	\$31,641
Jefferson	\$120,136
Keokuk	\$97,761
Lamoni	\$6,785
Mapleton	\$38,266
Maquoketa	\$34,024
Mason City	\$659,775
Mount Pleasant	\$93,100
Newton	\$134,900
Osceola	\$182,400
Ottumwa	\$1,292,000
Pella	\$217,379
Pocahontas	\$120,000
Red Oak	\$296,400
Rockwell City	\$35,720
Sac City	\$663,632
Shenandoah	\$197,822
Sioux City	\$3,225,066
Storm Lake	\$312,399
Vinton	\$239,400
Waterloo	\$697,553
Winterset	\$194,066
Total	\$35,297,995

Project

Rehabilitate access road
 PCI update, airport inspections
 Rehabilitate runway 1/19
 Construct runway - 2/20
 Update ALP
 Security enhancements, rehabilitate taxiway and runway 18/36
 Construct runway 3/21
 Rehabilitate taxiway, apron, improve drainage
 Rehabilitate runway - 12/30
 Install AWOS
 Rehabilitate apron
 Update airport master plan
 Construct runway - 18/36
 Rehabilitate runway 16/34
 Rehabilitate taxiway and runway 3/21
 Rehabilitate apron
 Rehabilitate runway 13/31 and improve safety area
 Snow removal equipment, improve terminal, NAVAIDS, study
 Rehabilitate runway lighting 16/34
 Construct runway - 18/36
 Rehabilitate runway 9/27
 Rehabilitate runway, access road, parking lot, NAVAIDS
 Rehabilitate runway 16/34, improve fuel farm, update ALP
 Rehabilitate access road, update ALP
 Install beacon
 Extend runway 7/25
 Update ALP
 Improve drainage, acquire snow removal equipment
 Acquire land for approaches, update ALP
 Install beacon
 Update ALP
 Update ALP
 Acquire land for approaches, security enhancements
 Expand apron, install NAVAIDS
 Construct access road
 Widen taxiway, expand apron
 Construct taxiway
 Extend taxiway
 Snow removal equipment building, rehabilitate taxiway lighting, expand apron
 Extend runway 23
 Update ALP
 Rehabilitate taxiway and runway 14/32
 Expand apron, NAVAIDS
 Rehabilitate apron, acquire land for approaches, snow removal equipment
 Rehabilitate runway 17/35
 Expand apron, rehabilitate access road
 Acquire snow removal equipment
 Rehabilitate runway lighting

Iowa Federal AIP Funds Received by Iowa Airports



Iowa Aviation System Plan Update



The Iowa Aviation System Plan will provide the Iowa Department of Transportation (Iowa DOT), the FAA and airport sponsors with a guide for developing an aviation system that will meet projected needs over a 20-year period. The cost for the ideal system: more than \$820 million. The system plan will also be flexible enough to respond to changing economic conditions around the state. The ultimate goal is to meet the needs of users of the system in the most effective way possible.

From the Field

The Iowa deer population in Iowa has been steadily increasing in the past few decades. Although we have had mishaps involving deer at Iowa airports, we have been fortunate there haven't been any serious injuries or fatalities. Pilots are reminded to keep an eye out for deer and other mammals while operating at all Iowa airports.



Mike Marr

The United States Department of Agriculture now has a wildlife specialist based at the Des Moines International Airport. Ernie Colboth has an extensive background dealing with wildlife management at various midwestern airports. For those of you who attended the 2004 Iowa Aviation Conference, Ernie gave a presentation on wildlife issues and has already begun work at several airports within the state to mitigate their wildlife problems. If you have questions related to deer or other wildlife at your airport, you are invited to contact:

Ernie Colboth
U.S. Department of Agriculture
Wildlife Services
6000 Fleur Drive
Des Moines, Iowa 50321
515-256-5558
Ernie.Colboth@aphis.usda.gov

The Iowa Aviation System Plan will be incorporated into the DOT's long-range plan and presented to the Transportation Commission as part of the transportation system update.

Recommendations will include five tiers of airport roles - and facility and service objectives within the roles - to meet the needs of the majority of users. The five tiers are:

- Commercial Service Airports
- Enhanced Service Airports
- General Service Airports
- Basic Service Airports and
- Basic Service II Airports

Commercial Service and Enhanced Service airports play a role in serving business aviation in the national transportation system. General Service airports serve a more regional role, while Basic Service and Basic Service II airports serve a more local role.

A technical report that will include data collection and analysis results will be provided to airport sponsors and will be available on the iawings.com Web site. In addition, an executive summary will be

available for use by airport sponsors in their community. An individual airport report that describes actions an airport may want to consider to meet objectives for its particular airport role will also be available.

In addition to development needs, the system plan provides a report card measurement tool to assist in identifying how well the aviation system is meeting needs. A method for ongoing monitoring of performance is also part of the plan.

Other recommendations resulting from the plan include follow-up studies on land use compatibility planning, runway approach obstruction mitigation planning, updating the aviation economic impact study, and continuing to support the regional concept of airport service areas and support.

Draft chapters of the technical report will be available soon on the iawings.com Web site.

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

Legislative Update

Kay Thede

Federal FFY 2005 Federal

Appropriations: In December, Congress passed a federal fiscal year 2005 omnibus spending bill that included funding for the federal Airport Improvement Program (AIP). AIP is funded at \$3.5 billion (the authorized level), good news for Iowa airports. In addition, the Essential Air Service program was appropriated \$102 million, which will maintain current subsidy levels. The Small Community Development Program was funded at \$20 million, the same level as last year. The spending bill also listed two airports to be considered for priority funding for airport projects: Council Bluffs - \$2 million to continue the new runway construction;

and Mason City - \$2.5 million for runway rehabilitation and land acquisition for runway safety area.

The 109th Congress will convene in late January faced with surface transportation reauthorization, which has been operating on continuing resolutions since the beginning of 2004.

State: The 81st Iowa General Assembly convened January 10th for a 110-day session through April 29. The budget looks to be very tight again this year, as the economy is slowly improving.



Iowa Aviation Promotion Group

The Iowa Aviation Promotion Group (IAPG) is inviting proposals from communities and airports wishing to host Fly Iowa 2006. Airports with paved runways of 4,000 feet or more, with aircraft and auto parking areas and display space, are eligible to submit proposals.

Proposal applications and instructions have been mailed to the eligible airports with a due date for submission of Jan. 14, 2005. The IAPG will select the community providing the best proposal.

Fly Iowa is a grand opportunity to showcase your airport, and your community as well. It provides a venue to build support for your airport by getting citizens out to the airport for a fun and educational experience. A successful Fly Iowa is the product of a community-wide effort involving the airport and FBOs, as well as city government, chambers of commerce, and convention and visitors bureaus.

The Iowa Aviation Promotion Group provides initial seed money which must be matched by the host airport/community, as well as providing training and oversight of the event. More details of what is involved with hosting Fly Iowa are available from Chuck McDonald at the IAPG offices. Call or e-mail him at 515-964-1398 or chuckdsmcc@aol.com.

Iowa Space Grant Consortium

The Iowa Space Grant Consortium (ISGC) was awarded a five-year renewal by NASA in the summer of 2004. Iowa was one of 33 states to receive a five-year renewal of the Space Grant contract. According to William Byrd, ISGC director, "The Iowa Space Grant Consortium performed at the highest level for all Designated Space Grant Consortia. NASA based its decision on the careful and comprehensive review we prepared of the most recent five years of the ISGC's existence. It's gratifying that NASA recognizes our achievements."

"The first five-year period of the ISGC was one of building relationships and establishing processes," Byrd noted. "The second five-year period focused on fine-tuning, based on the lessons of the first period. The most recent five years of the ISGC was a period of continued growth and increased visibility."

Aircraft Accidents and Incidents

IOWA ACCIDENTS

Mechanical problems caused a loss of power in a BE-36 and led to an off-airport landing. The commercial pilot was not injured.

A flight instructor sustained serious injuries and the student minor injuries during an instructional flight. While in the pattern, they were involved in a simulated engine failure on approach. The student selected the fuel levers to the off position which led to engine failure on an attempted go-around.

The commercial pilot in a CE-340 shut down an engine due to low oil pressure and made a diversion to land. During the hard landing, the left propeller struck the ground and the right wing sustained damage.

The commercial pilot in a G-164 was fatally injured when the aircraft struck a tree during aerial application.

The private pilot in a CE-172 was seriously injured and two passengers fatally injured when the aircraft impacted the ground shortly after takeoff. Witnesses reported the aircraft had trouble getting airborne and appeared to be flying low above the ground just before the apparent stall/spin accident.

IOWA INCIDENTS

There were two incidents where pilots landed gear-up. The private pilot of GA -114 advised he was distracted by other landing traffic when he landed gear-up, and an ATP pilot apparently failed to lower the gear on his PA-30.

The ATP pilot of a BE-36 inadvertently raised the gear instead of the flaps while taxiing \clear of the runway.

Three pilots were involved in landing incidents due to loss of control. The private pilot in a CE-182 reported the aircraft tipped forward on landing and the propeller tips contacted the runway. The private pilot in a BE-23 said the aircraft initially touched down on the main gear but began to porpoise. This caused the propeller to strike the runway. A student pilot lost control on landing and landed in a cornfield, causing minor damage to the aircraft.

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



Audubon County Airport



Audubon County Airport terminal grand opening

An open house and flight supper were held at the Audubon County Airport on Oct. 9, 2004. The events marked the official grand opening of the new terminal building and welcome center.

According to Lance Levis, chairman of the Audubon County Airport Authority, "the new terminal building was completed in June and was funded in part by a \$50,000 grant from the Iowa Department of Transportation. The terminal is adjacent to an apron that is slated for future expansion through the federal Aviation Improvement Program. The new terminal offers a sitting area, a meeting room, and a pilot room. We are very happy with the addition to our facility."

The Audubon County Airport offers a single 3,600 ft. runway. Along with personal travel by area residents, the users of the airport include physicians traveling to the Audubon area from larger communities, out-of-state hunters and aerial agricultural spraying operations. The airport is managed by Charlie Goeken and his wife Bev. Charlie has been the manager and fixed base operator at the Audubon facility for 60 years.



Charlie and Bev Goeken. Charlie has managed the Audubon airport for 60 years.



The new terminal and welcome center at the Audubon County Airport



Aviation Calendar

**Contact the activity host
for more information**

January 29, 2005

8th Annual Chili Fly-in
11:30 a.m. – 2:30 p.m.
\$4 per person includes tour of museum
Fly-ins and drive-ins welcome
Proceeds go to the Iowa
Aviation Museum
Greenfield Municipal Airport
Greenfield, Iowa
Info: 641-343-7184 (Lee Ann)

February 4-5, 2005

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

February 6, 2005

Chili / Soup Fly-In
11 a.m. – 2 p.m.
Sponsored by: 8-Ball Aviation Club
Free to all Fly-ins
Harlan Municipal Airport
Harlan, Iowa
Info: 712-744-3366 (Olie Pash)

February 24, 2005

Iowa Public Airports Association
“Day on the Hill”
Iowa State Capitol
Des Moines, Iowa
Info: 563-589-4232 (Andrew Perry)
E-mail: aperry@cityofdubuque.org

April 2, 2005

Annual Chili Fly-In / Drive-In
Fort Dodge Regional Airport
Info: 515-955-3635 (Eldon)

Rain Date April 3, 2005

April 24, 2005

15th Annual Fly-in / Drive-in Breakfast
8 a.m. – 12 noon
Hosted by: The University of Dubuque
Flight Team
Dubuque Regional Airport
Dubuque, Iowa
Info: 563-589-3835 (Nick)

June 5, 2005

Fly-in & Breakfast
Red Oak Municipal Airport
Red Oak, Iowa
Info: 712-623-6523 (Howard Viner)

June 5, 2005

Flight Breakfast
6:30 a.m. – 10:30 a.m.
Free breakfast to all fly-ins
Audubon Municipal Airport
Audubon, Iowa
Info: 712-563-3780 (Barbara Smith)

June 19, 2005

Optimists' Fly-in Breakfast
7:00 a.m. to 1:00 p.m.
Free for kids 6 and under
All pilots who fly in eat breakfast free!!
Maquoketa Municipal Airport
Maquoketa, Iowa
Info: 563-652-2484 (Brian Wagner)

June 25-26, 2005

Quad City Air Show
Davenport Municipal Airport
Davenport, Iowa
Info: info@quadcityairshow.com
or call 563-285-7469

June 28, 2005

Pilot Safety Meeting
7 p.m.
Red Oak Municipal Airport
Red Oak, Iowa
Info: 712-623-6523 (Howard Viner)

July 17, 2005

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

July 25-31, 2005

EAA AirVenture Oshkosh
Oshkosh, Wisconsin

September 10-11, 2005

Fly Iowa 2005
Clarinda Municipal Airport
Clarinda, Iowa
Info: www.flyiowa.org

September 11-14, 2005

National Association of State
Aviation Officials (NASAO)
Annual Convention
Downtown Marriott
Des Moines, Iowa
Info: mlewis@nasao.org

November 2-3, 2005

Iowa Aviation Conference
Sheraton West Des Moines
(Old University Park Holiday Inn)
Des Moines, Iowa
For more information:
Logistics or Registration
Call Michele at 515-239-1691
E-mail: michele.rouse@dot.iowa.gov
Speakers or Programming
Call Tim at 515-239-1689
E-mail: tim.mcclung@dot.iowa.gov





2005 Iowa Aviation Photography Contest



Contest Rules

All entries must be submitted by Oct. 1, 2005. Each participant may submit a maximum of five pictures per category.

Photos in the following categories may be submitted:

- Air to Air
- Corporate Aviation
- Commercial Air Service
- Aircraft
- Medical Transport
- Balloons
- Most Creative
- Air to Ground
- General Aviation
- Military
- Airshows
- Skydiving
- Ag Aviation
- Kids in Aviation

Only photos involving aviation in the state of Iowa will be accepted.

Awards

Winners will be featured in the Iowa Aviation Bulletin. Entries will be judged by a committee. First, second and third place entries will receive a certificate of recognition.

Reproduction Rights

All entries become and remain the property of the Office of Aviation, and may be used without permission or credit.
Prints and CDs will not be returned.

How to Submit Entries

Print or digital entries will be accepted. Prints should be 3 1/2" x 5" or 4" x 6". Digital photos should be taken at the highest resolution possible. Each print or digital picture **must** include a description (i.e. who, what, where, when, why).

Questions? Call the Office of Aviation at 515-239-1691.



Prints and CDs with digital images should be sent to:

Office of Aviation
Iowa Dept of Transportation
800 Lincoln Way
Ames, IA 50010



Digital images can also be e-mailed to Michele Rouse at michele.rouse@dot.iowa.gov.

The following information should be submitted with your photos (**please print**):

Name _____

Address _____

City _____ State _____

Zip _____ Phone Number _____

Photo description, include who, what, where, when, why _____

Iowa Aviation Bulletin

Office of Aviation
800 Lincoln Way
Ames, IA 50010

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.

The **Iowa Aviation Bulletin** is a quarterly publication of the Iowa Department of Transportation. It is distributed free of charge to pilots, aircraft owners and interested individuals or organizations. It is also available on the department's Web site at: iawings.com.

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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