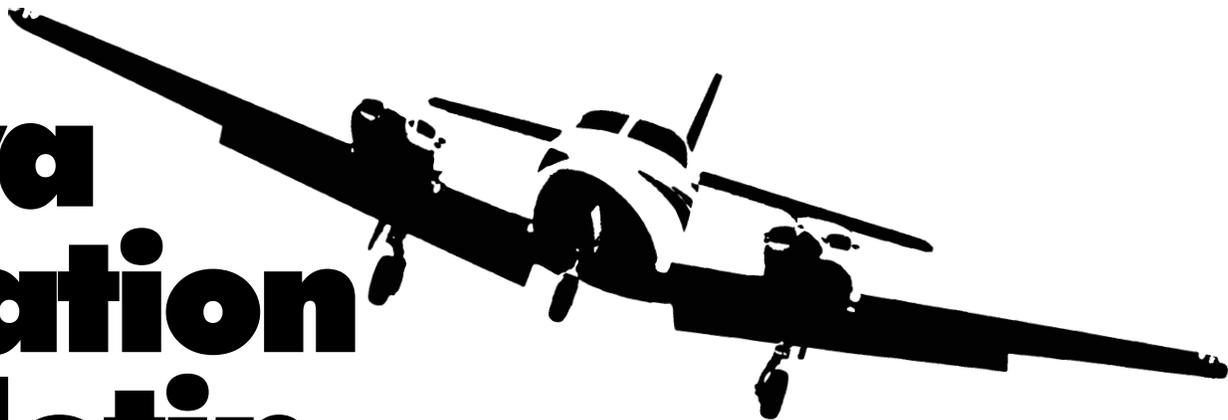


Spring 2000

Iowa Aviation Bulletin



TO ENCOURAGE, FOSTER AND ASSIST IN THE GENERAL DEVELOPMENT OF AERONAUTICS IN THE STATE OF IOWA

Business Aviation Association formed

A new aviation association was formed in Iowa during 1999. An informal group of business and professional pilots from central Iowa has become the Central Iowa Business Aviation Association (CIBAA). The association's primary goals are providing a voice for business aviation, and creating a forum for aviation safety and education topics.

CIBAA is made up of 92 members representing 45 companies, including some of the largest companies in the State of Iowa. The geographic coverage of the membership extends from Chariton to Ames and Newton in the east.

While each aviation association has its own "issues," more often than not different aviation associations' goals will

overlap. Helping to educate the general public about aviation, participating in statewide aviation promotion and education programs, and advocating for enhanced aviation safety and accessibility are some of the goals pursued in common by Iowa's aviation associations. Some of Iowa's aviation associations are relatively new. Others have been around for many, many years. These existing organizations (Iowa Aviation Business Association, Aerospace Education Council of Iowa, Iowa Public Airports Association, Associated Pilots of Iowa, EAA Chapters of Iowa, and the Iowa Aviation Promotion Group) are encouraged to reach out to this new association to work together to help lead Iowa aviation into the 21st century.

For more information about CIBAA, contact Bob Dickson at 515-256-5517.

Fort Dodge Regional Airport hits goal of 10,000th boarding!

On November 29, 1999, as passenger Steve Pratt checked in at the Northwest Airlink counter for his morning flight, a small bell rang and he was suddenly surrounded by flying confetti and cheering airport employees. Pratt, who is the sales manager for Born Free, Inc. out of Humboldt, was checking in with Northwest Airlink on the first leg of a business trip to Orlando, Fla. He was being honored because he was the 10,000th passenger of the year that checked in at the Fort Dodge Regional Airport.

Reaching the 10,000 enplanements goal now classifies the Fort Dodge Regional Airport as a "primary" airport, which allows it to be eligible for a minimum of \$500,000 in federal entitlement funds each year from the federal AIP Program.

The Fort Dodge Regional Airport has seen enplanement increases of more than 50 percent during the past two years.

Enplanements increased by 25 percent from 1997 to 1998, and the enplanements for 1999 will reach nearly 12,000, a 33 percent increase from 1998. The last time the airport reached 10,000 enplanements was in 1994, with two airlines offering service from Fort Dodge. The airport has attained its current record setting enplanement numbers with service from only one airline, Northwest.

The Fort Dodge Regional Airport Commission wishes to thank the Iowa Department of Transportation for all of its current support and future improvements to the development and advancement of aviation within the state of Iowa.

Back to Blakesburg



Page 2

**“You goin’ to Blakesburg?”
For almost half a century the
answer has been, “Clear prop!”**

Back to Blakesburg

by Paul Berge, reprinted with permission
Flyer Media, Inc. Lakewood, WA

Every summer the question races through pilots lounges: “You going to Oshkosh?” Fliers make the annual pilgrimage to Wisconsin to worship in hordes at an open-air cathedral of warbirds, celebrities and plastic homebuilts. They watch drop-jawed as air-show pilot Sean Tucker defies aerodynamic logic. The FAA even gets swept away and has promulgated in FAR 91.999 (a): “Once in a lifetime, every pilot *shall* make the pilgrimage to this small Midwestern city.” (Not really, but maybe it should.) Perhaps - and label me heretic - once is enough. As vital as Oshkoshfest is to general aviation’s political survival, it can be an overwhelming blow to the senses. The immensity of the event blunts the experience. It’s tough being intimate with several hundred

thousand strangers. In an effort to find balance, a rebel band of pilots has retreated to a much smaller Midwest town called Blakesburg, Iowa, home of the Antique Airplane Association (AAA). To the AAA’s 6,500 members the annual question is, “You goin’ to Blakesburg?” For almost half a century the answer has been, “Clear prop!” They watch the skies on Labor Day weekend as several hundred airplanes from Maine to California return to Antique Airfield (IA27) for a family reunion. And, oh, what a family it is.

Head of this family is Robert Taylor, who founded AAA in 1953. It took a unique vision - Bob, who lives on the airfield, might say a *madness* - to create the first antique airplane organization before there were many antiques. He began in a time when Stearman and Waco

biplanes were throwaways, lucky to end their days as crop dusters. It was a time when the J-3 Cub was a cheap knockabout airplane for a kid who wanted to build time. The Piper Cherokee, GPS and even the FAA were things of the future. It was, however, a period of rapid transformation in aviation and Taylor’s foresight to “keep the antiques flying” which preserved not only the hardware, but also the aviator skills that otherwise would have vanished. Although EAA and AAA began life at about the same time, and even shared a fly-in in 1956, the AAA has shunned the glory that turned EAA into a marketing giant. AAA’s philosophy is Zen simple. To truly preserve history, one must, “live the legend,” as former AAA board member Joe Pundzak often said. This applies not just at fly-ins, but daily. Fly as though it was 1946 or 1938 or 1921 all over again. For that reason the faithful return to Blakesburg to relive the aviation dream and they do it in fabric-covered airplanes with leaking engines and tails in the grass. There is no air show; only a few vendors, and certainly no FAA speechmakers. You might spot the occasional movie star or politician, and if you look closely you’ll catch a glimpse of a Corben Ace pilot, Paul Poberezny. Like the other faithful, the founder of EAA returns to his roots for the annual renewal.

Geographically, Antique Airfield is 61 miles southeast of Des Moines. Located on 177 acres of rolling farmland, it appears to be stuck inside that fantasy past we pilots all share. As I flew over the field in my 1946 Aeronca Champ for this, my 14th trip to the reunion, I felt that weird sense of timelessness that makes this airfield almost a spiritual destination. Enter the traffic pattern and you’re likely to find yourself in formation with a Stinson, Travel Air or Fairchild. Don’t expect to hear anyone on the radio because, here, pilots fly the old fashion way by looking at the sky - yet another skill AAA preserves by doing.

If you think of Blakesburg as a travel destination, then you’ll never truly find it. In the antique airplane world, the destination is almost a by-product of the flight. As an unknown antiquer once said,

Blakesburg, go to page 3



**The flight line begins to fill up.
(Chuck Stewart photo)**



Blakesburg, *from page 2*

“almost getting there is half the fun.” Assuming you make it all the way from Rhode Island in your 1938 Rearwin, you’ll want to savor the arrival. Think of yourself as a theater star about to make an entrance. Go for the drama. Make a pass down the runway, pull up (watch the trees and your airspeed) and then go back around to land. Time your arrival for just before sunset, because that’s when the light is at its best. The late-summer orange slanting across the woods make for a dramatic arrival factor. With a north/south runway (no one knows the real heading) the sun won’t be in your eyes. The runway is grass and doesn’t exactly follow an even track, but that only adds to the experience. Don’t bounce; everyone’s watching. Don’t arrive too late, either, because when the sun goes down they turn on the 1930s airway beacon to signal the field is closed for the night. It’s time then to tie down the airplane and head for the Pilot’s Pub.

Blakesburg, go to page 4



(Top) Flown by Col. Joe Kittinger, the Kruetzer Tri Motor demonstrates its short field takeoff. (Chuck Stewart photo)

(Above) Greg Herricks Grand Champion Antique Kruetzer Tri Motor. (Mike Gretz photo)

Waco, Laird and Meyers among the many outstanding antiques attending in 1999.



Blakesburg, from page 3

Only open during the fly-in (it takes a full year to repair), the Pub is the quirkiest tavern this side of the Yukon. More of an exclusive club, it took a lot of effort over the years to achieve the ambiance of broken props, bent ailerons and elbows, and all sorts of aviation wreckage--both mechanical and human. Your host/proprietor is Barry Taylor, eldest son of Robert. He'll set up with a cold beer; then, after he tells you everything there is to know about the Rose Parakeet biplane - his specialty - he'll want to know everything about you. "Where are you from? What are you flying? Where are you headed next?" The beer's cheap but the flying stories are priceless and last into the small hours of the night. At closing time a shuttle service hauls the softer pilots to the motels in Ottumwa, 15 miles distant. The true aficionado, however, makes the short, if sometimes crooked walk from the Pub to the airplane. Assuming it's your plane, you unroll the sleeping bag and sleep amidst the silhouettes of aviation greatness.

Dawn Patrol

At daybreak, it's like the dawn of flight itself. Wake to the *plonk, plonk, plank* of dewdrops hitting the lower wing of a biplane. Eyes still closed, hear an early riser pull the propeller through on a radial engine. Reveille - the cough of avgas out the exhaust stacks, turning dreams into blue smoke in the slipstream. Slowly open your eyes to the steady clack of an old engine - Wright, Hisso, Kinner. It's 1927 and you're a barnstormer. You push from your cocoon, make a quick run to the latrine, and before the dew has rolled off your windshield, you untie your bird. It's time to fly. Burnt oil competes with equally greasy breakfast smells from the mess hall. Food for the stomach can wait; your soul needs feeding. Take off. Fly. There are no schedules, no procedures about who flies when. Competition is tough for the sunrise to wash your face in the sky. After that, you've got the whole day ahead to sit around, walk the line, sleep in the shade of the wing, talk with other pilots, or go for a long hike in the woods or down a farm road with the sound of old airplanes overhead. The toughest part of the annual reunion is getting used to the idea that you've all the time in the universe at your disposal.

Of course, all this casual splendor doesn't come free. The AAA has a permanent staff of four to run the airfield and the Air Power Museum, and to publish its 15 newsletters and magazine. Robert Taylor maintains his office on the field and can be reached weekdays at 515-938-2773. Membership in AAA is a mere \$36 per year or \$500 for a lifetime. No greater bargain exists in aviation. Weeks before Labor Day, the volunteers arrive and, supervised by AAA's executive director, Brent Taylor (number two son), they mow the runway, paint the wind tee and make sure the toilets flush in the right direction. Unlike Oshkosh, Blakesburg offers indoor plumbing. Although you'll rarely find the FAA at the reunions, you will encounter a unique brand of ATC. Steve Butler of Sioux City arrives in his 1948 Piper Vagabond, unwraps two flags (one red, one green). Then, as traffic peaks, he opens the "control tower." The basic traffic procedure is this: If you see a green flag, you land, if you see a red flag, you don't. If you don't see any flag, it means Steve went to the bathroom and you're forced to utilize that endangered aviation skill of common sense. Having

Blakesburg, go to page 6



(Left) Dr. Paul Sensor's Stinson SR-8E from Hampton, Iowa. Grand Champion Classic. (Rick Duckworth photo)

(Below) Jim Jones, Newton, Iowa, landing in his freshly restored Meyers OTW. (Chuck Stewart photo)





Blakesburg, from page 4

been an air traffic controller myself, I'm amazed the FAA can't adapt Butler's technique. In all the years AAA has sponsored an event, there has never been a fatal crash on the field; a few fender benders, sure, but with a ramp loaded with mechanics, help is readily available.

As the rest of the aviation world makes an immense fuss over the re-emergence of the Cessna 172s, the Piper Archer or the slicker entrants like the Cirrus or Katanas, the antique market in high-quality old airplanes offers incredible bargains. For the price of a new 172, the antique adventurer can buy a 1930 Fleet biplane and have \$100,000 left over for barnstorming. True, your open-cockpit biplane won't go 150 knots (neither will a 172), and it doesn't have an HSI or even cabin heat...or even a cabin. It does, however, have the wind in the struts and the sky above. Even on a tight budget, the pilot who truly wants to fly the old birds can do it. For about \$15,000

you can buy a good 50-year-old Aeronca, Luscombe or Taylorcraft. Maintenance on these old airplanes is surprisingly easy and amazingly legal. Through the AAA, technical support is a phone call away...or for those comfortable with contradictions, there's even a Web site: www.aaa-apm.org.

However you get there, once you begin the journey you'll enter a world you probably thought had vanished. Pilots have long whispered of a mythical land called *Ailerona*, where aviation is sacred. Well, *Ailerona* exists. The middle of America is loaded with grass runways just waiting for your tires to rumble through the ruts. The antique airplane experience offers adventure and romance, whereas all the modern manufacturers can promise is reliable transportation.

The modern 172 or Cirrus can transport your body and baggage from A to Z, but can the glass cockpit, the GPS and the autopilot transport your soul to the place a pilot really yearns to be? Perhaps, but at Blakesburg, Iowa, it's guaranteed. It's a homing device, a magnet for pilots who truly wish to return to what drew them into flying in the first place. That past isn't gone. It awaits any

Parakeets, a rare Hisso Travelair and rarer Monoprep in front of Hangars 1 and 2 at Antique Airfield. (Rick Duckworth photo)

pilot - or potential pilot - who is willing to make the journey to the center of the country, to a town called Blakesburg, and to the very core of why we fly. It's there. Go! Maybe we'll meet up on the way. I'd be more than happy to show you the route as it was shown to me, and you will no doubt show to others.

It's how we keep the legends alive and how, as they say at AAA, we "*Keep The Antiques Flying.*"

If you decide to fly into Antique Airfield, Robert Taylor requests a courtesy call first. He can be reached at 515-938-2773.

Little GCO

Did you know there has been a GCO in operation at the Storm Lake Airport for more than a year? What is a GCO? No, it's not a muscle car of the 60s. Maybe we need to consult FAA Advisory Circular 7340.1T "Contractions," or the list of abbreviations in other aviation publications. Maybe it would be easier to start with RCOs.

The FAA has a comprehensive system of remote communications facilities to provide ground-to-air and air-to-ground communications. These facilities enable communications on the ground at our airports, as well as in flight. One of the principal units of this system is the remote communication outlet (RCO), which is used to communicate to the AFSS/FSS between aircraft on the ground or in flight. RCOs are usually assigned a single frequency, although separate frequencies to receive and transmit may be identified. RCO communications are normally carried along dedicated land lines. An RCO may be co-located with a NAVAID facility such as a VORTAC. Following is a list of RCO facilities in Iowa and their associated control facility:

Location	AFSS Control Facility
Burlington	Fort Dodge
Cedar Rapids VORTAC	Kankakee, IL
Cedar Rapids LOC	Fort Dodge
Charles City	Fort Dodge
Davenport	Fort Dodge
Denison	Fort Dodge
Des Moines	Fort Dodge
Des Moines RCAG	Princeton, MN
Dubuque VORTAC	Fort Dodge
Fort Dodge	Fort Dodge
Grinnell	Fort Dodge
Iowa City	Fort Dodge
Iowa City VORTAC	Fort Dodge
Lamoni	Fort Dodge
Lamoni VORTAC	Fort Dodge
Mason City	Fort Dodge
Newton VORTAC	Fort Dodge
Ottumwa	Fort Dodge
Sioux City RCAG	Princeton, MN
Sioux City VORTAC	Fort Dodge
Spencer VORTAC	Fort Dodge
Waterloo VORTAC	Fort Dodge
Waukon VORTAC	Fort Dodge

A new type of remote radio access system has been developed by private industry as an alternative to more expensive dedicated voice networks. The new system, referred to generically as a ground communications outlet (GCO), addresses the needs at lower-activity airports for clearance delivery and closures of flight plans. GCOs allow the pilot access to flight service via a radio-to-telephone link similar to a high frequency radio-telephone patch. A microphone key click signal from the cockpit triggers a dial-up telephone call directly to the appropriate flight service station. Iowa's first GCO was installed at Storm Lake in 1998.

The GCO is designed for use only on the ground. The GCO frequency in Iowa is 121.725. Keying the microphone slowly four times, about once per second,

alerts the dialer to connect to the appropriate ATC facility. The phone rings and an FSS specialist will answer. You can then speak just like you would in any radio conversation. Although the specialist is talking on the phone, you are still talking over radio waves into a phone patch. After 60 seconds with no activity by your radio transmitter, the telephone will automatically hang up. This could happen if the specialist is giving you a full weather brief or a lengthy clearance. To prevent this hang-up, you must key your microphone at least once a minute.

GCOs are also being installed in some of our neighboring states. They are a little different, but hopefully will become another tool to make our flight environment a little more efficient.

Open letter to Iowa cities, airport commissions and operators

The Iowa Aviation Promotion Group (IAPG) is looking for communities to host FLY IOWA in 2002 and 2003. Proposals will be reviewed in April for 2002, and in December for 2003. To those communities that have never put on an event like this, we don't want you to be intimidated by its scope of events. IAPG is putting together an organizational event manual just for "FLY IOWA." We now have a "FLY IOWA" Coordinator to work with the hosting community. Our goal is to make FLY IOWA the best aviation event in the state, and to help the hosting community show off its local airport and the economic impact it has on the regional community. This includes showcasing the businesses that use the airport, plus the recreational pilots and their aircraft.

Aviation is in a nationwide upswing, and even in Iowa there are small companies now producing parts and kits for certified aircraft and homebuilts. New aircraft sales have reached record levels, and new student starts are increasing around the country and in Iowa.

2003 will be the year that we all should proclaim what 100 years of powered flight has meant to our country, and especially to our own Iowa aviation community, including our "Pioneers" in aviation. This will be the program challenge for the hosting community for FLY IOWA 2003.

IAPG will be looking forward to many exciting proposals for FLY IOWA 2003.

Wesley L. Olson
President IAPG

Iowa Aviation Weather System to be upgraded

The Iowa Aviation Weather System was established several years ago to disseminate weather data collected by the state Aviation Weather Observing System (AWOS) and provide access to Direct User Access Terminals (DUAT). At the time it was pretty leading-edge technology, putting Iowa out in front of the rest of the country in providing aviation weather information services. In the years since, the system has changed little while technology and user needs were changing.

We have listened to user input and watched technology evolve, and are now planning some enhancements to the system. Development currently planned involves upgrading of the computer program which operates the system to include:

1. The new AWOS personal computer (PC) interface will run on the Windows NT operating system, replacing the outdated DOS system.
2. The new program will have an enhanced user interface for selecting airport weather. A graphical map of the state of Iowa will be displayed and the user will just click on the site or sites desired.

3. The "Local Weather" screen will be enhanced to display recent trend information for key weather indicators at the local site (temp/dew point/ceiling, etc). The trend data will be displayed using graphs instead of text data.
4. When multiple sites are selected to be displayed, the user will have the option of displaying the data via simple graphs or in text version.
5. The Windows version of the DUAT software will be incorporated into the system. This will allow pilots with a DUAT access code to display the graphics and any other new features offered by the DUAT vendors.
6. The new system will give the DOT the ability to remotely administer the software and AWOS system. This will allow us to do several functions, which previously required a trip to the airport to be done from Ames.

Work is just starting on the system upgrades and the tentative completion target is July 2000. We are looking forward to providing this new, improved service, and we look forward to user reaction.

Dubuque Regional Airport boards a record number of passengers in 1999

The three airlines serving the Dubuque Regional Airport boarded a record number of passengers in 1999, surpassing the previous record set in 1998. The overall passenger count for 1999 totaled 56,084, an increase of 25.56 percent from the 1998 total of 44,666. Prior to 1998, the record number of passengers was 43,843, set in 1993.

"The combination of competitively priced airfares, access to three major airline hubs, 15 flights per day and a ninth consecutive year of perfect FAA airfield safety ratings is working very well," says Doug Brotherton, chairman of the Dubuque Regional Airport Commission. "This record number of passengers reflects the mission of the Dubuque Regional Airport Commission and staff of working closely with our three airline partners, our federal congressional delegation, area travel agencies, and local business and community leaders."

DAYBOOK REGIONAL AIRPORT REVENUE PASSENGER ENPLANEMENTS 1998 - 1999

Year	American Eagle	Northwest Airlink	United Express	Total
TOTAL 1998	20,127	12,420	12,119	44,666
TOTAL 1999	20,045	20,877	15,162	56,084
INCREASE or (DECREASE)	(-0.41%)	+68.09%	+25.11%	+25.56%

Iowa DOT

surplus property

The Iowa Department of Transportation offers equipment such as snow plows, mowers, and tractors for sale to all local government organizations. Airport authorities, commissions, etc. are invited to call or write Mike Holl to receive a bid number.

Mike Holl

Iowa Department of Transportation

800 Lincoln Way

Ames, Iowa 50010

Phone: 515-239-1576

or visit the web site at:

www.dot.state.ia.us/dotauct.htm

Dates for the Iowa DOT auctions in the year 2000:

April 22 Small Equipment

May 27 Large Equipment, Vehicles

August 19 Large Equipment, Vehicles

September 30 Small Equipment

November 4 Large Equipment, Vehicles

Items may be purchased by municipalities before an auction if it has not yet been listed for an auction.

Airport construction in 2000

Another construction season will soon be upon us! Aviators should be on the lookout for such things as closed runway crosses, temporarily displaced thresholds with shorter runway lengths, and construction personnel and equipment on or near runways and taxiways.

The following is a partial list of construction projects scheduled for the year 2000. Remember to check NOTAMs for information on construction or maintenance activities taking place at specific airports.

Atlantic Municipal	Apron and taxiway rehabilitation
Boone Municipal	Runway threshold displacement
Cresco Municipal	Runway construction
Decorah Municipal	Runway, taxiway and apron rehabilitation
Des Moines International	Runway 5/23 extension
Dubuque Regional	Runway 18/36 extension
Eastern Iowa (Cedar Rapids)	Runway 13/31 extension
Humboldt Municipal	Runway rehabilitation
Independence Municipal	Runway rehabilitation and drainage installation
Iowa Falls Municipal	Runway rehabilitation
Jefferson Municipal	Runway extension and rehabilitation
Mason City Municipal	Wind indicator installation
Monticello Municipal	Runway, taxiway and apron construction
Mt. Pleasant Municipal	Runway rehabilitation
Muscatine Municipal	Turnaround construction runway 12/30
Sheldon Municipal	Runway rehabilitation
Sioux Center Municipal	Lighting improvements

Iowa City to host FLY IOWA 2001

The Iowa Aviation Promotion Group has selected Iowa City as the site for the FLY IOWA 2001 statewide fly-in and aviation fair. A strong contingent of community leaders presented a convincing argument to the IAPG board of directors that Iowa City, as the host of the first FLY IOWA in 1991, would be the best place to celebrate the 10th anniversary of the event. As Iowa City Airport Commission Chairman Rick Mascari and Vice-Chairman Mark Anderson stated in the cover letter for their proposal, "What better place to start a new millennium of aviation than at the state's oldest airport in its original location."

The Iowa City Municipal Airport has had a long history at the present airport site. The first activity was recorded in 1918 when pilots used the site as a landing strip. Two years later the site was chosen by the U.S. Postal Service as an

intermediate fuel stop for the Chicago-to-Omaha airmail route. The Iowa City Chamber of Commerce leased 88 acres of ground to accommodate the airmail activity.

Public ownership was established in 1929 after the city of Iowa City supported a bond issue to purchase and develop a municipal airport. The original 88-acre tract was included in the first public acquisition of 192 acres of land.

The importance of the Iowa City Municipal Airport increased in the 1940s. Except for a few later extensions, the runways currently in use at the airport were constructed in 1940 and 1941. The airport was used for a civilian Naval Preflight School from 1939 to 1944. The Iowa City Airport Commission, which is responsible for airport operations, was established by the Iowa City City Council in the 1940s.

The present terminal building was constructed in 1951 with assistance from the Civil Aeronautics Administration. The structure provided terminal building space for that period of time the community was served by certificated commercial air service.

Scheduled passenger service was provided by United Airlines from 1930 to 1959. Ozark Airlines provided service when United flights terminated, with Ozark providing service from 1959 to 1972.

The Iowa City Municipal Airport has, throughout its history, served general aviation. Today, it is one of the most active general aviation airports in Iowa.

NASAO to receive 'Spirit of Flight Award'

The National Aviation Hall of Fame (NAHF) has selected the National Association of State Aviation Officials (NASAO) to receive its year 2000 "Milton Caniff Spirit of Flight Award."

In announcing the award, Mike Jackson, executive director of the National Aviation Hall of Fame, which was chartered by Congress in 1964, said, "Our trustees selected NASAO for its outstanding achievements and contributions to aviation. Certainly, the progress made during the first half of this century came through the efforts of courageous and innovative individuals who found support in their states long before the federal government undertook major research and regulatory programs."

NASAO President & CEO Henry Ogrodzinski said, "We are proud to join the ranks of the distinguished recipients of this high honor, including the Tuskegee Airmen, Doolittle Tokyo Raiders, Flying Tigers (AVG), the Mercury Astronauts, and many others. For 69 years, the men and women of state government aviation agencies have promoted, developed, and protected our national aviation system. We are thrilled to accept this recognition of their accomplishments."

The award will be presented to NASAO during the 39th Annual National Aviation Hall of Fame enshrinement ceremony July 15, 2000. The award was established in 1981, and in 1988 the NAHF Spirit of Flight Award was renamed in the honor of aviator and artist Milton Caniff. In addition to creating the Steve Canyon and Terry and the Pirates comic strips, Caniff drew portraits of every NAHF enshrinee until his death in 1988.

NASAO represents the state government aviation agencies which serve the public interest in all 50 states, Puerto Rico and Guam. Visit the NASAO website at <http://www.nasao.org>.

SPECIAL INVITATION TO AIRCRAFT OWNERS AND PILOTS

Help promote aviation in Iowa - fly in to

FLY IOWA 2000

**9th Annual Statewide Fly-in and Aviation Fair
Waterloo Municipal Airport
June 10-11, 2000**



**Pancake Breakfast • Pilot Safety Seminars • Exhibits
Static Displays • Aerial Demonstrations • Youth Activities**

ADMISSION TO THE GROUNDS IS FREE

Organized by the Iowa Aviation Promotion Group, Inc. and the City of Waterloo

AWOS information available on DOT's web site

Weather information from the Aviation Weather Observing System (AWOS) sites throughout Iowa is now available on the DOT's Internet Web site. AWOS data, combined with the DOT's Roadway Weather Information System (RWIS) data, will provide information on current weather conditions to help pilots and motorists make informed travel decisions.

Development of the new service, called Weatherview, is a joint effort of the Center for Transportation Research and Education at Iowa State University, and the Iowa DOT.

Data is collected from AWOS sites located at 33 airports throughout the state and used by pilots as well as the National Weather Service. The information reported from these sites includes wind speed and direction, wind gusts, air temperature, dew point, barometric pressure, cloud height, and visibility.

Weatherview also collects information from 50 RWIS sites around the state. These sites collect real-time weather information from sensors located in and along the roadway. The roadway sensors can show the temperatures of the roadway surface and the subsurface below the pavement. Pavement temperatures and subsurface temperatures are important to the DOT's snow and ice removal operations.

Users of the Web site will be able to click on an indicator on a map of Iowa that will take them to the information for any of the AWOS or RWIS sites. In most instances, the information displayed on the Web site will be current within 30 minutes from the time it was collected.

The link to the weather information is available on the DOT's Web site at www.dot.state.ia.us.



Aviation Calendar

March 3-5 Marshalltown
Iowa Flying Farmers Annual Convention.

March 7-8 Washington, D.C.
FAA Aviation Forecast Conference. For information call 202-267-9943.

March 8 Burlington
FAA Safety Seminar. 1900. Southeast Iowa (Burlington) Regional Airport. Contact Roger Clark at 515-285-9895.

March 14 Muscatine
FAA Safety Seminar. 1900. Muscatine Community College. Contact Roger Clark at 515-285-9895.

March 15-18 San Diego, Calif.
National Congress on Aviation and Space Education. For information visit <http://www.capnhq.gov/conferences>.

March 20 Algona
FAA Safety Seminar. 1900. Algona Municipal Airport. Contact Roger Clark at 515-285-9895.

April 2-4 Columbus, Ohio
AAAE National Air Service Conference.

April 8 Fort Dodge
Chili fly-in. 1100-1400. Sponsored by Plane Crazy's Club. Free to pilot in command. Rainedate: April 9.

May 1-3 San Antonio, Texas
Regional Airlines Association Annual Convention.

May 3-4 Kansas City, Mo.
FAA Central Region Airport Conference. For information call 816-329-2627.

May 9-11 Tampa, Fla.
Aviation Services & Supplies Trade Show. Sponsored by NATA, PAMA & NPMA.

May 11-13 Rapid City, S.D.
Small Aircraft Transportation Systems (SATS) Conference. Alex Johnson Hotel. For information contact Mary Schaffart at 402-554-3772 or nasa@unomaha.edu.

May 21-24 Baltimore, Md.
Annual AAAE Conference and Exposition.

May 21 Cherokee
Annual flight breakfast. 0700-1200. Sponsored by Cherokee Flying Club. For information call 712-225-2810.

June 4 Audubon
Flight breakfast. 0630-1030. Free breakfast to all fly-ins. (**NOTE:** Due to crosswinds - please no ultra-lite planes).

June 10-11 Waterloo
FLY IOWA 2000 statewide fly-in and aviation fair.

June 11 Spencer
Annual Flagfest air show and flight breakfast. 0630-1200. For information call 712-264-3107.

June 18 Harlan
Flight breakfast. 0700-1100. Free to all fly-ins. Sponsored by the Eight Ball Aviation Club.

June 24 Greenfield
11th annual Iowa Aviation Hall of Fame Banquet. 4-H Building at the Adair County Fairgrounds. For more information call 515-343-7184.

July 9 Emmetsburg
Annual Kiwanis Flight Breakfast. 0700-1230. Free to pilots and copilots. Featuring taildraggers.

July 26-Aug 1 Oshkosh, Wis.
EAA AirVenture 2000.

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Iowa Aviation Bulletin

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Planning Coordination Team
Park Fair Mall, 100 Euclid Ave., Suite 7
Des Moines, IA 50313
515-237-3302
Fax: 515-237-3323

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www.dot.state.ia.us

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

Mark F. Wandro, Director
Iowa Department of Transportation

Aviation Calendar, from page 11

Aug 3-6 **Alexandria, MN**
Great Lakes Chapter AAAE annual conference.

Aug 20 **Monona**
Fly-in, drive-in pancake breakfast. 0700-1200. Breakfast free to fly-in pilots. Sponsored by EAA Chapter 368.

Aug 20 **Iowa City**
21st Annual SERTOMA fly-in breakfast. 0700-1200. For more information call 319-388-9222.

Aug 27 **Greenfield**
Wings, Wheels and Whistles fly-in omelet breakfast. 0730-1100. Free to pilots in command. Air show at 1100. For information call 515-343-7184.

Sept 8-14 **Long Beach, Calif.**
NASAO annual conference and trade show.

Sept 24-27 **San Diego, Calif.**
AAAE National Airports Conference.

Oct 1-4 **New York, N.Y.**
ACI-NA annual conference and exhibition.

Oct 10-11 **Ames**
Iowa Airport Conference. Gateway Center Holiday Inn.

Oct 12-14 **New Orleans, La.**
NBAA annual meeting and convention.

Oct 20-22 **Long Beach, Calif.**
AOPA Expo 2000.