

IOWA Aviation Bulletin



SPRING 2005

Helicopter ambulance services play vital role in Iowa

Tim McClung

When emergency medical care is needed, time is a critical factor in saving lives.

As a result, the past 25 years have been marked by significant growth in the availability and use of helicopters to transport people needing intensive medical care from the scene of an accident or from general care hospitals to trauma and tertiary care centers.

The first helicopter ambulance program in Iowa began at the University of Iowa Hospitals and Clinics in 1979. Today, nearly 4,000 missions are flown every year by helicopters serving hospitals around the state.

Seven Iowa hospitals provide medical transport using specially designed air ambulance helicopters. Iowa hospitals with their own programs include:

- U of I Hospitals and Clinics in Iowa City (Air Care)
- Waterloo Covenant Hospital (Air Care)
- Mercy Hospital in Mason City (Air Life)
- Iowa Methodist Hospital in Des Moines (Life Flight)
- St. Lukes Hospital in Cedar Rapids (Lifeguard)
- Mercy Hospital in Sioux City (Air Care)
- Mercy Hospital in Des Moines (Mercy One)

Additional independent and out-of-state hospital programs such as MED-FORCE in the Quad Cities area; Air Evac Lifeteam in Kirksville, Mo.; and Careflight in Sioux Falls, S.D. also provide rapid air transport to many areas of Iowa.



Mercy One flies over downtown Des Moines. Nearly 4000 missions are flown every year by helicopters serving hospitals around the state.

Air Methods Corporation

With the exception of St. Luke's Hospital in Cedar Rapids, all of the Iowa hospital helicopter programs have contracted helicopter services with Air Methods Corporation of Englewood, Colorado. Air Methods provides pilot and mechanic services in accordance with Part 135 Federal Aviation Regulations, while their hospital partners provide medical

personnel, communications, and dispatch functions. This arrangement allows flight crews to focus on transportation while medical crews focus on patient care.

Still, the two crews typically develop a strong relationship and trust in each other. Medical crews put a lot of trust in the flight crews to get them to a destination,

Air ambulance, go to page 8



Director's Corner

Michelle McEnany, Office of Aviation Director

In less than a 24-hour period at the tail end of the Easter weekend, three separate aircraft accidents claimed the lives of six people in Iowa. Our sympathy is extended to the families, friends, and aviation community members that have been affected.

In that 24-hour period, more people were killed in aviation accidents in Iowa than in all of 2004. Beautiful spring weather with relatively calm winds, sunny skies and temperatures hovering around 70 degrees brought the airplanes out in droves over the Easter weekend.

There are nearly 1 ½ million aircraft operations in Iowa every year. Over the decades, there has been a steady and dramatic decline in general aviation accidents and incidents. General aviation is a very safe mode of transportation. Still, as with all forms of transportation, there are certain inherent risks.

Year in and year out, more than 99 percent of Iowa's aircraft fly accident-and-incident-free. National Transportation Safety Board (NTSB) statistics for 2004 confirm the trend that general aviation accidents continue to decline. At the same time, when a string of accidents like this occurs, it is a wake up call to the pilot community that each and every flight must be made with safety in mind.

At the 2004 Iowa Aviation Conference in November, Rod Machado spoke to hundreds of airport operators and pilots around the state and emphasized the need for pilots to practice defensive flying techniques. Iowa unfortunately follows the national trend with the majority of aircraft accidents ultimately being attributed to pilot error.

In this edition of the Bulletin, we again are printing the annual accident/incident summary put together by the Des Moines Flight Standards District Office. If you are a pilot, please be sure to review the 2004 summary on page six. It provides an excellent overview of accident and incident trends in Iowa, along with their causal factors.

In addition, the Iowa Department of Transportation's Office of Aviation strongly encourages pilots to participate in more than the mandatory currency requirements to maintain their pilot certificates. There are many resources: an occasional review with a Certified Flight Instructor to hone skills, attending FAA safety seminars around the state and excellent reading materials in books and on the Internet. Above all, think SAFETY when you fly!

Turning to legislation, there have been significant events unfolding both at the federal and state levels.

In Washington, D.C., President Bush's budget proposal cuts \$600 million from aviation's authorized budget of \$3.6 billion. This would have a significant negative impact on infrastructure funding at both commercial and general aviation airports in our state. General aviation airports eligible for federal funding could potentially lose their entitlement funding. Depending on who you talk to, Iowa general aviation airports could lose anywhere from \$2 million to \$7 million dollars for FY2006.

Commercial service airports could see their minimum primary entitlement reduced from \$1 million to \$650,000, and entitlements to our two largest commercial service airports in the state could be reduced as much as 50 percent. Again the potential loss of funding for commercial service airports could be as much as \$6.8 million.

In addition, a 50 percent cut in the Essential Air Service (EAS) program, coupled with the local community match requirement, would no doubt impact EAS-supported commercial service to Burlington, Fort Dodge, and Mason City. EAS has been responsible for maintaining air service in Iowa's smaller markets.

Altogether, Iowa could stand to lose nearly \$14 million dollars through the President's proposed aviation budget.

At the state level, the good news is that there has been increased interest in aviation this year by state legislators. And, the governor's aviation budget proposal was more than \$500,000 higher than last year.

Unfortunately, it does not look like the Rebuild Iowa Infrastructure Fund, the sole source of state aviation funding for the past three years, will be able to accommodate the aviation projects this year. As this goes to print, we are waiting to see the infrastructure bill to see how aviation will be funded this coming fiscal year.

Other good news includes House File 519 which proposes repaying funds that were de-appropriated in 2002. This includes \$360,000 for aviation hangars and \$347,000 for airport engineering studies and improvement projects.

Additional bills have been introduced that seek funding for aviation through the Iowa Values Fund.

Aviation is a topic that requires continuing education for decision-makers and the general public. Don't miss any opportunities to educate these groups on aviation and its benefits.

Spring is here and that means that aviation activity is increasing tremendously. Be sure to look through the Calendar of Events at the back of the bulletin and try to make it to as many aviation events as possible. There will be a lot going on throughout the spring and summer. I would challenge everyone to make a goal of introducing aviation to someone new this year. Have a great spring!

U.S. Air Force Thunderbirds to fly at 2005 Quad City Air Show June 25 & 26

Iowan leads Thunderbird precision flying team

At the Quad City Air Show this year, one of the country's premier flying teams will join that event's largest-ever display of military and civilian aircraft. The show will take place June 25 & 26, 2005, at the Davenport Municipal Airport.

The U.S. Air Force Thunderbirds will be performing maneuvers over the skies of Davenport, with the commanding presence of an Iowa native who is living proof that the sky over Iowa is *not* the limit.

Lieutenant Colonel Michael Chandler, from Cedar Falls, is in his second season as the commander and lead pilot of the U.S. Air Force Thunderbirds. In Feb. 2004, 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 19 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 making up the Thunderbird team. The Thunderbirds are scheduled to showcase their skills and the latest F-16C fighter-jet technology.

The Quad City Air Show is one of the largest air shows in the country. In addition to the Thunderbirds, this year's impressive line-up tentatively includes the U.S. Navy Seal Leap Frogs, the U.S. Air Force Heritage Flight Team, the F/A-18 Super Hornet, and many additional performers. A large number of general aviation and military static displays, kids activities, and great food means a great time for the entire family.

If you have never been to the Quad City Air Show, put it on your calendar. Help cheer on fellow Iowan Michael Chandler as he leads the Thunderbirds in one of the most exciting aerial performances you will ever experience. You will not be disappointed.

More Information

For more information and the latest list of performers and static displays at the Quad City Air Show, visit www.quadcitizenairshow.com.



Iowa native Lieutenant Colonel Michael Chandler of Cedar Falls will lead the U.S. Thunderbirds at the 2005 Quad City Air Show at the Davenport Municipal Airport June 25 & 26.



Scenes from the 2004 QC Airshow

FAA selects Lockheed Martin to operate Automated Flight Service Stations

The FAA has announced it has selected a team headed by Lockheed Martin to provide services now offered by the agency's Automated Flight Service Stations (AFSS). The total evaluated cost of the five-year contract, with five additional option years, is \$1.9 billion and represents estimated savings of \$2.2 billion over the next ten years.

Approximately 2,500 FAA employees now provide services at 58 stations in the contiguous 48 states, Hawaii and Puerto Rico. Flight service specialists provide a variety of services including weather briefings, in-flight radio communications, flight planning, and search and rescue support, primarily for private and non-airline commercial pilots. These specialists do not separate or control aircraft.

Studies by the FAA and the U.S. Department of Transportation's Inspector

General identified significant potential cost savings related to AFSS facilities. FAA spending on flight service operations totaled about \$500 million in fiscal year 2003. Of these total operating costs, only \$60 million was offset by federal fuel taxes collected from general aviation. Additionally, many AFSS facilities contain outmoded equipment, are in need of upgraded technology and are housed in deteriorating buildings.

Lockheed Martin will assume operations in October of this year. Incremental consolidation of the 58 current flight service stations will begin in April 2006 and is expected to result in 20 sites by the end of March 2007. Of flight service stations in Fort Dodge, Ia., Columbus, Mo., Wichita, Kan., and St. Louis, Mo., it is anticipated that only the Columbus AFSS will remain open.

Fort Dodge AFSS to be affected

Rhonda Chambers, Director, Fort Dodge Regional Airport



Since 1983, Fort Dodge has been home to Iowa's only Automated Flight Service Station (AFSS). Despite the efforts of our Washington, D.C. senators and congressmen, Iowa's AFSS was selected as one of the 38 to close within two years. The shift from FAA to Lockheed Martin operation was to take place this October, with incremental consolidation beginning in April 2006 and ending in March 2007. Lockheed Martin has stated that they will offer jobs to all of the displaced FAA employees, with no loss in salary and with comparable benefits.

Lockheed Martin's plan is to operate three large (HUB) sites in the East, Central and West: Leesburg, Va.; Fort Worth, Texas and Prescott, Ariz. While their long-term vision is to operate only these three hub sites, they will also operate 17 other sites after the initial 38 are closed. The seventeen are as follows: Nashville, Tenn; Raleigh, N.C.; Islip, N.Y.; St. Petersburg, Fla.; Macon, Ga.; Miami, Fla.; San Juan, PR; Kankakee, Ill.; Lansing, Mich.; Columbia, Mo.; Albuquerque, N.M.; Oakland, Calif.; San Diego, Calif.; Honolulu, Hawaii; Seattle, Wash. and Denver, Colo.

The Fort Dodge Automated Flight Service Station would like their customers to know that they will remain dedicated to them right up to the day the doors close in Fort Dodge. On behalf of the Fort Dodge Regional Airport, we wish the very best for the Fort Dodge AFSS employees who have not only been our neighbors for the past 22 years, but also our friends.

Chris Blum to FAA Great Lakes and Central regions

FAA Administrator Marion C. Blakey announced in March that Cecelia Hunziker, FAA Regional Administrator for the Chicago-based Great Lakes Region, will retire effective April 30. Blakey also announced that Chris Blum, currently FAA Regional Administrator for the Central Region based in Kansas City, will assume regional administration duties for both Great Lakes and Central regions effective May 1.



Chris Blum, Regional Administrator for the FAA Central Region that includes Iowa will also assume regional administration duties for the Great Lakes Region effective May 1.

As FAA Regional Administrator, Blum serves as the principal agency representative with industry, the public and various governmental bodies. He will direct a variety of FAA regional programs that are essential to the overall mission of the agency in regulating safety and operating the nation's aviation system. Together, the Great Lakes and Central regions include 12 states: Ohio, Michigan, Indiana, Wisconsin, Illinois, Minnesota, North Dakota, South Dakota, Iowa, Kansas, Missouri and Nebraska.

Blum's FAA career has spanned 35 years and he has been the FAA Central Regional Administrator since 2001. Blum also serves as the agency's liaison to the National Association of State Aviation Officials (NASAO). Prior to 2001, he served as Air Traffic Division Manager for the Great Lakes region.

Blum will remain based in Kansas City, Mo. and will divide his time between that location and the FAA's Great Lakes regional offices in Des Plaines, Ill.

Congratulations to Chris on his expanded position in the FAA!

PAMA Aircraft Maintenance Conference held in Ames

The Midwest Regional Aircraft Maintenance Symposium and Trade Show, sponsored by the Professional Aviation Maintenance Association(PAMA), was held at the Ames Gateway Center Feb. 4-5, 2005. The event was co-sponsored by the Iowa Department of Transportation's Office of Aviation, and the Des Moines Flight Standards District Office.

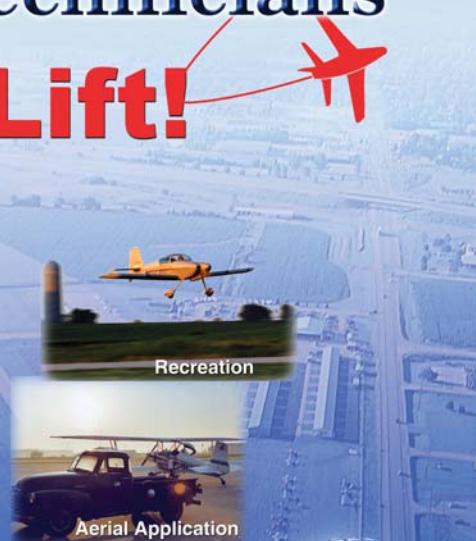
Approximately 140 aircraft maintenance technicians, students and pilots attended the two-day event, along with 24 exhibitors who displayed the latest in parts, tooling, support materials and technical expertise.

At the conference, mechanics in attendance were praised by the FAA, the Office of Aviation, and PAMA organizers for keeping Iowa's aircraft in excellent flying condition. Their attendance at the conference to learn about the latest in aviation maintenance was cited as an example of the kind of effort that makes them a critical link in the success of Iowa's air transportation system!



Special guest and FAA Central Region Administrator Chris Blum (right), speaks with PAMA co-organizer Phil Conn. Mr. Blum spoke to conference attendees about the important, yet often unrecognized, contributions of aviation maintenance technicians.

Aircraft Maintenance Technicians Give Us a Lift!



Aircraft Accidents and Incidents

A review of 2004

The following is a summary of what happened in Iowa in 2004 regarding accidents and incidents.

Every year I wish I could say there is only *one cause* of these accidents and incidents. That way we could concentrate all our resources on that one causal factor. But it seems every year we tend to follow the national trend in accident causes. We just need to keep working on what we've been doing. Actually we're pretty close to that *one cause* when we see nationwide over 80% of accidents and incidents continue to be caused by "pilot error". When you look at the following data, see how many of those accidents and incidents you would attribute to pilot error.

IOWA ACCIDENTS

In 2004, we had 12 accidents that included 4 fatalities and 3 serious injuries. One of the fatal accidents involved an aerial application when the pilot struck a tree. The aircraft was destroyed by post impact fire and the pilot was fatally injured. The other three fatalities were the result of apparent stall/spin accidents. Two of the fatalities occurred in the same accident.

Here is a breakdown on the Categories of Accidents and Causal Factors.

CATEGORIES OF ACCIDENTS

| | | |
|--------------------|---|-----|
| Personal/Pleasure | 6 | 50% |
| Instruction | 3 | 25% |
| Corporate | 2 | 17% |
| Aerial Application | 1 | 8% |

CAUSAL FACTORS

| | | |
|--------------------------------------|---|-----|
| Stall/Spin | 4 | 32% |
| Landing/Takeoff (Loss of control) | 3 | 25% |
| Instructional | 3 | 25% |
| Mechanical | 1 | 9% |
| Fuel Mismanagement | 1 | 9% |

Usually, the leading cause of accidents in Iowa and the nation is in the landing/takeoff phase. In Iowa, "Stall/Spin" was the largest causal factor for accidents and was also the leading causal factor for fatalities. Of the four stall/spin accidents, one was attributed to structural icing and the other three were a loss of control leading to the stall/spin accidents.

Only one of the twelve accidents occurred in IFR conditions. So, low weather was **not** a factor in the majority of the accidents.

Although not a significant factor, here is the listing of types of pilot certificates held:

| | |
|------------------|---|
| Non-certificated | 1 |
| Student | 1 |
| Private | 5 |
| CFI | 1 |
| Commercial | 3 |
| ATP | 1 |

IOWA INCIDENTS

There were a total of 13 incidents in Iowa in 2004. Remember that incidents means there were no fatal or serious injuries and/or less than substantial damage to the aircraft.

CATEGORIES OF INCIDENTS

| | | |
|----------------------|---|-----|
| Personal/Pleasure | 9 | 70% |
| Corporate/Commercial | 3 | 23% |
| Instructional | 1 | 7% |

CAUSAL FACTORS

| | | |
|---|---|-----|
| Gear-Up Landings | 4 | 32% |
| Landing/Takeoff (Loss of control) | 4 | 32% |
| Mechanical (Power loss, gear problems) | 2 | 15% |
| Fuel Exhaustion | 1 | 7% |
| Taxi | 1 | 7% |
| Struck Power Lines (Helicopter) | 1 | 7% |

When you see "Gear-Up Landings" in causal factors, these are **not** due to mechanical problems. These are situations related to "Pilot Error" where the pilot forgets to lower the gear or mistakenly raises the gear after landing. Again, it happens at all pilot certificate levels and experience levels and is usually associated with landing at an uncontrolled airport and getting "distracted" for some reason.

Why do we get distracted? There can be several reasons e.g., doing a go-around, looking for other traffic, passengers interfering with our thought process, some type of problem with the aircraft that interferes with the normal checklist procedure, or anything that interrupts the "normal" procedures. So if this happens to you, be extra alert to situational awareness and **USE YOUR CHECKLIST**.

Until next time, have a safe flight.

Roger "N" Clark

Safety Program Manager

Des Moines Flight Standards District Office



Youth aviation camp June 12-15

At this year's 4-H Travel Your Universe camp sponsored by the Iowa State University Extension Service, youths ages 9-12 can take a break from the summer routine and escape into the world of aviation.

The camp will be held at the Iowa 4-H Center near Madrid. It is co-sponsored by the Iowa Aviation Promotion Group, the Experimental Aircraft Association Chapter 135, Civil Air Patrol, Iowa Department of Transportation Office of Aviation, the Aircraft Owners and Pilots Association and the Central Iowa Business Aviation Association. The camp also receives support from the FAA through educational materials provided for the campers.

At the camp, kids will interact with pilots, airport professionals, military personnel, and teaching professionals to build and launch rockets, design and program robots, experience airplanes and



A three-day youth aviation camp for ages 9-12 will be held in Madrid, IA June 12-15. The camp exposes youngsters to the world of aviation through hands-on exposure to aircraft, aviation sciences, and special activities.

helicopters, learn to fly from a real pilot, use GPS on a scavenger hunt, and explore the universe from here to the stars. They will be able to design, build, launch and more, while learning science, technology

and math skills! Along with aviation-related activities, participants will also enjoy traditional camp programming during the evenings.

Iowa 4-H Center camps are accredited by the American Camp Association, the best assurance parents have of a camp's commitment to a safe and nurturing environment for their children. The 4-H camps are open to ALL YOUTH – membership in a 4-H club is not a requirement – so bring a friend to share the experience!

Cost of the three-day camp is \$170 for 4-H members / \$190 for non-members.

For more information, go to www.extension.iastate.edu/4hcenter/sumercamp, or call Traci Haselhuhn, Iowa 4-H Center, Camp Program Director (tracidh@iastate.edu) at 515-795-3338.

This camp fills up fast, so register early!

GAMA: GA industry makes strong recovery in 2004

In February, the General Aviation Manufacturers Association (GAMA) reported that the general aviation industry made a strong recovery in 2004. Industry billings totaled \$11.9 billion, the third highest ever, and a 19.1 percent increase above 2003 billings. The total number of airplanes shipped in 2004 increased to 2,963, a 10.3 percent increase above the previous year.

GAMA board chairman James E. Schuster said, "bonus depreciation, coupled with the continuing growth of the U.S. economy, helped make 2004 a turning point for our industry. The fact that total shipments increased indicates that this turn-around is broadly based. GAMA member companies believe this bodes well for the future of general aviation."

Shipments of piston-powered airplanes hit a 20-year high, while shipments of turboprop aircraft and business jets also increased.

For additional information, visit GAMA's website at www.GAMA.aero.

**2003 vs. 2004
Shipments of Airplanes Manufactured Worldwide**

| | 2003 | 2004 | CHANGE |
|------------------------|----------------|----------------|---------------|
| Pistons | 1,896 | 2,051 | +8.2% |
| Turboprops | 272 | 321 | +18.0% |
| Business Jets | 518 | 591 | +14.1% |
| Total Shipments | 2,686 | 2,963 | +10.3% |
| Total Billings | \$9.99B | \$11.9B | +19.1% |





Life Flight arrives at the scene of an accident to transport a patient to a trauma center. Air ambulance programs play an important role in medical emergencies and augmenting the capabilities of rural community hospitals.

Air ambulance, from page 1

while flight crews rely on the medical crews to handle all patient care and act as spotters when landing in confined areas.

John Heiskell manages business development and customer service for Air Methods Corporation. According to Heiskell, two of the Iowa programs contracted through Air Methods utilize helicopters that allow them to fly in Instrument Flight Rules (IFR) conditions. "Since helicopters can't fly in known icing, most flights over the course of a year tend to be in Visual Flight Rules (VFR) conditions. Still, some hospitals prefer IFR equipment since it broadens their capabilities."

AWOS important to air medical transportation services

Tom Lundberg has been a pilot with Mercy One in Des Moines for the past 8 ½ years. Mercy One flies a Bell 222UT, a twin engine helicopter with IFR capabilities.

AWOS is a lifeline for us.

Tom Lundberg

Mercy One Air Ambulance

When talking about flying in Iowa's aviation environment, Lundberg notes that Mercy One pilots constantly rely on Iowa's Automated Weather Observation System (AWOS) weather reporting system. "AWOS is a lifeline for us. On every flight, AWOS gives us the ability to obtain weather information regarding ceiling heights, wind conditions, and barometric pressure at different locations around the state. It enhances safety and allows us to fly in instrument conditions."

Heiskell concurs with Lundberg and adds, "I hear a lot of our pilots talk about the importance of AWOS and the need to expand it in some areas. AWOS is important to our operations and is used on a daily basis."

Airports serve a support role

According to Lundberg, "airports around the state provide a safety blanket in case we need to set down for inclement weather or mechanical issues. You don't want to land on a road or in a field in the middle of the night. If we need to, we can land at an airport and transfer a patient to a ground transportation vehicle."

Heiskell, of Air Methods, notes that "airports do provide needed fueling services for longer trips. They also offer the option of shooting an IFR approach to land. While airports are not used on a day-to-day basis, they certainly do become important when they need to be used due to inclement weather."

Lundberg also notes the importance of Iowa's system of airports to Mercy One's operations. "When you are on a call in the

Air ambulance, see next page

Air ambulance, from previous page

middle of the night, the ability to activate lighting systems at airports provides you with a good visual reference and sends the signal to other pilots that someone else is operating in that environment."

Trends in Air Ambulance Service

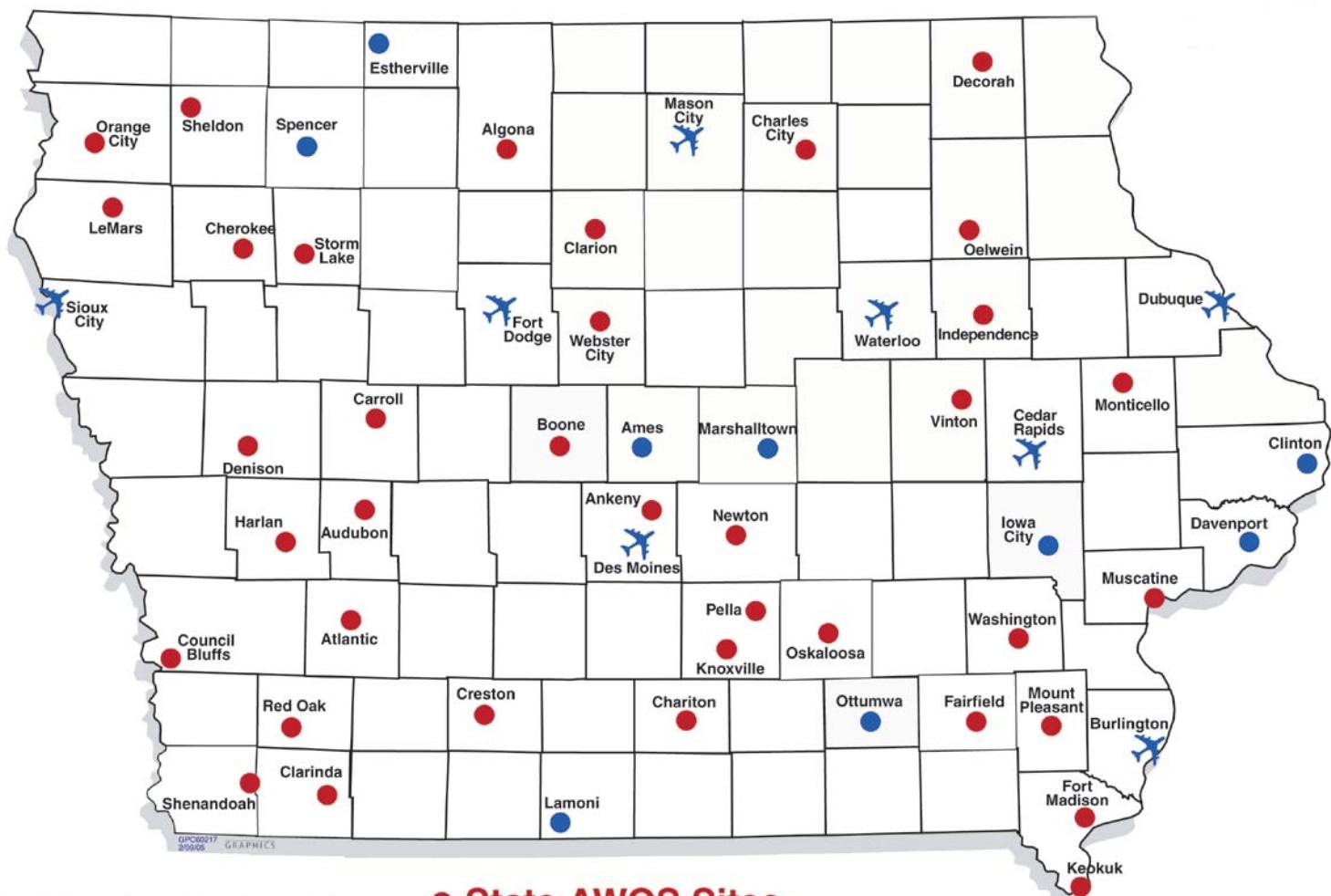
The number of air ambulance programs has reached a plateau over the last several years. However, Heiskell says, "many of these programs are now going from single aircraft to multiple aircraft operations. The trend for established programs is to expand and place additional helicopters into key referral markets. It makes less sense to have multiple aircraft based at the same

location. Bottom line, there is still a lot of system growth occurring, but not in new programs. Nationwide, about half of these expanded programs are basing their aircraft at peripheral airports rather than hospitals."

"The fastest growth in the industry at this time and likely into the future involves independent business models where companies who specialize in helicopter medical transport are willing to take the financial risk themselves in hopes of making a profit on the service," says Heiskell. "If hospitals feel they are subsidizing a service, they may be willing to go to an independent service and let them shoulder the financial risks. At the same time, many hospitals will want to retain control of their own program."

One thing that seems certain about medical helicopter transport is it will continue to play a vital role in Iowa and across the nation. These services augment the capabilities of rural community hospitals and enhance the accessibility of advanced medical services to all Iowans. Every hour of the day the dedicated pilots, mechanics, support staff and medical crews of Iowa's air force of helicopter ambulance services are ready, if and when you need them.

Iowa Aviation Weather Reporting Sites



Air ambulance pilots rely heavily on aviation weather reporting sites. A combination of 54 state and federal sites bring real-time weather conditions to pilots in the air and on the ground.

Iowa's Aviation Advisory Council provides valuable input to Office of Aviation



The Aviation Advisory Council was created in response to a recommendation from the Iowa Legislature's Air Service Committee in 2000.

The council meets quarterly for information exchange and to provide feedback and guidance to the Iowa Department of Transportation's Office of Aviation as it relates to general aviation and commercial aviation issues.

Members of the council represent commercial and general aviation airports, aviation system users, business and economic development interests, planning

The Iowa Aviation Advisory Council held its quarterly meeting in Ames on March 10, 2005. Members from left to right include: Sam Kupresin-Carver Aero (Davenport), Bob Dickens (AOPA), Andrew Perry-Dubuque Regional Airport, Mark Pullen-Hy Vee Flight Department, Dan Sokolowski-Storm Lake Airport Commission, Kim Bakker-TSA, Bo Harris- City of Shenandoah, Bill Kyle-Charles City Municipal Airport, Chuck McDonald-IAPG, Rhonda Chambers-Fort Dodge Regional Airport, Greg Gobble-Keokuk Municipal Airport, Darrell Downing-Indian Hills Community College, Dave Kuykendall-Hawkeye Community College, Dean Wheatley-Linn County Regional Planning Commission. Not pictured: John Balsiger-NBAA, Steve Black-IABA, Dick Blum-IAPG, Norm Hutcheson-Carroll Airport Commission, Chuck King-Mercy One.

agencies, educators and travel agencies. The composition of the council reflects both geographical and aviation-related industry diversification. Associations

have a standing seat on the council and may rotate their members as desired. Members-at-large serve two-year terms.



Aviation Program Update

Kay Thede, Office of Aviation

State Funding Programs

Applications are due in April for state funding programs, including the General Aviation Vertical Infrastructure Program, the Commercial Service Vertical Infrastructure program and the State Airport Improvement Program pavement maintenance and security projects. Award decisions will be made after the legislative session when program funding levels will have been determined. It is anticipated that the projects will be presented to the Iowa Transportation Commission in June.

Federal Funding

More than \$33 million in federal Airport Improvement Program funding has been released to Iowa airports so far during FFY 2005. This looks to be a record year for federal airport funding

| | |
|------------------|---------------|
| Council Bluffs | \$2.5 million |
| Des Moines | \$3.4 million |
| Eastern Iowa | \$5.7 million |
| Mason City | \$6.8 million |
| SE Iowa Regional | \$3.7 million |

A complete listing of federal projects will be included in the next bulletin.

coming into the state, since airports are using non-primary entitlement that has built up over the past few years. In addition, several recipients will be undertaking major projects, including:

Continue new runway construction
Runway 13/31 rehabilitation
Runway 9/27 rehabilitation
Runways 17/35 and 12/30 rehabilitation
Runway 18/36 rehabilitation

Around Iowa



Chuck McDonald received special recognition for his efforts in promoting aviation in Iowa at the February IAPG Board Meeting.

Chuck McDonald receives recognition from Iowa Aviation Promotion Group Board of Directors

Chuck McDonald was presented with a plaque at the February Iowa Aviation Promotion Group board meeting, in recognition of his efforts to promote aviation in the state of Iowa. The plaque reads: "Aviators rise up to recognize Chuck McDonald, proving his compassion, effort, and worth in the development of the Fly Iowa Air Fair, aviation education, and inspiration of future aviators." Congratulations, Chuck!

Air park plan heads down runway - development near Elkader will include residential lots, lake and landing strip

Excerpts from an article by Becky Sisco, printed February 17 in the *Dubuque Telegraph Herald*

ELKADER, Iowa - An Elkader couple is planning something new for northeast Iowa, and it looks like the idea will fly.

George and Terry Leonard will develop an air park four miles south of Elkader. The development, called Emerald Valley, will include 80 residential lots, a landing strip with hangars, and a 17-acre lake. Ten of the lots will offer direct access to the landing strip, so homeowners can fly anywhere from their doorstep.

The subdivision will cover 123 acres. Lots will range in size from 0.9 to 2 acres and will sell for \$25,000 to \$40,000 each. There will be hiking trails, picnic areas and two sand beaches around the lake. "I am trying to make this more upscale," Leonard said. "I want to protect my value and the home owners' value."

He believes Emerald Valley will appeal to the general population of upscale-home buyers as well as to private pilots. He has lined up three buyers to purchase property when the final plat is approved, he said.

Two airports receive Asphalt Paving Association of Iowa awards.

Each year the Asphalt Paving Association of Iowa pays special tribute to those involved in producing high-quality asphalt pavements. This year, the Smoothness Award for an Airport Runway Resurfacing project was presented to two Iowa airports: the Osage Municipal Airport (work done by Heartland Asphalt, Inc. of Mason City); and the Ottumwa Industrial Airport (work done by Norris Asphalt Paving Company of Ottumwa).

Congratulations to both airports for the smooth ride on the runway.

Aviation Speakers

Looking for a speaker for your next event? Aviation author **Paul Berge** of Indianola and a squadron of other aviation speakers are available through *TSA*, the *Transportation Speakers Association*, to entertain and educate on a wide range of aviation industry topics. More information is available at www.ailerona.com, or by calling 515-961-0654.

Deer case grounds two aircraft

State conservation officials announced in March they have seized two experimental aircraft allegedly used to chase deer during Iowa's first shotgun season in December. Three men are charged in connection with the incident.

Department of Natural Resources officers say the craft, known as 'powered parachutes,' were used in Benton County to chase deer toward hunters on the ground. Witnesses say the aircraft flew in a "zig-zag pattern to herd the deer" in the area of county roads D-65 and V-37. A witness describes one aircraft flying so low that it had to pull up hard to avoid a vehicle and a power line.

Hunting with use of an aircraft is illegal under federal and state laws. The U.S. Fish & Wildlife Service is reviewing the case for possible prosecution. If found guilty, the three men would face substantial fines, potential loss of hunting privileges and possible forfeiture of the aircraft. The Benton County Sheriff's office and Black Hawk County Conservation Department assisted in the case.

Ned "Joey" Wicker III

Ned "Joey" Wicker III, originally from Clear Lake and later of West University Place in Texas, passed away in September 2004. His parents would like to thank the Iowa aviation community for all of the great times and experiences Joey had flying in Iowa. Joey had received his pilot's license while attending college at the University of Iowa in Iowa City and had traveled extensively with his license. Most recently, Joey had been working on his helicopter license. According to his father, "Joey was a huge fan of the Iowa Aviation Bulletin and he was a firm believer in flight safety and performing thorough pre-flights." Our condolences are extended to the Wicker family.



Commercial Service Airport Update

Dubuque Regional Airport

Twenty participants in the Young Eagles program of Dubuque went for a plane ride February 12, 2005.

Dubuque Jet Center added a second jet fuel tank to the fuel farm. The new tank, which holds 20,000 gallons, went into service Feb. 1, 2005.



A new 20,000 gallon jet fuel tank adds fuel capacity at the Dubuque Regional Airport.



A trip down memory lane. Personnel at the Dubuque Regional Airport recently came across this picture depicting air service to Dubuque by Ozark airlines in the early to mid 1960s.

Southeast Iowa Regional Airport

The Southeast Iowa Regional Airport recently received notice of an Airport Improvement Program grant from the Federal Aviation Administration in the amount of \$3,741,946. The funds will be used for an overlay of Runway 18/36, reconstruction of Taxiway C, relocation of the Runway 18 threshold, and grading of runway safety area. Following discussion of the results of a recent pavement study, the projects will hopefully begin this year.

Several meetings have been held with state legislators regarding the state's role in air service. Commercial air service has an economic impact in Iowa, and there is a critical need for state assistance in fostering this important role. Since 9/11,

six commercial service airports in the state are served by a single scheduled air carrier. Economic development and other needs in southeast Iowa were discussed at a summit in Des Moines by representatives of Des Moines, Lee and Henry counties. The regional delegation also will attend the Washington, D.C. summit April 20-22.

A pre-construction meeting was held on February 17th with engineers, the contractor and airport staff to discuss the perimeter fence project expected to begin in April. The \$508,769 project was awarded to American Fence Company of Iowa, located in Des Moines, for new fencing, demolition, clearing and seeding.

The Southeast Iowa Regional Airport is currently an Essential Air Service airport. The current airline, American Connection (with service provided by Corporate Airlines), receives a subsidy from the U.S. DOT to provide air service to Burlington. The subsidy is up for renewal, and the U.S. DOT has requested proposals from carriers interested in providing this service. Three proposals were received: one from Corporate Airlines to continue the current service of three flights a day to St. Louis, a proposal from Great Lakes Aviation for three daily flights to St. Louis, and a proposal from Mesa Air for three daily flights to Midway and one daily flight to Kansas City. The U.S. DOT has requested community comments prior to making a decision.

Sioux Gateway Airport/ Col. Bud Day Field

Last August the U.S. Department of Transportation notified the airport of a \$609,800 federal Small Community Air Service Development Program Grant. The program is designed to provide financial assistance to small communities to help them enhance their air service.

The airport's primary grant focus was to attract an additional carrier, with the resulting competition expected to lower fares for business travel. This is to be accomplished by reducing a new carrier's risk while entering the Siouxland market.



The Sioux Gateway Airport is using a combination of federal and state grants to attract an additional carrier that will bring about needed competition and a better alignment of business fares. When finished, this lounge and business center will provide a place for frequent airport users to relax or get some work done.

Some of the components include: a revenue guarantee, abatement of landing fees, new service marketing/advertising, a passenger survey, Website development and use of existing carrier partnering funds. Two particularly unique aspects include the purchase of ground support equipment and development of a frequent user program.

The airport recently contracted for purchase of \$126,000 worth of ground support equipment, which will be delivered this spring. The airport will take delivery of a ground power unit, deicer, lavatory cart, aircraft tug, belt loader, baggage carts, baggage tug and tow bars.

By offering this equipment to a new carrier, the carrier's risk is reduced due to the cost savings – the carrier does not have to go out and purchase it. Since the airport maintains ownership of the equipment, it would be available to any subsequent carriers.

Additionally, the airport is active in recruiting vacation/charter operators to serve the market. These operators have been reluctant in the past to enter a market with only one airline, because of concerns about ground handling; however, because the airport owns the ground support equipment and partners with the FBO, the airport now provides a de facto ground handling company and a viable alternative.

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The airport is also nearly ready to unveil a frequent user program to reward passengers who use the airport on a routine basis. The program is similar to the frequent user programs offered by airlines.

The major component of the frequent user program is the development of a new lounge/business center. The airport has utilized a state of Iowa Commercial Service Vertical Infrastructure grant to pay for a portion of the development work.

With warm tones and lots of glass looking out onto the aircraft parking ramp, comfortable furniture and a flat screen television, the new lounge/business center is the perfect place for frequent users to relax or get some work accomplished prior to departure.

The Eastern Iowa Airport

The Eastern Iowa Airport has recorded the highest number of January passengers in the airport's history, with 76,231 passengers counted. This breaks a record set in January 1999, when the total number of passengers for the month was 75,677.

Larry Mullendore, Airport Director, said the airport is off to a fantastic start for 2005. "We have confidence in our incumbent air carriers and they are performing for passengers. These numbers demonstrate that."

Air traffic at the Eastern Iowa Airport has been steadily returning to pre 9/11 numbers, with ongoing service from the six air carriers: American Connection, American Eagle, Allegiant Air, Delta Connection/Comair, Northwest and United Express.

Mullendore said the airport had a boost from the University of Iowa football team's trip to the Capitol One Bowl in December. Fans flying to Orlando via charter flights departed in December but returned in January, adding to the January numbers.

The airport has received a \$1.5 million federal grant to install an Instrument Landing System (ILS) for Runway 27. The minimum visibility for a fully equipped ILS system is $\frac{1}{2}$ mile. The current minimum visibility for Runway 27 (one of our primary instrument landing

runways) is $\frac{3}{4}$ mile. The increased visibility requirement is primarily due to the fact that the system does not have a Medium Intensity Approach Landing System (MALS). The addition of the MALS will lower the visibility requirement which will increase safety, reduce delays, and decrease missed approaches and cancelled operations. Other ILS landing aids, including distance measuring equipment and runway visual range equipment are included in this project.

Allegiant Air, providing non-stop service to Las Vegas, added flights in March to accommodate traffic due to travel associated with spring break and the UAW-DaimlerChrysler 400 NASCAR race. Also, Allegiant has recently increased leg-room in the MD 80 aircraft it uses, providing more comfort for passengers. Allegiant continues to be a strong performer at the Eastern Iowa Airport.

The Fort Dodge Regional Airport

The Fort Dodge Regional Airport is getting ready for spring clean-up and the start of the summer season. This spring's schedule includes finishing and closing out last year's Aviation Improvement Program projects: parking lot renovation and runway extension projects.

On Feb. 2, 2005, the Federal Aviation Administration awarded a 10-year, \$1.9 billion contract to Lockheed Martin Corp. to operate its 58 Automated Flight Service Stations (AFSS) located throughout the country. The contract represents an estimated savings of \$2.2 billion over the next ten years and was part of President Bush's "competitive sourcing" policy initiative. This initiative urges federal agencies to determine whether or not their commercial activities can be outsourced to save money. Lockheed's plan is to reduce the number of flight service stations from 58 to 20 over the next two years. See the article on page 4 on how this will affect the Fort Dodge AFSS.

Des Moines International Airport



Iowa Congressman Leonard Boswell helps celebrate the return of non-stop service between Des Moines and Washington, D.C. Boswell was one of many Iowa politicians who endorsed filling the lottery slot at Reagan National Airport with the Des Moines non-stop service.

Non-stop service to Washington, D.C. from Des Moines has returned, with Northwest's Airlink, a 44-passenger regional jet, taking off on its inaugural flight on March 1. On board the christening flight were Congressman Leonard Boswell and Congressman Tom Latham who, like other members of Iowa's delegation, endorsed filling the slot at Reagan National Airport with the Des Moines non-stop service. The flight, which departs at 7:30 a.m. and returns at 7:25 p.m., replaces the Midwest Airlines non-stop flight which used a full-size jet. That service was initiated in 2000 and discontinued last June.

Townsend Engineering, long-time corporate member of the general aviation contingent at the airport, sponsored a pizza luncheon for 2nd shift field maintenance employees, in appreciation of Snow Desk operations efforts to bring in their Citation 10 on New Year's Day evening. Ted Townsend himself thanked the staff, saying it is good to know that there are good people at the Des Moines International Airport with his best interest in mind, knowing that safety is paramount.

The airport is moving ahead with two key projects: 1) Runway 13/31 will be closed April 18 for installation of a new runway lighting system, new runway shoulders and a complete overlay of the existing surface. Completion of the project is slated for October 2005. 2)

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18,000 square feet will be added to the stem area of the terminal where the security screening checkpoint is located. Features to be added include two new security lanes, a new elevator, two new

escalators, two restrooms, space for TSA locker and break rooms, and areas for training and staff. This project will be finished in time for the Thanksgiving peak travel period.

2005-2006

Iowa Airport Directory

The Iowa Department of Transportation's Office of Aviation generates a new airport directory every two years. Development of the 2005-2006 Iowa Airport Directory is underway and will soon be completed.

Later this spring, the directory will be mailed to Iowa pilots at each public use airport. It will also be available to order on-line through the Publications and Education section of iawings.com, or by calling the Office of Aviation at 515-239-1875.



Quad Cities International Airport

Daily non-stop service to Dallas/Ft. Worth on American Eagle will begin on June 9. This schedule is specifically aimed at providing good international connections to Mexico and South America for regional corporations who do business there. Political leaders in Washington, D.C., along with area corporations, were very influential in securing the new flight.

The Quad Cities International Airport had 12 consecutive months of enplanement records from February 2004 through January 2005. Total annual enplanements for 2004 were 442,737.

The expanded non-stop service to Orlando on AirTran Airways began March 9. There are now four weekly non-stop flights to the magical city every Monday, Wednesday, Friday and Saturday.

Recent upgrades to the Northwest Airlink schedule have been announced. They include a 69-seat Avro regional jet to Minneapolis (with first class seating), and three of the four flights to Detroit using 50-seat regional jets.

Mason City Municipal Airport

The airport recorded 15,685 enplaned passengers for CY2004, an 8 percent increase over the previous year, and the highest number since 1998 when two carriers served the airport (the enplaned total that year was 15,559). These statistics demonstrate that travelers are utilizing their local airport for their travel needs.

In February, Congressman Tom Latham, Senator Chuck Grassley and Senator Tom Harkin announced a federal Airport Improvement Program grant in the amount of \$6.8 million, for rehabilitation of the airport's runways 17/35 and 12/30. The project also includes the relocation of the localizer from the 17 runway safety area, and reimbursement for land in the 30 runway safety area. This will bring the runways up to the current Federal Aviation Administration standards. This important safety project is expected to be completed this summer.

Airport Chairperson Joni Dunn and Airport Manager Pam Osgood spent Feb. 27 – March 2 in Washington, D.C. Each year, the Mason City Chamber of Commerce travels to the nation's capital to keep Iowa's senators and congressmen abreast of the aviation issues for Mason City and the state.

Aerial applicators provide cost-savings for highway projects

Aviation contractors hired by the Iowa Department of Transportation (DOT) performed aerial seeding and fertilizing along the state's highways during the months of February and March.

This method of roadside erosion control has been used by the DOT for many years because of its cost-saving benefits, vast coverage areas and success rate. Seed is best applied in the late winter months so that it will germinate in the spring.

Three aviation contractors were hired for eight different erosion control projects. The contractors are: Klinkenborg Aviation of Parkersburg, Air Advantage of Mount Pleasant, and Todd's Flying Services of Ankeny.

The following aerial seeding erosion control projects were completed.

Dubuque County – Iowa 151 from two miles north of Cascade to three miles southeast of U.S. 61

Jones County – Monticello bypass

Mahaska County – Eddyville bypass

Sioux/Plymouth counties – Alton bypass

Henry County – U.S. 218 from the Lee County line north to approximately five miles south of U.S. 34

Henry County – Mount Pleasant bypass

Marshall County – U.S. 30 from approximately five miles west of Le Grand to the Mesquakie Bingo Casino Hotel entrance

Wapello/Jefferson counties – U.S. 34 from 1.6 miles east of Iowa 16 east to the Fairfield bypass

Ground crews provided support in vehicles with amber lights parked along the roadside at the start and finish of each project area. These vehicles provided visual, land-based markers to denote the boundaries of the project.

Temporary road signs were posted in the project areas indicating aerial flights were underway. Planes flew 30 to 100 feet above the ground, making several passes over the same area during the application process. The planes would take off and land periodically to load materials. Their landing sites included local airports, area landing strips, and county roads and state highways with low

Seed is loaded into a hopper in preparation for aerial application.



John Newton of Air Advantage in Mount Pleasant applies native grass along 63 acres of right of way as part of an erosion control project on the new U.S. 34 bypass around the north side of Mount Pleasant.

traffic volumes. Ground crews, including flaggers, provided traffic control during the landings and take-offs.

For more information on the DOT's statewide aerial erosion control projects, contact Ole Skaar with the department's roadside development section at 515-239-1425 or ole.skaarjr@dot.iowa.gov.





Aviation Calendar

Contact the activity host
for more information

April 16, 2005

Fly-in Pancake Breakfast
7 am – 11 am
Sponsored by:
ISU Flying Cyclones / Haps Air Service
FREE to pilots in command
Airplane rides, and the Visionair
EV-10 jet will be on display
Ames, Iowa Municipal Airport
Info: 515-232-4310 (Christa)
651-261-6274 (Jacob)

April 21, 2005

Aviation Safety Seminar
Wings Program
7 pm
Community Center
Cherokee, Iowa
Info: 1-800-728-7250 (Roger Clark)
roger.clark@faa.gov

April 24, 2005

15th Annual Fly-in / Drive-in Breakfast
8 am – 12 pm
Hosted by:
The University of Dubuque Flight Team
FREE to pilots in command
Dubuque, Iowa Regional Airport
Info: 563-589-3180 (Kim Bruggenwirth)

April 25, 2005

National Association of Priest Pilots
(NAPP)
Spring Midwest Regional Meeting
Mason City, Iowa Airport
Info: 641-435-2070

May 1, 2005

Fly-In / Drive-In
7 am – 12 pm
FREE to pilots in command
Sponsored by: Sac City Kiwanis
Kite Tournament 2 pm – 4 pm
Sac City, Iowa Municipal Airport
Info: 712-662-7801 (Julie Howes)
712-660-0414

May 7, 2005

Pella Tulip Time Flight Breakfast
Breakfast \$4 Adults, \$3 children under 12
FREE to pilots in command
Shuttle available to Tulip Festival May 5-7
Pella, Iowa Municipal Airport
Info: www.pellatuliptime.com
641-628-9393 (Shane)

May 13 – September 16, 2005

Friday Night Cookouts
Every Friday 5 pm – 7 pm
Sponsored by: Clinton Aeroclub
Clinton, Iowa Municipal Airport
Info: 563-242-3292 or
flycwi@clinton.net

May 14, 2005

Open House
10 am – 3 pm
EAA Young Eagles
Vinton, Iowa Municipal Airport
Info: 319-373-3971

May 14, 2005

Open House
Begins at 8 am
Newton, Iowa Municipal Airport
Info: 641-792-1292 (Ethan)

May 15, 2005

Annual Fly-in Breakfast
7 am – 12 pm
FREE to all Fly-ins
Cherokee, Iowa Municipal Airport
Info: 712-225-2810

May 21, 2005

Flight Breakfast / Open House
7 am – 1 pm
Co-Sponsored by:
North Iowa Air Service
& EAA Chapter 94
FREE to pilots in command
Aircraft Display & Rides in vintage
B-25 Bomber
North Iowa Air Service Hangar
Mason City, Iowa Municipal Airport
Info: 641-424-9366 (Todd)

May 24-25, 2005

21st Annual Central Region
Airport Conference
Overland Park Convention Center
Overland Park, KS
Info: 816-795-6616 or
www.faa.gov/arp/ace/conf2005

June 5, 2005

Fly-in & Breakfast
7 am – 10:30 am
Red Oak, Iowa Municipal Airport
Info: 712-623-6523 (Howard Viner)

June 5, 2005

Fly-in Breakfast
7 am – 11 am
Sponsored by:
Pilots Association of Washington
FREE to pilots in command,
Homebuilts, Antiques and Warbirds.
Young Eagle Rides
Washington, Iowa Municipal Airport
Info: 515-334-7473 (John Grim)

June 5, 2005

Flight Breakfast
6:30 am – 10:30 am
FREE to all Fly-ins
Audubon, Iowa Municipal Airport
Info: 712-563-3780 (Barbara Smith)

June 5, 2005

Flight Breakfast
7 am – 11 am
Sponsored by: Optimist Club
& Denison Aviation
FREE to all Fly-ins
Denison, Iowa Municipal Airport
Info: 712-263-2781 (Barry)

June 11, 2005

International Young Eagles Day
At an Airport Near You – Iowa
Info: 808-934-8888
Website: www.youngewagles.com



June 12, 2005

Airshow & Flight Breakfast
7 am – 10 am Breakfast
10 am – 12 pm Airshow
Young Eagle Event & Air Guard
Static Aircraft Display
Spencer, Iowa Municipal Airport
Info: 712-262-1000 (Gayle)
spencerairport@smunet.net

June 12-15, 2005

Youth Aviation Camp
Ages: 9 – 12
Iowa 4-H Camp
Madrid, Iowa
Registration information:
www.extension.iastate.edu/4HCenter
Info: 515-964-8417 (Jay Staker)

June 17, 2005

Fly-in Breakfast
7 am – 12 pm
Hosted by: 1040 WHO Radio
Van & Bonnie (Van's Birthday)
FREE to pilots in command
Exec 1 Hangar
Ankeny, Iowa Municipal Airport
Info: 515-965-1020 (Jamie)

June 18, 2005

Fly Van Buren-Keosauqua
Fly-In Breakfast
6 am – 10 am
FREE to all Fly-ins
Sponsored by: The Keosauqua
Lyons Club
Keosauqua, Iowa Municipal Airport
Info: 1-800-868-7822 (Stacey)

June 19, 2005

Optimists' Fly-In Breakfast
(Father's Day)
7 am – 1 pm
FREE for Kids 6 and under
All pilots who fly-in eat breakfast free!!
Maquoketa, Iowa Municipal Airport
Info: 563-652-2484 (Brian Wagner)

June 19, 2005

60th Annual Flight Breakfast
7 am – 11 am
Sponsored by: 8-Ball Aviation Club
FREE to all Fly-ins
Harlan, Iowa Municipal Airport
Info: 712-744-3366 (Olie Pash)

June 24-26, 2005

Balloons in June
Friday 6 pm – Sunday 6 pm
Fly-in Breakfast on 25th & 26th
5:45 am – 12 pm Breakfast
Clinton, Iowa Municipal Airport
Info: www.balloonsinjune.us/pages/1/index.htm

June 25-26, 2005

Quad City Air Show
Featuring the U.S. Airforce Thunderbirds
with Iowa native Lieutenant Colonel
Michael Chandler
Davenport, Iowa Airport
Info: www.quadcityairshow.com

June 26, 2005

Fly-in
7 am – 12 pm
FREE to pilots in command
1st fly-in with new terminal & ramp!
Pocahontas, Iowa Municipal Airport
Info: 712-335-4382 (Gary)

June 26, 2005

Flight Breakfast
Classic Car Show 8 am – 12 pm
FREE to pilots in command
Eagle Grove, Iowa Municipal Airport
Info: 515-532-3459 (Ryan)

June 26, 2005

Fly-In Breakfast
7 am – 12 pm
Sponsored by: Fairmont Lions Club
Fairmont, Minnesota Municipal Airport
Info: 507-235-2537 (Al)

June 28, 2005

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

July 3, 2005

Annual Fly-in / Drive-in Breakfast
6:30 am – 11:30 am
Aircraft on Display
Airplane & Helicopter rides
FREE to pilots in command
Marion, Iowa Municipal Airport
Info: 319-377-0457 (Jan)
janwalton@earthlink.net

July 4, 2005

Fly-in Breakfast
6 am – 10 am
Sponsored by: Corning Chamber
of Commerce
Corning, Iowa Municipal Airport
Info: 641-322-3243

July 4, 2005

Estherville Flight Breakfast
7 am – 11 am
Estherville, Iowa Municipal Airport
Info: 712-362-2761 (Paul)
estavtn@netins.net

July 4, 2005

Annual Flight Breakfast
7 am – 11 am
Paullina, Iowa Municipal Airport
Info: 712-448-2522 (Brian)

July 4, 2005

Annual Flight Breakfast
with Pancake Man
7 am – 10 am
Sponsored by: Atlantic Jaycees
Featuring P-51 Mustang "Big
Beautiful Doll"
Atlantic, Iowa Airport
Info: 712-243-3056

July 4, 2005

Annual Flight Breakfast
7 am – 11 am
Sponsored by:
Iowa Falls Windsockers EAA
Chapter 1324
Iowa Falls, Iowa Municipal Airport
Info: 641-648-3191 (Kevin / Jane)

July 10, 2005

Flight Breakfast
7 am – 10 am
Sponsored by:
Rodrunner Flying Club
FREE to all Fly-ins
Drake Airfield (2Y1)
Radcliffe, Iowa
Info: 515-899-2121 (Drake)

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July 10, 2005

Fly-in Breakfast
7 am – 12:30 pm
FREE to Pilots and Co-Pilots
Emmetsburg, Iowa Municipal Airport
Info: 712-852-3810 (Tony)

July 15-17, 2005

Parachute Boogie
Council Bluffs, Iowa Municipal Airport
Info: 402-203-4044 (Frank Forlini)

July 16, 2005

Fly-In Supper
4 pm – 7:30 pm
Oelwein, Iowa Municipal Airport
Info: 319-283-5440 (George)

July 17, 2005

Fly-in
7 am – 11:30 am
Jetson Aviation Center
FREE to pilots in command
Sioux Gateway Airport
Sioux City, Iowa
Info: 712-258-6563

July 17, 2005

Fly-In Breakfast
7 am - 12:30 pm
Sponsored by: Monticello Flyers
FREE to pilots in command
Monticello, Iowa Regional Airport
Info: 319-465-5488

July 17, 2005

Annual Fly-in / Drive-in Pancake
Breakfast
7 am – 12 pm
Sponsored by: Forest City Police
Officers Assoc.
Forest City, Iowa Municipal Airport
Info: 641-581-2880

July 17, 2005

Flight Breakfast
7 am – 1 pm
FREE to pilots in command
Honoring Richard Kohlhaas for
60 years of involvement in aviation
Algona, Iowa Municipal Airport
Info: 515-368-3061 (Dean)

July 21-22, 2005

Exploration of Aviation
Teacher Workshop
July 21 Clarinda, Iowa Municipal Airport
July 22 Council Bluffs Municipal Airport
Registration information:
[wwwaea10.k12.ia.us/profdev/
assesscurricinstruct.html#4012](http://wwwaea10.k12.ia.us/profdev/assesscurricinstruct.html#4012)
Info: 515-964-8417 (Jay Staker)

July 21-23, 2005

ILPA-IBDA L-Birds Fly-in
Formation school, many activities
All Warbirds are welcome
Keokuk, Iowa Municipal Airport
Info: 319-524-6378 or 6203 (Irv Lindner)

July 21-24, 2005

5th Annual Cessna 150-152 Club
National Fly-In
Sponsored by: Cessna 150-152 Club
4 Days of Friends, Food and Flying
All aircraft are welcome
Camping available at the airport
Clinton, Iowa Municipal Airport
Info: 805-461-1958 (Lori Colunga)
membership@cessna150-152.com

July 24, 2005

South Central Iowa Air Show
2 pm – 4 pm
Featuring Jimmy Franklin's Jet Waco,
Des Moines Skydivers & others
Gates open at Noon
Knoxville, Iowa Municipal Airport
Info: 515-371-7836 Rick Leavengood

July 25-31, 2005

EAA AirVenture Oshkosh
Oshkosh, Wisconsin
Info: www.airventure.org

August 7, 2004

Annual Fly-in Breakfast
Sponsored by: Humboldt Rotary
7 am – Noon
Humboldt, Iowa Municipal Airport (OK7)
Info: 515-332-1863 (Dave)
dave@groethland.com

August 19 - 20, 2005

Flight Instructor Refresher Clinic
Hadley Auditorium
Jackaline Baldwin Dunlap
Technology Center
University of Dubuque
Dubuque, IA
Cost: \$175 (\$200 at the door)
Info: 563-589-3180 (Kim Bruggenwirth)
kbruggen@dbq.edu

August 21, 2005

Fly-In / Drive-In Pancake Breakfast
7 am – 12 pm
Sponsored by: EAA Chapter 368
FREE to pilots in command
Monona, Iowa Municipal Airport

August 21, 2005

Flight Breakfast
7 am – 12 pm
Mapleton, Iowa Municipal Airport
Info: 712-882-1826 (Bill)

August 28, 2005

Fly-in Breakfast
7 am – 1 pm
Hosted by: Iowa City Sertoma Clubs
Iowa City, Iowa Municipal Airport
Info: 319-338-9222 (Jim)

August 28, 2005

Fly-in / Drive-in / Airshow
11 am – 4 pm
FREE to pilots in command
Manchester, Iowa Municipal Airport
Info: 563-927-3636 (Marty)

August 28, 2005

Wings, Wheels & Whistles Fly-In
Iowa Aviation Museum
Greenfield, Iowa Municipal Airport
Omelet breakfast begins at 7:30am
FREE to pilots in command.
Picnic supper served at 4:30pm
Info: 641-343-7184 (Lee Ann Nelson)
aviation@iowatelecom.net.

September 5, 2005

Labor Day Fly-in
6:30 am – 11 am
Sponsored by: Sky High Flyers
& EAA Chapter 1295
Sheldon, Iowa Municipal Airport
Info: 712-324-4005



September 2-5, 2005
(Labor Day Weekend)
Annual Skydiving Event
Hosted by: Des Moines Skydivers
8am – Dusk daily
Tandem jumps available all weekend!
Bleacher seating & Food available!
Fort Dodge, Iowa Regional Airport
Info: 515-573-3881
fdairport@fordodgeiowa.org

September 10, 2005
Fly-In Breakfast
7:30 am – 1:30 pm
Airplane rides, static displays,
helicopter rides, & landing contest
Fairfield, Iowa Municipal Airport
Info: 641-472-3166 (Robert)
lyons@iowatelecom.net

September 10-11, 2005
Fly Iowa 2005
Flight breakfasts, ground displays,
educational opportunities, vendors,
dance and airshows
Clarinda, Iowa Municipal Airport
Info: www.flyiowa.org
712-542-2136 (Gary Walter)
clarindamanager@iowatelecom.net

September 11, 2005
Flight Breakfast
7 am – 1 pm
Hosted by: Carroll Masonic Lodge
FREE to all Fly-ins
Carroll, Iowa Municipal Airport
Info: 712-792-4980 (Don)
caraviat@pionet.net

September 11-14, 2005
National Association of State
Aviation Officials (NASAO)
Annual Convention
Downtown Marriott
Des Moines, Iowa
Info: mlewis@nasao.org

September 16-18, 2005
4th Annual Replica Fighter Assoc Fly-in
Hosted by: EAA Chapter 1143
September 18 - Fly-in Breakfast
Osceola, Iowa Municipal Airport
Info: 641-342-4230 (Gerald)
gclark@mchsi.com

September 17, 2005
Burlington Airshow
Southeast Iowa Regional Airport
Burlington, Iowa
Info: <http://burlingtonairshow.tripod.com>

October 1, 2005
Annual Billy Robinson
Open House / Fly-in Breakfast
7 am – 11 am
Grinnell, Iowa Municipal Airport
Info: 641-236-8007
incredibill@hotmail.com

October 1, 2005
Iowa Aviation Hall of Fame Banquet
honoring Iowa's sons and daughters.
Event speaker Paul Berge
4 pm Banquet
6 pm Induction (reservations required)
Adair County Fair Grounds
Greenfield, Iowa
Info: 641-343-7184 (Lee Ann Nelson)
aviation@iowatelecom.net.
Open house at Iowa Aviation
Museum at Greenfield Airport

October 13-15, 2005
NIFA Region 5 SAFECON
Hosted by University of Dubuque
Dubuque, Iowa Regional Airport
Info: 563-589-3180 (Kim Bruggenwirth)

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
michele.frank@dot.iowa.gov
Speakers or Programming
Call Tim at 515-239-1689
tim.mcclung@dot.iowa.gov

February 3-4, 2006
15th Annual Midwest Aviation
Maintenance Symposium and Trade Show
Sponsored by: Iowa Chapter of PAMA
Hotel at the Gateway Center
Ames, Iowa
Info: 319-295-5221 (Phil Conn)
PJConn@rockwellcollins.com



By the Numbers

Aviation is important to Iowa!

- There are 1.4 million aircraft operations each year in Iowa
- 88% of all operations are from general aviation
- 3 million airline passengers pass through Iowa's eight commercial service airports
- 250 million pounds of cargo are handled at Iowa airports each year
- Aviation provides Iowa an \$834M annual economic impact
- Iowa's aviation industry provides 10,000 jobs through direct and indirect employment
- Iowa has 111 public use airports
- There are 6,800 active pilots in the state

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.

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