



Iowa Aviation Bulletin

Congratulations!

Daniel Judson Garner, Cedar Rapids, earned his master instructor designation in May. This is a major accomplishment. Only about 400 of the 81,000 certified flight instructors in the United States have earned this designation.

Through their dedication to excellence, master instructors have earned their "black belts" in aviation education. They are truly the *crème de la crème* of the aviation industry.

Full slate of pilots

The EAA and the National Park Service, partners in the Countdown to Kitty Hawk Program presented by the Ford Motor Company, announced that all 50 states and Puerto Rico have had representative pilots fly their state flags to Kitty Hawk. The pilots choose their own dates throughout 2003.

Shane Vande Voort, Pella airport manager, was chosen by EAA to fly the Iowa flag to Kitty Hawk. The flag is an official state flag and will become part of a permanent display at the National Memorial. For more details on his trip, please see the separate story on this page.

State flag to Kitty Hawk

Shane Vande Voort and his dad, Larry, completed the 50 Flags to Kitty Hawk flight (and back to Pella) in 23 hours. They covered 2,011 statute miles and averaged 88 miles per hour in their 1947 Cessna 120. According to Shane, it couldn't have gone much better. "We had great weather almost all the way. Dad and I had a wonderful time and would definitely do it again."

Before their June 23 departure, Shane received a lot of great coverage from the local media. Pella radio and newspaper reporters interviewed him, the Des Moines CBS affiliate covered the presentation of the state flag to Shane by Office of Aviation Director Michelle McEnany, and Stella Shaffer did an excellent job of interviewing Shane for the Radio Iowa News Network. In all the interviews, Shane stressed that he saw this as a way to promote all of aviation in Iowa.

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Iowa flag at Wright Brothers Memorial



Approach to Kitty Hawk



Director's Corner

I want to start off by thanking the Office of Aviation staff for working so hard this summer and stepping up to the plate and doing a fantastic job on the annual Iowa Aviation Conference. I didn't realize how much we had accomplished over the last few months until I sat down to write my column.

First and foremost, I need to introduce two new members of our staff. Allen Sells joined the Office of Aviation Sept. 29, 2003, as a data analyst. Al will be responsible for maintaining our data-bases, creating useful data analysis tools, and assisting with our directories. He has been with the Iowa Department of Transportation since 1972. Allen served 13 years as a board member of the Members 1st Community Credit Union, he was president of the Iowa Elks Association and has been an officer of his local Elks Lodge for 16 years. He is also active in the Masonic organization and is currently an executive member of the Story County Disaster Relief Committee.

Tim McClung joined the Office of Aviation Oct. 15, 2003, as the aviation marketing manager. He is a licensed commercial pilot with flight instructor and seaplane ratings. Tim was previously the airport manager and owner of Knoxville Flying Service at the Knoxville Municipal Airport prior to working in marketing at Vermeer Manufacturing in Pella. Tim is a past member and past chairman of the Knoxville Airport Commission, and a graduate of the University of Iowa. We are very excited to have both Al and Tim aboard and hope you get the opportunity to meet them soon.

The Office of Aviation has been working on a lot of new projects I know you will be interested in learning more about. The last legislative session was successful and the Iowa DOT received three state appropriations for airport projects and aviation programs. The state appropriated \$581,400 for General Aviation Vertical Infrastructure (GAVI) grants, and those funds have been programmed for vertical infrastructure projects at 22 airports. The Commercial Service Vertical Infrastructure (CSVI) program was also funded again at

\$1,100,000 and all eight commercial airports will receive their allocated funding for projects at those airports. The real success story is in the \$500,000 appropriation for other aviation programs such as runway marking, AWOS, windsocks, facilities and equipment, and airport improvement projects. This funding was zeroed out during the prior legislative session due to state budget problems, so we are extremely pleased to have a portion of it back to maintain the safety at Iowa airports.

To gain a better understanding of the usage of Iowa's aviation system and general aviation activity at our airports, we have developed a General Aviation Activity Log. These activity logs can be found at general aviation terminals, pilot lounges and transition areas at airports around the state. We encourage all pilots to fill out an activity log sheet each time they use an Iowa airport. These log sheets will allow us to collect data that will tell us the type of activity (business or leisure), number of passengers, and services used at the airport and community. You should see the poster, log sheets and collection box at every airport in Iowa with a facility. We need everyone's support, including fixed-based operators (FBO), airport managers and pilots for this new program to work. We need a clearer picture of how our state aviation system is being used. This information will be used to analyze the system and provide needed information to decision makers.

As everyone knows, security is also a very hot topic for airports across the nation. The Office of Aviation formed a partnership with the Transportation Security Administration (TSA) Moline hub this fall in an effort to strengthen communication between the Iowa DOT, TSA and GA airports, and to cooperatively gain a better understanding of GA security issues and needs.

Kay Thede from our office and Bob Boleyn, TSA's deputy federal security director at Dubuque and Burlington, visited all 34 eastern Iowa GA airports under the Moline hub's territory. They were very well received by all of the GA airports they visited. Through this

initiative, we were able to collectively identify the security issues and provide input to TSA as they work to develop security guidelines. We look forward to expanding this initiative to the central region through the Des Moines TSA hub, and also on a national basis. We have forwarded this information to TSA officials in Washington, D.C., and the National Association of State Aviation Officials (NASAO) to share on a national level.

The Iowa DOT has proposed an administrative rule change on airport registration renewal. The rule change will put more responsibility on airport sponsors for meeting airport registration requirements. Airports will be required to annually request renewal of the landing certificate on a form provided by the Iowa DOT, certifying that the airport complies with registration renewal requirements. A landing certificate will be sent to airports meeting registration compliance. The Iowa DOT will still make periodic and requested inspections. Be looking for additional information on this change in the coming months.

Our marketing efforts have increased this year, partially due to this year being the "Centennial of Flight." The governor signed two aviation-related proclamations. The first proclaimed December 2002 as the "Kickoff Month for the Year-Long Celebration of the Centennial of Flight." The second proclaimed June 23, 2003, as "50 Flags to Kitty Hawk Day." Shane Vande Voort of Pella was chosen by the Experimental Aircraft Association (EAA) to be the pilot to fly an official Iowa flag and proclamation to Kitty Hawk that will become a permanent part of the Wright Brothers Memorial.

This is the first year that our office had a booth at the Iowa State Fair. Our goal was to promote the Centennial of Flight and encourage aviation-related careers to young people. All those involved in this effort agreed that it was a huge success. After the fair we were invited to several other aviation-related events around the state to spread the same message.

The Annual Aviation Art Contest is here and this year's theme is "Flying Saves Lives." We recently sent out 1,500 brochures. We also sent out an E-mail to all Girl and Boy Scout councils, area education agencies, and all public school

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Aviation Association Update



Iowa Aviation Promotion Group summer projects successful

Many hands make light work, or so they say. This was certainly true of summer 2003 when IAPG played key roles in two aviation workshops for educators attended by 44 Iowa teachers in Sioux City and Cedar Rapids in June and early July. The workshops are a cooperative sponsorship project of the IAPG's Aerospace Education Council, Iowa Space Grant Consortium, Iowa State University Extension, and Iowa Department of Transportation's Office of Aviation. Each workshop was two days in length and awarded teachers one hour of graduate credit.

The workshops had one day of class work and a full day field trip in each location, in Sioux City to observe operations at Sioux Gateway Airport, and in Cedar Rapids, The Eastern Iowa Airport. Many thanks are due to FAA towers at both airports, airport directors who arranged tours and participating FBOs.

Also in June, the four-day Youth Aviation Camp at the 4H Camp in Madrid was held. Forty-two youngsters attended the camp, ages 9 through 12. The camp was also a cooperative effort of the Iowa Space Grant Consortium, Iowa State University Extension, DOT's Office of Aviation, and IAPG's Aerospace Education Council.

IAPG coordinated a field trip to the Boone Municipal Airport and helped arrange Experimental Aircraft Association Young Eagle airplane rides for each camper. Members of EAA Chapter 135 of Des Moines furnished the rides. The airplane rides were a highlight of the camp.

The Centennial of Powered Flight was a central theme of Fly Iowa 2003 at Cedar Rapids. Well over 30,000 people visited the Eastern Iowa Airport July 5-6 to see vintage aircraft, take airplane rides, eat a flight breakfast, attend a dance, and enjoy an F-16 flight demonstration provided by the US Air Force. Fly Iowa activities were not confined to the airport either. Avia-

tion events were staged all around Cedar Rapids, including a special aviation exhibit at the History Center, a special IMAX Theater flight film, and aviation sculptors all around Cedar Rapids. In the opinion of many, it was the most successful Fly Iowa ever.

Planning is underway for Fly Iowa 2004 at Washington, June 4-6, 2004. And proposals are being entertained for host communities for Fly Iowa 2005.

All the successful activities of IAPG and sister aviation organizations cannot happen without—you guessed it—membership and money. If you believe in the work of IAPG, please consider joining. Call Chuck McDonald at 515-964-1398 or e-mail him at chuckdsmcc@aol.com for more details.



Youth Aviation/Aerospace Camp a big success

Forty-two youth, ages 9 – 12, took part in the second annual four-day, three-night Aviation/Aerospace Camp at the 4-H Education and Natural Resource Center near Madrid, June 15–18.

The youth were introduced to the theory of flight by constructing paper airplanes and building models of airplane ribs. They were taught principles of navigation using a compass and GPS. Commercial pilots taught each camper the basics of flying, using flight simulators, and they learned laws of motion by building paper rockets that were propelled by air pressure to heights of 300 feet. They were provided hands-on experience with robotics, NASA Space Food and astronomy during the camp.

Camp participants toured the Iowa Army National Guard and CY Aviation in Boone. Several commercial airplanes were flown in, as well as Blackhawk and Bell Huey helicopters that were on display. Flight experts explained as the kids were allowed to see and touch the aircraft up close.

The Aviation/Aerospace campers also toured the Center for Aviation Systems Reliability at Iowa State University. While there, they learned how the center is providing the Federal Aviation Administration (FAA) with cost-effective, reliable inspection tools that make flight safer. The campers inspected airplane components using the computer-aided tap tester (CATT), a device developed with FAA funding. Each camper operated the equipment that generated an image of a horizontal stabilizer provided by Northwest Airlines. Included in the experience was an opportunity to "damage" the part and inspect the newly-flawed region. The campers also toured other inspection labs, seeing examples of radiography inspection of both aerospace and typical everyday objects.

This year each camp participant was given the opportunity to fly a real airplane. These flights were provided by the Young Eagles and were extremely popular with the kids.

Iowa Space Grant Consortium and Iowa State University-Extension 4-H coordinated the Aviation/Aerospace Camp. These organizations provided support for the camp: Iowa Aviation Promotion Group; Center for Nondestructive Evaluation; Federal Aviation Administration; Iowa Department of Transportation's Office of Aviation; Principal Financial; Young Eagles; and NASA Food Technology Commercial Space Center.



2004 Aviation Art Contest “Flying Saves Lives”

First and foremost, powered flight began as an adventure – a sport. In the beginning, flying was a risky business that was not for the faint of heart. Injury, or even death, was something that pilots had to consider each and every time they went up. But over the 20th century, as powered flight became more stable, routine and safe, it also became less and less the sport of daredevils and more and more a way to transport people and goods rapidly over long distances. During this time powered flight also became something else – it became a means of saving people’s lives.

Today helicopters fly rural accident victims to far-away hospitals; organs are packed in ice and flown, in the nick of time, to save dying patients; pilots use planes and helicopters to fight large fires; and relief agencies transport food and water to starving and thirsty people around the globe. Flight allows us to see like birds and move faster than the wind, and it has given us the ability to help those who could never be helped before. Can you think of other ways that “Flying Saves Lives?” Let us count or, perhaps more accurately, illustrate the ways.

The annual Aviation Art Contest gives young people the opportunity to express their love for aviation in the form of art. The 2004 Aviation Art Contest theme is “Flying Saves Lives.” Artwork will be judged, at least in part, for its creative use of this year’s theme in relation to the aviation world. Each year the Office of Aviation produces a calendar that showcases Iowa’s art contest winners.

See the enclosed Aviation Art Contest brochure or visit iawings.com for more details.

2003 chapter awards announced at EAA AirVenture

David Lammers, EAA Chapter 33 of Cedar Rapids, was recognized with a Major Achievement Award at the annual EAA AirVenture fly-in (the world’s premier aviation event), held July 29-Aug.4 at Oshkosh, Wis.

“Chapters are an integral part of EAA in that they allow aviation enthusiasts to participate in flying activities in their own communities,” said Bob Mackey, EAA vice president of chapter relations. “The recipients of EAA chapter awards are members who have helped build this outstanding grassroots network.”

Every year each EAA chapter president is allowed to nominate one person from their chapter for the Web and the Newsletter Editor awards, based on the efforts of individual chapter editor’s work on Web sites and monthly newsletters. The chapter office then handles the huge task of judging the approximately 1,000 chapter newsletters and Web sites from all over the world. First-place winners may only receive that honor once, but are given the chance to place an unlimited number of times.

The Major Achievement Award nominations are made separately, giving each chapter the opportunity to recognize a living individual whose actions or accomplishments have contributed the most in furthering the cause of recreational aviation. Previous winners are not eligible for re-nomination.

The following are other award recipients:

Web Editor Award

1st Place	Chip Gibbons	EAA Chapter 732 - Northwest Arkansas
2nd Place	Ken Simmons	EAA Chapter 837 - Ontario, Ore.
3rd Place	Wolfgang Polak	EAA Chapter 62 - San Jose, Calif.
4th Place	Steve Taylor	EAA Chapter 52 - Sacramento, Calif.
5th Place	Rick Jones	EAA Chapter 960 - Farmville, N.C.

Newsletter Editor Award

1st Place	Michael Stephan	EAA Chapter 168 - Dallas, Texas
2nd Place	Pete Gavin	EAA Chapter 25 - Minneapolis, Minn.
3rd Place	Susan Ledbetter	EAA Chapter 242 - Columbia, S.C.
4th Place	Mary Shortbridge	EAA Chapter 377 - Garden City, Kan.
5th Place	Jay and Abbie Friddell	EAA Chapter 790 - Barrington, Ill.

Major Achievement Award

Walt Ahlers	EAA Vintage Chapter 7 - Andover, N.J.
William Bancroft	EAA Chapter 117 - Niles, Ohio
Jean Edwards	EAA Chapter 242 - Columbia, S.C.
Cy Galley (Davenport, Iowa)	EAA Chapter 75 - Quad Cities
Duane Huff	EAA Chapter 690 - Lawrenceville, Ga.
David James	EAA Chapter 113 - Ypsilanti, Mich.
John Kurt	EAA Chapter 10 - Owasso, Okla.
Rouville “Frenchy” LaBonte	EAA Chapter 969 - Clovis, N.M.
William Schanks	EAA Chapter 54 - Lake Elmo, Minn.

For more information on EAA and its programs, call 1-800-564-6322 or visit eaa.org.



2003 Adair County Pilot of the Year- Ron Havens



This is a historic year for aviation. The Wright brothers changed the world forever when they flew their powered glider 120 feet off of a sandy beach at Kitty Hawk, North Carolina, 100 years ago. Take a look at the early gliders hanging in the museum's hangar. Isn't it amazing how far aviation has come in a century? Today, we have airplanes that fly over 2,000 miles an hour and shuttles that send humans into space for extended periods of time, then return them safely to earth. This century of history is why the Iowa Aviation Museum exists, to help us recall those memorable moments in aviation; specifically, Iowa's aviation history.

Ron Havens, 2003 Adair County Pilot of the Year, has been dedicated to that cause since the museum first opened.

His love for adventure first sent him to the skies as a skydiver at the age of 20. While he attended ISU, he made 500 jumps. With that last jump accomplished, he hung up his parachute and learned to fly. He received his pilot's license in 1974. In the early 1980s he joined ADCO Air, the county's flying club.

In 1993 Ron became a flight instructor. Since that time he has taught many aspiring pilots to fly. He has logged over 2,300 hours of flight time. He is one of

Ron Havens receives the award for Pilot of the Year from the Iowa Aviation Museum in Greenfield.

the pilots for the Iowa Aviation Museum, as well as the president of the board of directors.

But above and beyond those qualifications is his dedication to preserving the history of flight. He has given many hours of his time and talent to this cause. In the past year and a half, improvements to the museum's hangar have been accomplished under his watchful eye and with his expertise and labor. The new hall of fame/library room was designed and built by Ron with the help of other volunteers. He even created the glass block fundraiser to make it all possible!

Ron owns his own business, Havens Construction, Inc. of Greenfield. He and his wife Annette have two grown sons, Brit and Brook, and son Steve is still at home.

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art teachers in the state. This E-mail encourages them to call or E-mail our office to receive their own copy of the brochure. This is a great activity to involve Iowa youth in aviation. Winners of the state competition go on to the national competition. Another bonus to this program is that we use the artwork of the winners to create an aviation calendar showcasing their artwork. If you are interested in receiving one of these calendars, please contact Michele Rouse at 515-239-1691 or e-mail her at michele.rouse@dot.state.ia.us. If you have children that are interested in the art contest you can find this year's entry form inserted in this bulletin.

We are in the beginning stages of updating the State Aviation System Plan and starting a Pavement Management Program. All airport managers and sponsors should have received a letter with an airport inventory and data survey. It is important that you take the time to complete this survey. Information from the survey will set the foundation of our state aviation system plan and decisions affecting the development of system will be made based on the information collected. So, please don't let the nine-page form put you off.

The class for the pavement management program has been set for Nov. 18 and is open to all interested parties. Two teams will be conducting field inspections at the 35 airports selected for this round of participation in the pavement condition indexing (PCIs) update, and will begin their work the week of Nov. 19, 2003. Airport managers do not have to be present during the inspection, but are encouraged to do so.

Details of the many activities I mentioned in my column can be found in this bulletin. As always, if you have any questions or suggestions or need additional information, do not hesitate to contact any of us listed on the back page.

Michelle McNamara



New marketing manager for DOT Office of Aviation

Tim McClung of Knoxville has been hired as the aviation marketing manager for the DOT's Office of Aviation. McClung will be responsible for statewide marketing initiatives for general aviation and commercial service airports, aviation education programs, and promoting aviation-related studies and careers.



McClung

Michelle McEnany, director of the Iowa DOT Office of Aviation, said, "Tim's background as a commercial pilot, airport manager, fixed-base operator, and airport commissioner, coupled with his corporate and aviation marketing experience, will allow him to be a real asset to the efforts of the Office of Aviation. Tim has a real passion for aviation and understands the opportunities that airports create for the state of Iowa."

McClung began his duties Oct. 15 and will be based at the Iowa DOT headquarters in Ames. He is a graduate of the University of Iowa and most recently worked at Vermeer Mfg. Co. in Pella.



Statewide Marketing



In August Orville and Wilbur stopped by to take a look at a replica of Rite Glider #3 at the Greenfield Fly-in.

Wow, what a summer! This summer our office has been extremely busy promoting the Centennial of Flight and aviation education. Staff from our office, along with volunteers from Iowa State University and Ames High School, have appeared at several locations throughout the state with the Rite Kite Flyer. We have had booths at the Iowa State Fair in Des Moines, the Imaginarium in Waterloo, Fly Iowa in Cedar Rapids, Aviation Hall of Fame Fly-in in Greenfield, and Burlington Air Show. Since the Iowa State Fair we have been getting more requests to appear at other events to help celebrate the Centennial of Flight.

The Iowa Aviation Timeline "Iowa Celebrates 100 Years of Powered Flight" that appeared in the last bulletin has been a huge success. We have mailed out over 50 of them in larger size format and have handed out well over 100 of them in the 11" x 17" format. We have had requests from the Federal Aviation Administration (Central Region) in Kansas City, Mo., from Wichita Kan., and as far away as Broken Arrow, Okla.

We worked with our graphics staff and had a large display (4' x 8') of the timeline made for our booth at the State Fair and was contacted by the Boone Area Pilot's Association with a request to use the timeline on its float in the Pufferbilly Parade that was held in early September.

(The float received 1st place in the Non-Profit Organizations category.)

Every year the Office of Aviation sponsors the statewide Aviation Art Contest. First, second, and third place entries are sent on to the National Association of State Aviation Officials to compete on the national level. The theme for the 2003 Aviation Art Contest was "100 Years of Powered Flight." For the last three years we have had the winning entries featured in our Office of Aviation calendar. Well, this year not only are we doing that, but we again worked with our graphics staff and developed a 2003 Iowa Aviation Art Contest winners traveling display (4' x 3'). It was on display at Fly Iowa, the Iowa Aviation Hall of Fame Fly-in, and is permanently on display in our office. We have also had requests to have copies made for the Civil Air Patrol, Cub Scout organizations, and libraries.

There is an insert included in this publication for the 2004 Aviation Art Contest. See the brochure to find out how you can take part in next year's contest.

If you are interested in the learning more about what our office has done to promote the Centennial of Flight or to find links to other Centennial of Flight information visit iawings.com.



Commercial Service Airport Update

The Eastern Iowa Airport

Cedar Rapids Airport commissioners have signed an agreement with one of its fixed-based operators, Piedmont Hawthorne, that will provide for construction of a \$2.4 million general aviation terminal and aircraft hangar facility. The commission approved a 25-year lease agreement with Piedmont Hawthorne that will enable the commission to construct a new, 26,600 square-foot facility, replacing the current facility built in 1959. Construction on the facility is expected to begin this fall and should be completed in fall 2004. Piedmont Hawthorne has been one of the airport's fixed-based operators since May 2000.

One of the airport's major construction projects presently underway is the extension of Runway 13/31. When completed, the runway length will have been increased from 5,700 to 6,200 feet. Work was slated to be finished by Oct. 1.

In air carrier news, Northwest Airlines has added a third non-stop flight to Detroit. Originally added only as a summer seasonal flight, it has proven to be so popular that the airline has included the third flight in its fall schedule.

American Airlines recently announced several changes in service due to cut-backs at its St. Louis hub. While some area airports will lose St. Louis service, The Eastern Iowa Airport will maintain three daily flights to that important hub. American Eagle is also adding two Chicago O'Hare flights, making a total of eight daily American Eagle flights to O'Hare. Rounding out the American schedule at the airport are two daily flights to Dallas/Ft. Worth.

Quad Cities International Airport

The QCIA has experienced five months of record passenger boardings in 2003. Those months were January, February, May, June, and July. These new records broke old records which were set in 2001 and 2002. Orlando service started June 7 and has done well during the summer vacation season. American Eagle began service Nov. 1 with four flights to Chicago O'Hare. A new "flight tracking"

feature was added to the QCIA Web site, qcairport.com. It shows only aircraft in the air, with anticipated arrival time. All hub cities are displayed on a map format, along with the weather.

Dubuque Regional Airport

The Dubuque Regional Airport recently accepted two AIP grants, the first is for a master plan update, and the second is for an environmental assessment and benefit cost analysis.

Dubuque Regional Airport is announcing its association with Priester Aviation of Wheeling, Ill. Priester will provide the Dubuque community with more than 26 aircraft for their charter needs.

Des Moines International Airport

If you've looked upward around the DSM International Airport you've noticed that planes are still flying and more frequently as enplanements are up 3 percent for a year-to-date total. This continuing trend is even more striking when you realize that it bucks the trend of decreased load capacities prevalent throughout the industry. The airport has been successful in delivering greater service options and competitive pricing that may ultimately translate into luring additional carriers and providing even more service and choices.

Speaking of new carriers, Allegiant Air continues to be impressed with the response from the central Iowa flying public and bookings that have resulted in consistent 90 percent load factors throughout the summer. Allegiant Air is reporting that the reservations from Des Moines to Las Vegas are still at or near the top in their destination city markets. Airport and airline representatives are confident that an additional daily flight in their four-times-per-week schedule might be on the horizon.

The airport held a news conference Thursday, Aug. 21, to receive their discretionary funding, plus an entitlement award of \$3.6 million for a grant total for 2003 of \$4.4 million dollars. The monies will be used to meet current cargo

demands and provide impetus for future goals for cargo. DSM International Airport is the 37th largest cargo airport in the U.S., with about 300 million pounds of cargo annually. The U.S. Secretary of Transportation stated, "This project is essential for DSM International Airport to ensure a safe and efficient infrastructure to handle future cargo traffic demand and will fuel the growth in Des Moines and the region as well."

Construction Update: Runway 13-31 opened Aug. 21 after a two-month closing to finish construction of adjoining taxiways. Now runway 5-23 will be closed through November to construct aircraft arresting systems. The FAA just released to the airport the FONSI (Finding Of No Significant Impact) in regard to the environmental assessment submitted in May for the airport layout plan to build a 5,500-foot parallel runway to 13R-31L to handle the vast majority of general aviation aircraft, as well as many of the commuter aircraft. The runway separation of 4,300 feet will allow for simultaneous instrument approaches to the parallel runways.

And finally, the airport was happy to be one of the 26 cities selected to host the 30-plus vintage aircraft participating in the recreation of the National Air Tours that ran in the years 1925-31. The 2003 Tour originated in Dearborn, Mich., and ran a 4,000-mile route commemorating the 100th Anniversary of Flight in Kitty Hawk, N.C., by the Wright brothers on Dec. 17, 1903.

Fort Dodge Regional Airport

The Fort Dodge Regional Airport is continuing its land acquisition project for property located within the runway protection zones. Three remaining parcels are needed to complete the land acquisition. Thanks to the efforts and support from the Federal Aviation Administration and a land acquisition firm, ACSG, Inc., all parcels have been acquired without formal condemnation proceedings. The airport has actually received thank you letters from some of

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the tenants that were relocated.

Progress continues on various vertical infrastructure projects. At the Iowa Transportation Commission's public input meeting held in Fort Dodge Aug. 12, 2003, presentations were given to the commissioners by Fort Dodge and Sioux City. The Transportation Commission was thanked for state aviation programs in place and the efforts of the Office of Aviation. Along with a thank you was a request for continued and increased support for aviation programs in the state of Iowa.

The Federal Aviation Administration Runway Safety Program team visited the Fort Dodge Regional Airport Aug. 18-19. Program representatives performed an airport inspection and did a runway safety presentation. The presentation was well attended by Office of Aviation, Airport Commission, Fort Dodge Police Department, and the Fort Dodge Automated Flight Service Station. Ideas for increased runway safety for pilots and ground personnel were presented and the airport looks forward to implementing these ideas.

Sioux Gateway Airport/ Col. Bud Day Field

Construction Update

Airport Entrance/Discovery Boulevard

Work on construction of the new entrance road—starting at the intersection of Discovery Boulevard and the new airport interchange, and ending at the terminal building roadway—was completed in early August. The airport held a ribbon cutting ceremony for the “official” roadway opening Aug. 20.

I-29/Airport/Sergeant Bluff Interchange

Work continues on the I-29/Airport/Sergeant Bluff interchange project, which is reconstructing the current interchange and modifying the alignment heading into the airport. There are two bridges on the project, one that spans I-29 and one that spans the Union Pacific railroad tracks. Bridge work was completed in August, as well as the north entrance/exit ramps. With traffic open on the new bridge, demolition work on the old bridge structure has begun, as well as grading for

the south entrance/exit ramps. All work on the interchange project is expected to be completed in November. A ribbon cutting ceremony is scheduled for Nov. 14.

Taxiway Alpha Construction/Reconstruction and POL Road Construction

Construction work on the taxiway project in support of the Iowa Air National Guard conversion from F-16 to KC-135 air refuelers started mid-April. The project includes reconstruction of a portion of Taxiway Alpha, construction of a new portion of Taxiway Alpha, pavement of the Guard's fuel farm access road, and building removal/site restoration of the former Mid America Air Museum site.



I-29 airport/Sergeant Bluff interchange

Terminal Building Concept and Budget Study, and Maintenance Facility Study

The airport previously contracted out preparation of a terminal building concept and budget study and an airport maintenance facility study. Both studies inventoried the current respective facilities, determined demand, and made recommendations for improvements to meet short and long term needs. Both studies are being reviewed by the airport board of trustees and city council. The airport has “banked” its vertical infrastructure funds, which will be used on the maintenance facility once that facility's future direction is determined.



Taxiway alpha



New entrance sign at Sioux Gateway Airport



Aviation Advisory Council Meeting

Minutes by Karen Connell

I've had the opportunity to serve on the Aviation Advisory Council since 2001, as the President of the Iowa Public Airports Association in 2002, and as a continuing member of the Advisory Council in 2003. These positions both work with general aviation and commercial service airport activities and concerns to enhance aviation in the state of Iowa.

My husband is the manager of the Independence Municipal Airport and we are the owners of the fixed-base operation. I've carried a pilot's license for 21 years and am very proud to be a part of the aviation industry. Being involved with aviation on a daily basis has provided me with hands-on experience with airport issues.

The diverse members of the Aviation Advisory Council provide valuable information and ideas. The Aviation Advisory Council met June 24, 2003, at the Scheman building on the ISU campus in Ames and was attended by nearly 20 members and guests.

The items presented and discussed were:

LEGISLATIVE UPDATE:

STATE - Michelle McEnany

The Governor signed the infrastructure bill and measures taken to the Iowa Transportation Commission for approval in July included the following:

- \$1.1 million - commercial service vertical infrastructure;
- \$581,400 - general aviation vertical infrastructure; and
- \$500,000 - state AIP, windsocks, and pavement marking.

The Legislature also passed the Grow Iowa Values Fund. Discussion was held and suggestions made for aviation representation on this board.

The Iowa Transportation Commission will hold nine focus groups throughout the state for input on transportation issues. The Office of Aviation will focus on aviation representation to provide input on aviation issues at each of these meetings.

FEDERAL - Kay Thede

Updated bills dealing with cargo security, general aviation small business loans and homeland security were distributed.

A conference committee will work out the differences of the bills passed by both the House and Senate dealing with reauthorization. Major changes are an increase in the AIP program and more flexibility for the non-primary entitlement program.

FY 2004 STATE AVIATION PROGRAM

The state program was presented to the Iowa Transportation Commission in July and was approved. A total of \$500,000 was requested for pavement markings, AWOS operations and maintenance, windsocks, FAA-matched projects, and facilities and equipment.

STATE AVIATION SYSTEM PLAN - Michelle McEnany

A consultant has been selected and is waiting on funding.

TSA/IOWA DOT PARTNERSHIP - Michelle McEnany

The Iowa DOT has agreed to partner with the Moline-area TSA to hold meetings at various eastern Iowa general aviation airports. These meetings will provide information on security issues to pilots and tenants, and also provide an opportunity for them to ask questions.

MARKETING UPDATE - Roy Criss

Roy gave an update on the "Choose To Use Iowa Airports" service announcements. It has been aired 33 times in the Des Moines area for free.

The Office of Aviation has also been sending calendar items such as air shows, breakfasts, etc. to magazines, as well as developing classroom presentations.

A booth was set up at the Iowa State Fair and Roy also attended the Imaginarium event in Cedar Falls to promote Centennial of Flight and the Rite Kite Flyer. There will also be a booth at Fly Iowa on July 5-6.

A brief update on the annual Aviation Conference, to be held Oct. 16-17 at the West Des Moines Marriott, was given.

It was noted that Roy has been doing an excellent job in the field of marketing for aviation.

The Governor signed a proclamation for EAA "50 Flags to Kitty Hawk." Shane Vande Voort, manager of the Pella Municipal Airport, has been selected to fly the Iowa flag to Kitty Hawk.

LOGBOOK - Mike Marr

Mike is finalizing plans for a logbook survey to be placed in the airport lobbies. These logbooks will be filled out by pilots using the airport with general information concerning that airport's condition, service, importance, etc. This information will be requested by airport managers to help to fulfill the needs of what those pilots require. It will also identify any improvements or corrections that would enhance their capabilities, as well as recognizing the valuable tool of aviation and economic development.

It was also noted how valuable the information is that's received from the Office of Aviation and Aircraft Owners and Pilots Association dealing with updates from the FAA, TSA, etc. Since the tragedy of 9/11, this resource has become priceless to the aviation industry.

At the close of the meeting members had a round-table discussion of issues and ideas of future topics to consider.

The next meeting of the council will be Dec. 4, 2003, at the Scheman Building, Room #299, in Ames from 10 a.m. until 2 p.m.



FY 2004 state aviation program

The Transportation Commission approved the FY 2004 program at the July commission meeting. The Legislature appropriated \$500,000 of Rebuild Iowa Infrastructure Funds for AWOS, windsocks, pavement marking and the airport improvement program. The commission approved the following programs: AWOS operation and maintenance, pavement marking, facilities and equipment, windsocks, federal match for the state system plan and pavement management services, and three airport improvement projects.

Projects approved were: Grinnell-wildlife fencing \$43,428; Newton-access taxiway, \$138,600; and Osage-restoration of runway \$252,181.

Independence Airport

Karen Connell

We had the opportunity to have Kenny Schrader come into our airport. He was scheduled to race at our county fair on July 16, but got rained out. So they rescheduled and he was to race on Aug. 6, which he did. I called Kenny's office in South Carolina and invited them to fly into the Independence Municipal Airport, if it worked out for them. Low and behold, he flew in his King Air. What a surprise!! Guess my phone call was important along with the invitation to land here. He saved a lot of time by flying and was able to be in eastern Iowa for a time and still be home that night.

Would you call this promoting your airport?

FY 2004 Vertical Infrastructure projects

The Iowa Transportation Commission approved the General Aviation Vertical Infrastructure (GAVI) and Commercial Service Vertical Infrastructure (CSVI) Grant Program for FY 2004 at the July 15 meeting. Following are the grant recipients with projects and grant amounts identified:

GAVI FY 2004 Grants

Airport	Project Description	Grant Amount
Algona	Fuel pump credit card reader (first)	\$10,500
Belle Plaine	Develop six-stall T-hangar	\$50,000
Carroll	Automated fuel terminal	\$16,100
Chariton	Automated station	\$29,750
Clinton	Self-serve fuel system	\$20,300
Council Bluffs	Replacement of main hangar bi-fold door	\$50,000
Davenport	Repair steel in seven T-hangar buildings	\$50,000
Denison	Replace bi-fold door liner and insulation	\$5,250
Grinnell	New eight-stall nested T-hangar	\$50,000
Guthrie County	Fuel storage and dispensing system	\$50,000
Independence	Four-stall T-hangar extension	\$50,000
Jefferson	Renovate existing terminal building	\$21,945
Keokuk	Remodel hangars, plans for terminal	\$28,259
Maquoketa	Install automatic credit card activated fueling	\$13,463
Newton	Develop replacement T-hangar	\$50,000
Osceola	Fuel facility improvements	\$27,860
Ottumwa**	Large hangar repair and upgrade	\$5,189
Pocahontas	Terminal building construction	\$43,470
Red Oak	Renovate shop hangar	\$32,200
Sheldon	Renovate terminal & maintenance hangar	\$32,572
Spencer	Eight-plex hangar addition project-adds two stalls	\$28,000
Washington	New hangar, renovate doors of T-hangar	\$46,800
		\$711,658

** Ottumwa was only partially funded. If funding becomes available during FY 2004, this project would be supplemented.

CSVI FY 2004 Grants

Airport	Project Description	Grant Amount
Des Moines	Airport terminal modifications for security improvements; expand south cargo building; construct new field maintenance storage and trades building and sand/chemical storage building	\$393,595
Dubuque	Hangar rehabilitation; environmental and utility assessment for terminal building; terminal rehabilitation	\$85,488
Eastern Iowa	Construct safety center building improvements; hangar; extend street lighting on airport roads	\$224,064
Fort Dodge	Addition to ARFF building; hangar roof; terminal renovation; hangar construction	\$71,679
Mason City	Construct passenger screening area; removal of two Quonset buildings; demolish open shelter; construct cold storage hangar; improvements to maintenance shop; demolish west hangar	\$73,038
Sioux City	Maintenance facilities upgrade Phase II	\$95,927
Southeast Iowa	Hangar construction	\$71,993
Waterloo	Renovate terminal restrooms and concourse	\$84,217
		\$1,100,000



Aviation Foundation of America recreating the 1932 national air tour

Story supplied by National Air Tour

In the mid-1920s, at a time when there was not even a single road reaching across the United States, air travel was beginning to unite the country. In capturing this spirit, the National Air Tours were conceived in 1925 to demonstrate the reliability of air travel, encourage the development of safe and reliable aircraft, and promote the building of suitable airports and ground facilities. The tours became one of the most successful promotional efforts of the 20th century. We hope not only to honor these pioneers of aviation, but to once again “take the show on the road” and let people see first-hand just how far aviation has come.

The National Air Tour – 2003

This year we celebrate the Centennial of Powered Flight, as well as the Centennial of the Ford Motor Company. It was 75 years ago that the National Air Tours were at their zenith. If ever there were a year to celebrate the development of aviation, 2003 is it. And, what better way to do it that to re-create the National Air Tour.

The Objective of Re-creating the National Air Tour

The objective of the re-creation of the National Air Tour harks back to its original roots – to promote and showcase civil aviation and its progress. In 2003, we had a special opportunity to show just how far aviation has come, both over the past century, and over the 70-some years since the tours were last held. We also had the opportunity once again to “take aviation to the people” and show, first-hand, the richness of our aviation heritage.

The 1932 Tour – flown for the first time!

The National Air Tours were conducted from 1925 through 1931. Then in 1932, the last National Air Tour plane took off on the last “Pathfinder” trip. The Pathfinder was to “scout out” the 1932 route that the tour would follow, but it was for a tour that, seemingly, was not to be. In 1932, the nation was in the grips of the Great Depression and there was simply no funding available to support the tour. In the face of this national emergency, the



Pathfinder turned back to Detroit after only four days of surveying the proposed route. Until now, this 1932 route was thought lost to history, but after a great deal of research it has been re-discovered. One of the principal objectives of the 2003 National Air Tour was to honor the pioneers of aviation, as well as the progress of aviation in America over the last century as exemplified by the original Air Tours. What better way than to pick up where they left off — to finish, in their honor, the unfinished tour? So, in 2003, the National Air Tour followed — literally — in the footsteps of its predecessor by picking up exactly where they left off some 75 years ago. We re-created what they set out to do: we followed the National Air Tour route of 1932. The 2003 National Air Tour began and ended, as did the original tours, in Dearborn, Mich. The tour was flown by as many of the original vintage aircraft as could be located and convinced to join in the tour. Today, between 16 and 20 of the actual aircraft that flew on the original National Air Tours are still in existence. We also invited other aircraft, representative of the makes and models originally flown in the tours, to participate. In addition, aircraft representative of the progress of aviation

over the last century, such as the Boeing 247, Douglas DC-3 and others were invited. Lastly, we also invited select manufacturers to fly the tour with the aircraft of today, representing the progress of aviation over the past century.

Over 25 Participating Aircraft Envisioned

When the 2003 National Air Tour arrived people had the chance to see over 25 vintage aircraft from the 1920s and 1930s, including Ford tri-motors, Stinson tri-motors, and aircraft with romantic old names like Travel Air, WACO, Paramount, Curtiss, New Standard, and Eaglerock. There were bi-planes, monoplanes, and flying boats; all harking back to the “Golden Age of Aviation.” If you are interested in, or have questions about, the re-creation of the National Air Tour, please e-mail Info@NationalAirTour.org or visit nationalairtour.org.

National Air Tour, go to page 15



NPIAS airports - federal preapplications

The next funding cycle for airports eligible for federal funding will begin soon. Sixty-nine general aviation airports in Iowa are part of the National Plan of Integrated Airport System (NPIAS) and eligible for federal funding. Recent updates to the NPIAS have resulted in updated entitlements up to \$150,000 per airport for fiscal year 2003. Federal fiscal year 2005 will be the last year to use these funds. Make sure that you have an eligible project on file with FAA. Federal fiscal year 2005 preapplications for federal airport improvement projects must be submitted to the Office of Aviation by Dec. 5, 2003. The Office of Aviation will present the projects to the Iowa Transportation Commission at the January 2004 meeting. Specific details and necessary forms for submitting an application were mailed to eligible airports in mid-September and can also be found on our Web site, iawings.com. Please contact Kay Thede for information.

Airport F&E (facilities and equipment) funding has been reinstated

With the passage of this year's state budget, the Office of Aviation will be reinstating several programs. The office will begin accepting applications from public use airports for F&E funds. Eligible items for this emergency funding include safety-related products such as lights and beacons. Contact Mike Marr at michael.marr@dot.state.ia.us with any questions you might have about this program.

Federal legislation update

Reauthorization of the aviation programs and transportation appropriation bills stalled in Congress and funding was continued with continuing resolutions. Other aviation issues that continued debate during this session were cargo security, reauthorization of research programs and security funding.

Vision 100 – Century of Aviation Reauthorization Act – H.R. 2115

The conference committee report met opposition and was not taken to a vote before AIR-21 expired. Congress continued funding operations while furthering discussions on privatizing the air traffic control functions and the ability to expand the contract tower program. The reauthorization committee report may be sent back to committee or an extension of the current program may be voted on. A summary of the conference report can be found under "Hot News" at the Office of Aviation's Web site iawings.com.

FY 2004 Appropriations – H.R. 2989

This is the first year the Treasury and Transportation departments are combined in one appropriation bill. The Senate and House passed different versions and sent the bill to conference. Whether the bill remains on its own or becomes part of the omnibus appropriations bill has yet to be worked out. Funding continued to flow to the FAA through continuing resolutions. The AIP funding level will likely be at least \$3.4 billion. Changes to the EAS program are included in the House version of the bill. Mason City and Fort Dodge have projects identified as priority projects in the House version. The Senate listed projects for Ankeny, Charles City, Council Bluffs, Fairfield, Fort Dodge, Iowa City, Mason City, Newton, Ottumwa, The Eastern Iowa Airport, Waterloo, and Washington.

Federal legislation can be viewed on the following Web site: <http://thomas.loc.gov> by typing in the bill number.

State Aviation System Plan update

The Office of Aviation has contracted with the team of Snyder & Associates and Wilbur Smith Associates to update the state aviation system plan. This will be a year-long process that will look at the existing aviation system, identify current and future needs, provide a method to assess the current system, and recommend a plan to achieve the desired system to meet aviation needs in Iowa. The Aviation Advisory Council will serve as an advisory group for the plan. In addition, input will be requested from aviation system users and periodic updates will be published in the Aviation Bulletin. Throughout the process we welcome and encourage input from the aviation community. The completed system plan will be a document to guide investments for the future. The system plan process and information will be available on the Office of Aviation's Web site. The project is funded with an FAA planning grant and resources from the Iowa DOT.

Fly Iowa 2003 scholarship winners announced

The mission of Fly Iowa is "...to promote aviation and its associated benefits across the state of Iowa, and to use aviation as a motivating force to encourage science, math and technology education among Iowa's youth."

In honor of the 100th anniversary of powered flight, Fly Iowa 2003 hosted an essay contest. Each student award winner was honored at Fly Iowa 2003 July 5 at an awards ceremony at The Eastern Iowa Airport. The scholarships are for students to attend all-expense paid camp experiences (excluding transportation) to Space Camp in Huntsville, Ala., and to the Aviation Academy at the EAA in Oshkosh, Wis. To learn more about each camp refer to: spacecamp.com or www.eaa.org/education/firstflights.html.

Winning selections were based on originality, creativity and consistency with the theme, "Celebrating Flight – What do you think will be achieved in the next 100 years of flight?"

Award winners to Space Camp are **Anna Grimley** (age 13), Springville School – Springville, and **Adam Craig** (age 13), Linn Mar School – Marion. Award winners to EAA Aviation Academy are **Shreya Madhavarani** (age 12), Cedar Rapids, and **Zach Wahls** (age 11), Weber School, Iowa City.

Jack Else, Fly Iowa 2003 Co-Chair, "The Wright brothers, while living in Cedar Rapids, were inspired by the gift of a primitive flying toy, given to them by their father. Their dream came to fruition on the dunes of Kill Devil Hills, North Carolina, on Dec. 17, 1903. Our hope is that other children in Iowa will be similarly inspired."

Fly Iowa 2003: more than 33,000 celebrate aviation

Orville and Wilbur would have been proud.

The Wright brothers and aviation industry that they helped to create was celebrated by more than 33,000 people at this year's 12th annual Fly Iowa held July 5-6 at The Eastern Iowa Airport.

Fly Iowa is a statewide fly-in and aviation fair designed to promote aviation and its associated benefits across the state of Iowa, and to use aviation as a motivating force to encourage science, math and technology education among Iowa's youth.

The event was created by the Iowa Aviation Promotion Group. The IAPG continues to be the driving force behind the annual Fly Iowa event. Presenting sponsor for Fly Iowa 2003 was Rockwell Collins, a global leader in avionics.

Activities at this year's event were varied, from educational university exhibits to just plain fun, such as local Experimental Aircraft Association (EAA) member Marv Hoppenworth and the child-size pedal planes he builds.

But as with any aviation-related event, it was the aircraft that were the real stars of the show. The local EAA Chapter 33 provided free plane rides to 214 youngsters through the Young Eagles program. The EAA also made arrangements to have the 1929 Ford Tri-Motor and Spirit of St. Louis at the event, offering rides for a nominal fee.

The Flying Fez, a Shriners organization which routinely provides free flights to children needing treatment at the Shriners Hospitals, gave 48 special needs children and young adults plane rides.

Other activities included the Cedar Rapids Skyhawks, providing remote-control airplane demonstrations, helicopter rides, a dance Saturday night featuring big band music, a fly-in/drive-in breakfast, and so much more.

Perhaps the biggest draw was the United States Air Force F-16 aerial demonstration. The high-flying maneuvers displayed on Saturday and Sunday dazzled the crowds.

Event organizers want to thank all the sponsors that helped make Fly Iowa 2003 such a huge success. In addition to Rockwell Collins, other sponsors include the City of Cedar Rapids (hotel/motel tax grant), Linn County Board of Supervisors, Witwer Trust Fund Grant, Gazette Communications, the Kiwanis and the Optimists, Sound Concepts, Presentations, Allen Motors, Dr. Pepper/7-UP Bottling Group, Piedmont Hawthorne, PS Air, Spielman's Event Services, Winifred's Catering, Seegers Truck and Trailer Repair, Hills Bank and Trust Company, Per Mar Security, Cedar Rapids Jaycees, Henry Russell Bruce, FedEx, Radio Communications RC Systems, Collins Plaza Hotel and Convention Center, Hunters Ridge Golf Course, United Fire Group, Five Seasons Transportation, Variety Club/ Big Brothers and Big Sisters, and The Eastern Iowa Airport.

We'll see you at
FLY IOWA 2004
Washington, Iowa
June 4 - 6, 2004



Kitty Hawk, from page 1

Larry and Shane met wonderful people at every airport where they stopped. Everyone was so accommodating and helpful. "We received much better customer service than we do when we drive," said Shane. But, nothing could beat what happened when they landed at Kitty Hawk.

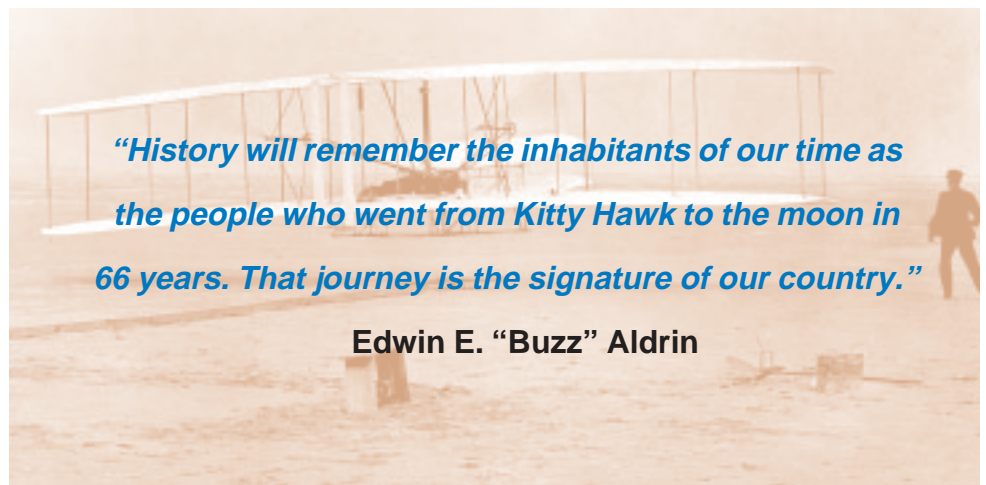
When Shane radioed that they were about one hour away from landing, Mr. and Mrs. Bob Huck, of Wadena, Iowa, were standing at the counter and heard the transmission. (They were in the area visiting their son who is in the military.) The Hucks gave the Vande Voorts a round of applause and very warm welcome when they landed. Shane says, "It was very nice of them. It was almost like being home."

Shortly after landing, a park ranger helped Shane and Larry raise the Iowa state flag at the memorial. The Iowa state flag flew with Old Glory and the Centennial of Flight flag, and will become a part of a permanent display at the memorial along with the proclamation (pictured) that was signed by Governor Vilsack and delivered by Shane and Larry. Pictures of the proclamation and flag rising were taken by the National Park Service and are available at

countdowntokittyhawk.com.

The Vande Voorts report that the Centennial of Flight celebration has been a real boom to Kitty Hawk's local economy. Thousands have flocked to the area. All hotels are full and people are renting out their homes to visitors. It's just another example of aviation's contribution to the economy.

Congratulations to Shane and Larry! Thanks for making us proud.





Aviation Calendar

Contact the activity host for more information
Iowa events highlighted in blue

Dec. 12

IAPG Board Meeting
Exec 1
Ankeny Airport
Ankeny, Iowa
Info: 515-964-1398

June 4 – 6, 2004

Fly Iowa 2004
Commemorating the
60th anniversary of D-Day
Washington, Iowa
Info: 319-653-6646 Mike

June 19 – 20, 2004

National Ercoupe Convention
Knoxville Municipal Airport
Knoxville, Iowa

July 4, 2004

Annual Flight Breakfast
Sponsored by: Atlantic Jaycees
Atlantic, Iowa

July 27 – August 2, 2004

Air Venture Oshkosh 2004
Oshkosh, Wisconsin

Attention Pilots!

Last month, the Office of Aviation sent a “Pilot Activity Log” to most public use airports in the state. Pilots are encouraged to fill out this simple form each time they use one of these facilities. Information collected from these sheets will be used by the office and local airport authorities to determine methods for improving Iowa’s aviation system and to gain a better sense of airport activity levels. It is an excellent opportunity to express your concerns for or praises of Iowa’s airports. With your help we can make Iowa a safer and better place to fly.

All “Activity Logsheet” entries that are received prior to Aug. 31, 2004, will be eligible for a drawing. The winner will receive an aviation-related prize.

Pavement conditioning index (PCI course offered)

The Office of Aviation, in partnership with a team of consultants, will be performing PCI evaluations at 35 airports around the state later this year. Applied Pavement Technologies and Kirkam Michael were selected to assist in the inspections and training of DOT and airport personnel. During the second week in November, two teams will travel around the state inspecting airports. Airports which will be affected by these inspections will be notified prior to the arrival of the inspection teams. The results of these PCI inspections will be used by the office and local authorities to determine the most effective forms of preventative maintenance and future investment needs.

A one-day class in pavement conditioning index (PCI) is being offered Nov. 18 at the Baymont Inn in Ames. You may register for the course by calling Michele Rouse at 515-239-1691 or e-mail michele.rouse@dot.state.ia.us. These classes are free to interested parties. A two-and-one-half-day course in the use of MicroPAVER will be offered to all interested airport personnel at a later date.

National Air Tour, from page 11

2003 National Air Tour Stop - Des Moines International Airport, Des Moines, IA

ARRIVED: Thursday, Sept. 11, beginning at approximately: 02:00 PM.

DEPARTURED: Friday, Sept. 12, beginning at approximately: 12:00 PM.

The National Air Tour delayed its departure from the Des Moines International Airport to noon Friday, Sept. 12, 2003. The delay is was due to IFR conditions (low ceilings and visibility) along the route.

Des Moines was a stop on the 1925, 1926 and 1929 National Air Tours. The 1925 stop was at Fisher Field, which unfortunately had only 1,400 feet of runway. The citizens of Des Moines were a bit embarrassed when the Fokker trimotor and Ford 2-AT choose to bypass the stop due to the short, unimproved airstrip. Nonetheless, 5,000 people turned out, many parking at the nearby state fairgrounds to see the 15 airplanes that did land. The tour began arriving with the Scout Plane at 1:37 p.m. Beginning at 1:55 p.m. the main tour followed all landing within six minutes of each other. They had lunch and were on their way to Omaha just by 3 p.m. Iowan “Rusty” Campbell was one of the partici-

pants in the 1925 tour and received a perfect score flying a Curtiss OXX-6 Travel Air bi-plane. In 1926, local boosters who remembered being passed up by larger airplanes on the 1925 Tour, built an airstrip large enough to accommodate the biggest Tri-motors. It was complete with electric lights and an administration building — a big Army tent. This strip was a field southwest of the Hyperion Club, which was just over 3,000 feet north-south and 2,100 feet east-west. It was finished the day before the tour arrived. Amelia Earhart, aviatrix most famous for being the first woman to cross the Atlantic by air, was scheduled to make a visit to the 1929 National Air Tour as it landed at the Des Moines Municipal Airport. Unfortunately, due to her busy schedule and an extended meeting with Transcontinental Air Transport, she was unable to fulfill her obligation. Johnny Livingston of Waterloo, Iowa, flying a Waco CSO with a Wright J6-7 motor, led the 1929 Tour as it landed in Des Moines. Livingston kept his lead that year to win the tour. Pilots stayed at Hotel Savery in downtown Des Moines during the 1928 and 1929 tours.



Iowa Aviation Bulletin

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

Iowa Aviation Bulletin

Office of Aviation

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

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Hot News and Aviation Calendar

Please contact Michelle McEnany in the Office of Aviation if you are interested in getting up-to-the-minute state aviation news and she will add your name to the "Hot News" list.

Also, we are always happy to add your fly-in or other aviation activities at your airport to the state Aviation Calendar. If you are interested, please contact Michele Rouse in the Office of Aviation.