

# IOWA Aviation Bulletin



FALL 2004

## Rod Machado to headline 2004 Iowa Aviation Conference

The 2004 Iowa Aviation Conference will be held Nov. 3-4 at the University Park Holiday Inn in West Des Moines. Conference and registration information is available on the Iowa Public Airport Association (IPAA) web site at [www.iowaairports.org](http://www.iowaairports.org), or by calling Sue Heath at 515-251-8640. Airport managers, commission and board members, city administrators, fixed-base operators (FBOs), pilots, mechanics and interested members of the general public are encouraged to attend.

Rod Machado, noted aviation author and humorist, will be the keynote speaker for the conference. He will discuss the lighter side of aviation and the important role of aviation in our communities.



Laugh and learn with Rod Machado at the 2004 Iowa Aviation Conference.

your questions and speak about what's new in aviation, what lies ahead for the future of aviation, how to plan for your airport's needs, how to obtain funding for your airport and much more.

Also, Federal Aviation Administration and Transportation Security Administration officials, along with the president of the National Association of State Aviation Officials, will be there to answer

The conference is the best opportunity in the state to learn about aviation issues. It will provide an excellent chance to network with members from local airports, decision makers, FBOs, airport managers, commissioners and state and federal government officials. As part of the conference, a free Aviation Safety Program will be held Wednesday, Nov. 3 from 7-9 p.m. Rod Machado will speak on "Defensive Flying" and "The Right Stuff." The program will meet one of the requirements of the Pilot Proficiency Award Program and is a sure bet to meet your expectations, too.

We are very excited about this year's conference. Make your plans to attend now!

## New skydiving record

A new skydiving formation record for the state of Iowa was set Sept. 4, 2004, at the Fort Dodge Regional Airport during the Dollar Daze Skydiving Convention. The new record involved a formation of 60 skydivers and took place in the early evening. The formation was held by the skydivers for a remarkable 16 seconds, a full 13 seconds longer than required for recognition as a record.

The new record was accomplished on the third attempt using special skydiving aircraft including two Twin Otters, one Super Sky Box, and a King Air 90. The previous formation record was achieved with 42 skydivers.

Rhonda Chambers, director of the Fort Dodge Regional Airport, said "The event brings approximately 500 skydivers from all over the nation. In addition to the economic impact of the event on the local economy, it was great to see the record attempt by this group of professional skydivers. We look forward to this unique group of wonderful people returning to our airport next Labor Day Weekend."



This photo of the 60-person skydiving formation over Fort Dodge was taken by skydiver Rob Fortier.



## Director's Corner

Michelle McEnany, Office of Aviation Director

The FY 2005 state aviation program has been approved by the Iowa Transportation Commission. Applicants for DOT grants have received their notification, and work on airport projects has begun! Besides air side and land side airport improvement projects getting underway by the individual airports that were awarded grant money, the Iowa DOT has several other statewide projects that may be of interest to you.

After four years of absence, the state Runway Marking program is back and the DOT has identified 40 airports that are in desperate need of paint. About a dozen airports will be painted this fall with the rest to follow in the spring. The Emergency Operation Repair program is also back and the state will once again help airports on a 70/30 basis with their emergency communication/navigation repair needs.

The DOT understands the importance of keeping the general aviation airports in Iowa safe and secure. A Security and Signage program has been created to partner with airports to do just that. All airports are eligible for signs and should complete the signage application to submit their request. General aviation airports with security plans in place that identified security needs are eligible for 70/30 assistance for their security needs. A letter outlining the specifics of this program will be forthcoming. Every general aviation airport in Iowa has received the Iowa DOT Office of Aviation "General Aviation Security for Iowa Airports" best practices document and a sample security plan, both in hard copy and CD ROM. Even if you haven't begun your security process plan, it is never too late to do so.

Of course, air service continues to be a critical component of the state's air transportation system. The DOT has set aside a small amount of money to help commercial service airports in Iowa with immediate needs for retaining or attracting air service. More detailed information on this will be coming. For more information on the state aviation program visit our web site at [iawings.com](http://iawings.com).

The Iowa Aviation Conference is rapidly approaching. This year, it will

take place Nov. 3-4 at the University Park Holiday Inn in West Des Moines. We are strongly encouraging all airports to send their airport managers and commissioners to the conference. With information on new state programs in the works, Vision 100 provisions and other valuable information, there is simply too much to lose for airports not to attend. Information on the conference is available on the IPAA web site at [www.iowaairports.org](http://www.iowaairports.org).

Our logbook program has provided valuable and interesting information to the Office of Aviation and has provided pilots with an outlet for commenting on facilities at publicly owned airports in the state. We have created a database of this information and intend to share the information with the airports. We would like to thank the Carroll Municipal Airport for standing out in its promotion of the logbook program – this airport submitted the most log sheets to our office!

The logbook program has been in place for a year now and we have decided to keep it going so that our office and the individual airports can continue to receive feedback on the aviation system in Iowa from the pilot's perspective. If you are a pilot, try to fill out the logbook sheets when you are at an airport so they know how they are doing.

Our office has recently attended the annual conference for the National Association of State Aviation Officials (NASAO) held in Minnesota. This is our way of learning best practices from other states and their aviation programs. At the conference the Iowa DOT Office of Aviation won the "Most Innovative State Aviation Program Award" for our work in general aviation security. Next year, Iowa will host the NASAO conference in Des Moines for the first time in NASAO's 74 year history. It will be an excellent opportunity for us to showcase our state to the NASAO group, along with key government and business representatives who attend the conference annually. We are really looking forward to showing them what our state has to offer.

I hope to see you at the Iowa Aviation conference in November!



## Iowa Aviation System Plan Update

The Iowa Aviation System Plan will be finalized soon. As a result of input from the airports and the public, the finished plan will address more areas of emphasis and reflect the issues that were presented.

The six public input meetings held around the state drew varied participation and good discussion. The input was useful in finalizing the plan, and in getting a better understanding of issues around the state. A copy of the presentation used at the input meetings is available on the Office of Aviation web site.

As the system plan is finalized by the end of the year, a technical report, an executive summary, and individual airport reports will be available on the web site. It is anticipated that a draft copy of the executive summary will be available for those attending the Aviation Conference in November.

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



Since its inception in 1976, NASA's Aviation Safety Reporting System (ASRS) has received and analyzed more than 600,000 reports from pilots, air traffic controllers, flight attendants, maintenance personnel and others. Many ASRS reports conclude with a statement of the lesson (or lessons) learned by the reporter. Here is a sampling of important lessons culled from the collective wisdom of the reports submitted over the years.

**1.** I learned that it is better to divert early than to press on in deteriorating conditions hoping for a positive outcome. No one should attempt to "scud run" in marginal VFR conditions as I did (with a near disastrous result).

**2.** Even though I have been flying for a number of years, I learned a valuable lesson about how fast weather can close in and how stupid it is to "assume" that the weather will clear.

**3.** For every flight I make now, IFR or VFR, outside air temperature and icing forecasts will receive very close attention. I will never again fail to scrutinize approaching IMC for icing. It is an insidious trap.

**4.** Not knowing if the other aircraft was being provided advisories shouldn't have been a factor. It's always, "see and avoid" out there.

**5.** They say a good approach leads to a good landing. Early recognition of a bad setup will enable a go-around and prevent getting "into the hole" where few options remain.

**6.** From now on I'll visually check the fuel myself and I'll keep track of the fuel I'm using in flight.

**7.** Here is what I learned: a) To the extent possible, always get prepared on the ground, not while in the air. b) Don't let external pressures like time make you do something you haven't thoroughly prepared for.



NASA's Aviation Safety Reporting System is a great way to learn from other pilots' experiences.

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**8.** In a real-life emergency, the workload and noise can be more distracting than the simulator can emulate. Don't get distracted from the first priority - fly the airplane! Concentration is key.

**9.** Any time an aircraft is damaged, don't fly it until it can be proven that all necessary actions have been taken to return the aircraft to an airworthy condition.

**10.** I blame the mistake on simple overconfidence. Experience, it seems, is no replacement for doing one's homework.

**11.** I learned, that if ever there is a doubt, not only as to what ATC said, but also what they meant, I should become absolutely clear on ATC's instructions, especially before taxiing onto an active runway.

**12.** Looking back on it, I learned two things: a) Take the time necessary to do the work right even if there is pressure to get the plane out. b) Always check the part number, no matter who says it's the right part.

More information on NASA's Aviation Safety Reporting System is available at [asrs.arc.nasa.gov/](http://asrs.arc.nasa.gov/).

# Iowa State Fair 2004



## Giving aviation a lift at the 2004 Iowa State Fair

In a truly collaborative effort by Iowa's aviation community, an aviation display sponsored by the Iowa DOT's Office of Aviation was visited by many people attending the 2004 Iowa State Fair. The display was staffed by Iowa DOT employees, airport managers, airport commission members, fixed-base operators, and representatives from the Experimental Aircraft Association (EAA), aviation associations and community colleges from around the state.

The outdoor display included a tent with a message board thanking airports for the employment, economic impact, and enhanced quality of life provided by Iowa's air transportation system.

A Cessna 150 airplane created an exceptional draw. Children were allowed to sit in the plane while volunteers gave them an overview of the controls.

Those staffing the display fielded questions about learning to fly, Iowa's airports, and commercial air service in the state. Television exposure for the aviation display included a segment that was shot with the Cessna 150 in the display area for Iowa Public Television's fair coverage.

Special thanks to IPAA president Shane Vande Voort and his staff from Classic Aviation in Pella, Darrell Downing and the students and staff from the Indian Hills Community College Aviation Program, and Dick Blum from the Iowa Aviation Promotion Group for their exceptional efforts to make the display a success.

The Office of Aviation would like to thank all of the shift volunteers who shared their enthusiasm for aviation. Volunteers included:

Mike Abrahams - EAA Chapter 135 (Des Moines)  
Dave Kuykendall - Hawkeye Tech Community College (Waterloo)  
Kevin Gascon - Aircraft Super-Market (De Soto)  
Drew and Ellen Schumann - EAA Chapter 456 (Newton)  
Darrell Downing - Indian Hills Community College (Ottumwa)  
Des Moines International Airport Staff  
Dick and Nancee Blum - IAPG/Howard R. Green  
Shane Vande Voort - Classic Aviation (Pella)  
Doug Cash - Classic Aviation (Pella)  
Brian Teachout - Classic Aviation (Pella)  
Larry Vande Voort - Classic Aviation (Pella)  
Roger Bocox - EAA Chapter 135 (Pella)  
Kevin and Jane Knudson - Iowa Falls Municipal Airport  
Mike Roe - Washington Airport/IPAA  
Norm Hutchinson - Carroll Municipal Airport  
Barney Bushore - Exec 1 Aviation (Ankeny)  
Chuck McDonald - IAPG  
Lisa Kuehl - Cy Aviation (Boone)  
Gerald Clark - EAA Chapter 1143 (Osceola)  
Dan Van Donselaar - Knoxville Aviation (Knoxville)  
Andy Perry - Dubuque Regional Airport  
Tim Busch - EAA Chapter 33/ Iowa Flight Training (Vinton)  
Rhonda Chambers - Fort Dodge Regional Airport  
Jeff Davidson - Johnson County Council of Governments (Iowa City)  
Ron Duer - Iowa Lakes Community College (Estherville)



The aviation display was a popular place to be at the Iowa State Fair.





## Marketing Update

Tim McClung, Office of Aviation

**B**eginning with the summer edition, we went to a new, updated look for the Iowa Aviation Bulletin. We hope you have noticed! We will continue to try to use high impact photography to make the bulletin more enjoyable to the reader and to help us convey aviation news in Iowa.

### Iowa State Fair

For those of us lucky enough to have worked shifts at the Iowa DOT's Office of Aviation display at the Iowa State Fair, we saw firsthand how the airplane in the display was a fantastic draw for all age groups. It was great to see the wide eyes of the children as they touched and sat in an airplane for the very first time. The same could be said for the adults from all walks of life who stopped by the display with questions, stories, and an obvious fascination for aviation. It was proof that the aviation community needs to continue its efforts to expose new people to aviation.

### Sport Pilot

One tool for broadening aviation's reach is the recently introduced Sport Pilot Rule - a monumental undertaking by the FAA that will increase overall safety and make it simpler and cheaper to introduce newcomers to aviation. The Sport Pilot Rule will bring some arguably needed controls to the world of sport aviation in the areas of pilot certification, flight training, maintenance, availability of certified aircraft and flight rules. In addition it will provide a realistic opportunity for the aviation industry to market pilot start-ups with a lower cost and newer aircraft.

The true test of the rule will come in the years ahead when we see how much the Sport Pilot Rule will stimulate pilot start-ups. If the economics of the rule prove beneficial, we will no doubt begin to see flight schools around the state taking advantage of the new light sport aircraft and pilot certification standards.

### Events

The Office of Aviation is continuing its effort to get out to key events in the state. For example, the recent League of Cities event in Sioux City provided an opportunity to get in front of city personnel and council members to discuss aviation issues around the state, receive input and educate that key group on different aviation issues.

We are very fortunate to have secured Rod Machado as the keynote speaker at the Iowa Aviation Conference Nov. 3-4. He is a top draw at aviation events nationwide, and with good reason. We hope you will make it to the conference to meet and listen to him.

Our state is lucky to be in such close proximity to the world's premier annual aviation event in Oshkosh, Wisconsin. A relatively short airplane ride will get most of us there in a matter of a few hours or less. But Oshkosh also provides a nice economic impact to the state as a large number of the 10,000 planes that make the trek land in Iowa for their final fuel stop. The state's FBOs do an excellent job of taking care of the Oshkosh-bound aircraft. Some FBOs have even found that Oshkosh specials are an excellent way to keep them coming back.

Please remember to send us your events for 2004 as soon as you know the dates.

### The Alien Stare

A member of our Aviation Advisory Council often refers to what he calls "The Alien Stare." It is the look of "what are you doing here" that newcomers sometimes get from airport personnel and regulars when they visit an airport for the first time. First impressions at an airport are important. We can all help by making sure that new visitors to our airports are greeted in a friendly manner and made to feel welcome.

### Congratulations

Congratulations to the Fort Dodge Regional Airport for another successful Labor Day skydiving event. Our very own Aviation Program Manager, Kay Thede, made her first-ever skydive while attending the event. Kay even said she would be willing to do it again. Rumor has it that she was smiles from ear to ear. Congratulations, Kay!



# FAA issues Sport Pilot, Light-Sport Rule

The U.S. Department of Transportation's Federal Aviation Administration (FAA) in July issued new certification requirements for light-sport aircraft pilots and repair staff that will make recreational flying safer while keeping it affordable and fun. The FAA has created two new aircraft airworthiness certificates: one for special light-sport aircraft for personal use, as well as, for compensation while conducting flight training, rental or towing; and a separate certificate for experimental light-sport aircraft for personal use only. The rule also establishes requirements for maintenance, inspections, pilot training and certification.

"We want to make aviation safe and affordable for recreational pilots," said FAA Administrator Marion C. Blakey. "This sport pilot, light-sport aircraft rule reduces the barriers to becoming a pilot and an aircraft owner while assuring that safety will always be the priority."

## Aircraft

Light-sport aircraft are small, simple, low performance, low energy aircraft limited to:

- 1,320 lb. (600 kg.) maximum takeoff weight (1,430 lb. for seaplanes)
- 1 or 2 occupants
- single engine (non-turbine)
- maximum stall speed (without lift enhancing devices) of 45 knots
- maximum airspeed in level flight of 120 knots
- fixed landing gear
- fixed pitch propeller.

According to the rule, "light-sport aircraft" are: airplanes, gliders, gyroplanes, balloons, airships, weight-shift-control, and powered parachutes. Helicopters and powered lifts are excluded because of complexity.

## Pilots

The Sport Pilot Rule:

- creates a new student sport pilot certificate for operating any aircraft that meets the definition of a light-sport aircraft
- creates a new sport pilot flight instructor certificate
- requires FAA knowledge (written) and practical (flight) test
- credits ultralight training and experience toward a sport pilot certificate
- credits sport pilot flight time toward more advanced pilot ratings
- requires either a 3rd class FAA medical certificate or a current and valid U.S. driver's license as evidence of medical eligibility (provided the individual does not have an official denial or revocation of medical eligibility on file with FAA)
- does not allow carrying passengers for compensation or hire
- allows sharing ("pro-rata") operating expenses with another pilot
- allows daylight (civil twilight) flight only
- allows sport pilots to fly vintage and production aircraft (standard airworthiness certificate) that meet the definition of a light-sport aircraft.



The Experimental Aircraft Association (EAA) is playing a substantial role in the implementation of the Sport Pilot Rule. The Federal Aviation Administration has commended the EAA for its work spanning more than a decade to promote, develop, and usher in a new era in sport aviation. For more information on the Sport Pilot Rule, EAA has developed a web site: [www.sportpilot.org](http://www.sportpilot.org). Additional information is available by calling 877-FLY-1232.

Some aircraft, such as the Ercoupe 415C, (top photo) with a gross weight of less than 1,320 lbs., can be flown under the Sport Pilot Rule. The Sport Pilot Rule promises to usher in a new generation of light certified aircraft.



# Increased deer populations affect Iowa airports

Tim McClung

The sun was setting on a beautiful Iowa day. A flight instructor and student were landing in a Cessna 172 after a training flight. As the student began to flare for landing, suddenly five deer appeared in front of the plane. With no time to react, one of the deer made impact with the aircraft. Luckily, no one was injured.

The aircraft was totaled. The owner had to accept an insurance settlement several thousand dollars below market value of the aircraft. To compound the issue, the aircraft owner, a fixed-base operator, now has a claim history and has experienced problems in getting a replacement aircraft insured. Several companies have declined to provide coverage due to a claim history, and the previous insurer is requiring a 20 percent increase in premium.

Luckily, there are no known reports of injuries in Iowa resulting from deer strikes on runways. But a deer strike with an airplane can be costly and dangerous. The aluminum construction of most aircraft is no match for a deer weighing hundreds of pounds.

## Deer populations

Deer alongside Iowa roadways are a more common sight these days. According to Steve Gent of the Iowa Department of Transportation's Office of Traffic and Safety, Iowa's deer population has increased 270 percent in the last 20 years, from a population of around 70,000 to approximately 260,000.

There have been increasing reports over the last several years of deer/aircraft collisions at Iowa airports as deer have expanded their territories into suburban and urban areas. The problem also extends to other forms of wildlife such as coyotes and birds.

## Solving the deer problem

Tall perimeter fencing is costly, thinning herds is difficult, and other repellent devices often produce only short-term results. The Iowa Department of Natural Resources manages deer populations with hunting limits, but there



is a fine line between the wishes of environmentalists, hunters, farmers, and those who are victims of deer strikes.

For Iowa airports, the deer problem is compounded by the natural habitat that surrounds the airports, especially in rural areas. Fields and standing water attract deer, which can wander onto runways even when these elements are some distance away. However, according to Mike Marr, state airport inspector with the Iowa DOT's Office of Aviation, "minimum setback distances from runways for farm crops are defined under state law. One benefit of keeping crops set back from runways is minimizing wildlife presence near runways."

## Pilot education

Education and awareness is another tool to help combat deer strikes. A manual issued by the FAA and U.S. Department of Agriculture in December 1999, *Wildlife Hazard Management at Airports*, provides an overview of wildlife strikes and addresses wildlife issues around airports. Even though wildlife management techniques vary in their effectiveness, the manual does provide interesting insight into when and how animal strikes occur.

For instance, the manual illustrates a study from 1990-1998 that provides a breakdown of the phase of flight when mammal strikes with aircraft occur.

## Mammal Strikes with Aircraft 1990-1998

Phase of Flight	Percentage of Strikes
Landing Roll	55%
Take off	35%
Taxiing	10%

An obvious but interesting point was that the majority of strikes, 60 percent, occurred at dusk or night. Also, Iowa DOT data on deer/car collisions shows a dramatic increase from mid-September until mid-December of each year.

Information is also available regarding bird strikes. In the FAA/USDA manual, the data was again broken into phases of flight, with most of the strikes found to occur in the immediate vicinity of an airport and during daylight hours.

## Bird Strikes with Aircraft 1990-1998

Phase of Flight	Percentage of Strikes
Take off	20%
Climb	20%
Approach to landing	40%
Landing roll	15%
En route	5%

It is preferable to learn from the experience of others. A pilot should always practice vigilance, but knowing the numbers in the previous two charts should help pilots know when to practice heightened vigilance.

The Office of Aviation would like to hear from you if you have ideas for preventing wildlife strikes, or controlling deer populations around airports. Please contact Mike Marr at 515-239-1868. For more information, the Iowa Aviation conference in November will have a special breakout session, conducted by a member of the USDA team, on wildlife issues at airports.



## Iowan receives FAA's Wright Brothers "Master Pilot Award"



Elmer Steier addresses the crowd after receiving the FAA's Wright Brothers "Master Pilot Award" at the Spencer Regional Airport on June 13. Keith Miller (left) with the Des Moines FSDO presented the award.

On June 13 the Des Moines Flight Standards District Office (FSDO) presented Elmer Steier of Whittemore with the FAA's Wright Brothers "Master Pilot Award" at the Flagfest Airshow at Spencer Regional Airport. The award recognizes pilots who have contributed and maintained safe flight operations for more than 50 consecutive years of flying aircraft.

Keith Miller, Aviation Safety Inspector with the Des Moines FSDO, told the crowd that "Mr. Steier has operated safely for 56 years with over 13,000 flight hours and has flown over 45 different makes and models of aircraft." Steier earned a Private Pilot Certificate in 1948, a Commercial Pilot Certificate in 1951, and Flight Instructor Rating in 1952. He added a multi-engine rating in 1983 and has restored and flies a Cessna T-50 Bobcat "Bamboo Bomber."

An aerial spraying business Steier founded in 1954 is still operated as a family business, with Steier and his son-in-law, Dennis Meyer, continuing the enterprise.



## Aviation Program Update

Kay Thede, Office of Aviation

### NPIAS airports - federal preapplications for Federal Fiscal Year 2006

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. NPIAS airports may have up to \$150,000 per year in non-primary entitlement funds. These funds can be accumulated for four years.

If you have unused non-primary entitlement funds from FFY 2003, they will need to be used in FFY 2006. Make sure that you have an eligible project on file with FAA!

FFY 2006 pre-applications for federal airport improvement projects must be submitted to the Office of Aviation by Nov. 30, 2004. The Iowa DOT's Office of Aviation will present the projects to the Iowa Transportation Commission at the January 2005 meeting. Specific details and necessary forms for submitting an application were mailed to the NPIAS airports in mid-September and can also be found on our web site, [www.iawings.com](http://www.iawings.com). Please contact Kay Thede for information.

## From the Field

Pavement management involves the processes of monitoring and preserving airport pavements in order to maximize use and minimize long-term costs. Pavement Condition Inspection (PCI) is a large part of the monitoring process. In addition to these reviews, airports should perform monthly "drive-by" inspections while taking notice of new crack development and growing weeds.

The two main causes of premature deterioration of the pavement surfaces are water and weeds. Weeds should be controlled as they begin growing in pavement joints and cracks. Crack sealing is a relatively inexpensive way to maintain your pavement surface. As problems develop and go without any preventive action, the costs increase dramatically. As a result, the Iowa DOT's Office of Aviation is placing a higher level of importance on preventive pavement maintenance.

Last year our office partnered with ApTech Inc. and Kirkham Michael & Associates to perform Pavement Condition Inspections (PCI) at 35 airports. This

year we are continuing that partnership and are inspecting 25 airports. Field inspections will be finished by the middle of October. Final condition reports will be provided to the inspected airports early in 2005. Federal law requires airports that receive federal funding to perform these inspections every three years. Our office provides inspections to these airports as a service to help them meet these requirements.

The Office of Aviation is proud to offer and maintain our system of Automated Weather Observation Stations (AWOS). Pilots use these systems daily to ensure safe flight operations. In addition, our AWOS observations are used by a variety of non-aviation organizations that provide weather information and forecasting to the general public.

Recently our office signed a new AWOS maintenance contract with Carpenter Technologies of Boone. Pat Carpenter and Jim Spurlin are the two technicians who will now be responsible for regular and emergency AWOS maintenance. AWOS units at Cherokee and Oskaloosa are in the process of being added to the statewide system. With the addition of these new sites, we have a total of 37 sites maintained by the state.





# Fairfield Municipal Airport



Serving a southeastern Iowa community with an entrepreneurial spirit, the Fairfield Municipal Airport is a tool for economic development for the community. According to Robert Lyons, airport manager and owner of Fairfield Flying Service, “The airport commission and city of Fairfield recognize the important role the airport plays in growth. The city is simultaneously building a \$6 million Civic Center and expanding the airport’s facilities to accommodate both current and future needs of the community.”

Fairfield, a city of 10,000 people, is the county seat of Jefferson County and is billed as the “entrepreneurial capital of Iowa” because of the number of start-up companies that have flourished over the last twenty years. The city is home to Hawthorne Direct, one of the pioneers in infomercial production and direct-media marketing. Books are Fun, which employs 225 people, was acquired by Reader’s Digest - their biggest acquisition in history. Chappell Studios is one of the largest photography companies

worldwide, specializing in graduation and marathon race photos. More than 40 additional software and marketing companies are headquartered in Fairfield. Old-line manufacturing companies including Harper Brush, Dexter, Agri-Industrial Plastics, H&H Mold and a dozen others provide a steady base of jobs producing everything from washing machines and brooms to hay-handling equipment and gloves.

Fairfield is also the home of Maharishi University of Management which opened in 1973 on the old campus of Parsons College. With the high level of business activity and international reach of the Maharishi University, jet traffic at the airport has grown significantly. Due to the demands of jet traffic, Fairfield’s 4,000 foot runway is currently in the beginning stages of an expansion which will lengthen it to 5,500 feet. The expansion will accommodate both local business needs and the needs of the significant number of visitors utilizing business aircraft.

With 31 based aircraft, there are also personal uses of the airport that include smaller general aviation aircraft, ultralights, remote control planes, glider activities and paragliders. According to Lyons, “There are approximately 25 companies that utilize our services at the airport. We provide a wide range of services including aircraft rental, charter, aircraft maintenance, fueling, hangar rental and flight training. We also make presentations to schools and civic groups, host 5 to 6 field trips each year, and host the Fairfield fly-in every September.”

Built in November 1966 the airport has a proud history of 350 pilots who have soloed, with at least 20 of those continuing on to become professional pilots. Lyons has managed the airport since 1995. He has a Bachelors of Science degree in Airport Management from the University of Dubuque and worked in flight operations and flight instruction in positions in Iowa and Connecticut before taking over management duties in Fairfield.

With a city that is proud of its industrial heritage and embracing the new technological economy, the Fairfield Municipal Airport will likely play a role in the future growth and economic development of the community.



Due to the demand of jet traffic, Fairfield is in the beginning stages of an extension to the existing north/south runway.

## Office of Aviation receives Most Innovative State Program Award

The Iowa DOT Office of Aviation was awarded the Most Innovative State Program Award September 21, 2004, at the National Association of State Aviation Officials (NASAO) conference in St. Paul, Minnesota.

A general aviation security initiative coordinated by the Iowa Department of Transportation's Office of Aviation in partnership with the Transportation Security Administration (TSA) finished its outreach phase in May 2004 with the completion of a statewide tour. Officials from the DOT Office of Aviation and TSA visited all Iowa public-owned airports in an effort to take a proactive approach toward security at Iowa's general aviation airports.

According to Michelle McEnany, director of the Iowa DOT Office of Aviation, "Iowa's airport officials had a very positive reaction and are on-board with taking a proactive, common sense approach toward general aviation security. TSA was also extremely satisfied with the security initiative, citing that it allowed them the opportunity to see the airports firsthand and put faces on the people that run those facilities. The award from NASAO solidifies Iowa's leadership position in enhancing general aviation security."

TSA officials that accompanied the Office of Aviation on the statewide tour included Bob Boleyn (Moline hub), Mitch Crow (Des Moines hub), and Kevin Wigton (Omaha hub). According to McEnany, "all of the TSA representatives were excellent to work with. Special recognition goes out to Bob Boleyn of TSA's Moline hub for initiating the partnership effort in the first place. We really appreciate the ability to have such an excellent working relationship with TSA in our state."

Office of Aviation staff that carried out the security initiative included Kay Thede, Mike Marr, Michele Rouse, Al Sells, and Tim McClung.



**New windsock** - Gregg Gobble, manager of the Keokuk Municipal Airport, and his son, Garrett, display the new Iowa windsock. Greg entered the winning slogan of "Iowa Airports . . .Get You There" in the Windsock Naming Contest sponsored by the Office of Aviation.

## Aircraft Accidents and Incidents

### IOWA ACCIDENTS

This is one of those quarters where we can say with joy that there were no accidents to report. Keep up the good work.

### IOWA INCIDENTS

A commercial pilot in a BE-35 failed to lower the landing gear while doing touch-and-goes. There were no injuries and minor damage to the aircraft.

A private pilot made an off-airport landing due to apparent fuel exhaustion. The pilot was diverting due to deteriorating weather when he made the emergency landing in a field.

Mechanical problems were the cause of a landing in a CD-172RG with only the nose wheel fully extended. All attempts to lower the gear manually failed after the pilot noticed that the landing gear status light did not indicate the gear was up and locked into position. The aircraft landed on both partially extended mains and the nose gear.

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



# 2004 Quad City Airshow



Good weather, large crowds, and great performances were had at Iowa's largest air show, the Quad City Airshow at the Davenport Municipal Airport. Plans are already underway for the 2005 Quad City Airshow next June.



# Commercial Service Airport Update

## Des Moines International Airport

The good news continues for the Des Moines International Airport. June was the all-time highest enplanement month with 92,409 passengers boarding commercial carriers. For the year we are officially 47,000 enplanements ahead of 2003's record pace, which culminated in an all-time record year of 911,063 enplanements. The airport has a 76 percent on-time departure rate, which is very good for the number of flights.

Aviation Director Bob Hagener said, "The more customers our airlines have, the more opportunities they have to lower fares and increase service." John Fitzgibbon, Airport Board Chairman added, "We are seeing a tremendous turnaround and we are thrilled! It only follows that as more passengers patronize our air carriers, more enhancements will take place." Some of those improvements include:

- 1) Northwest's addition of a third daily non-stop to Memphis, Continental's third daily to Houston and United adding a sixth non-stop to Denver. Two of the dailies to Denver will utilize 737s rather than regional jets (RJs), and Northwest will likewise use two DC-9s for two of its nine daily non-stops to Minneapolis.
- 2) A language interpretation service for more than 150 languages and dialects to accommodate a more culturally diverse passenger base;
- 3) Enhanced parking options with more parking space availability;
- 4) Expansion of the airline's baggage pickup area to accommodate baggage screening equipment; and
- 5) a new 7,000 square foot ground-level holding room and boarding area at the south end of "A" Concourse.

One of the main projects currently underway is the refurbishing of the passenger boarding bridges to facilitate connections to the RJs that have been a staple in bringing more service options to our airport. Upon completion, nine bridges will be extended and refurbished at a cost of more than \$1.3 million.



Improved passenger boarding bridge at Des Moines International facilitates regional jet connections that have been a staple in bringing more service options to the airport.

## Dubuque Regional Airport

American Eagle Airlines added an additional round-trip jet flight between Dubuque and Chicago O'Hare on Sept. 8. A ribbon cutting ceremony was held Sept. 15. American Eagle's August revenue passenger boardings in Dubuque were 19.76 percent higher than in August 2003. In the first eight months of 2004, American Eagle increased its passenger boardings in Dubuque by 19.54 percent.



Aircraft on the ramp at Dubuque Regional.

The Dubuque Control Tower has been very busy, increasing the total number of operations in August 2004 over August 2003 by 15.85 percent. The tower is on target for having one of Iowa's highest total airport operations in a single year.

Airport maintenance staff has been smiling over the recent addition of a gator and a Genie Boom vehicle.

The Dubuque Regional Airport Commission will be taking bids in October for the expansion of the Ameri-

can hangar. This hangar is currently leased to the University of Dubuque which is short on hangar and classroom space due to the increase in aviation students and aircraft. The university currently has 24 aircraft on the field for teaching purposes.

## Mason City Airport

The annual Federal Aviation Administration (FAA) inspection, conducted Aug. 17-18, revealed no discrepancies. This is the third consecutive year in which the airport has received a discrepancy-free inspection, and the staff was commended on this great accomplishment.



New aircraft rescue fire fighting vehicle at Mason City Municipal.

On Aug. 27 the Airport Commission took delivery of a new Oshkosh Striker 1,500-gallon vehicle for aircraft rescue and fire fighting. The FAA recommended this upgrade following an airport inspection in order to provide airline passengers with the highest level of efficiency and safety from the airport's emergency response team.

Security checkpoint reconfiguration improvements are currently in progress at the airport. This federal/state funded project will greatly enhance the security screening process and will allow extra seating space for the traveling public of northern Iowa and southern Minnesota.

*CSA Update, go to next page*



## CSA Update, from previous page

Year-to-date passenger enplanements are up 24 percent compared with one year ago. If this trend continues the airport should finish with a record year, taking into account the fact that it is served by just one air carrier.

## Sioux Gateway Airport/Colonel Bud Day Field

Sioux Gateway has a number of capital projects underway this year totaling nearly \$3.5 million dollars. On Aug. 30 the airport was awarded a Small Community Air Service Development Program grant of \$609,800. The funds will be used to assist the Siouxland community with solving air service problems, focusing on three areas: attracting a new carrier, retaining existing customers and providing marketing assistance for Northwest Airlines. Plans for attracting a new carrier include abatement of landing fees, purchase of ground support equipment, providing a revenue guarantee and assistance with marketing the new airline service, all designed to reduce the risk to a new carrier entering the market.

A contract was recently awarded for the south ramp reconstruction project which includes milling and overlaying the ramp, along with removing the existing pavement to create a grass drainage area with an associated under-drain system. Reconstruction work will begin mid-September and will be completed in October.



Breaking ground for the snow removal equipment storage building at Sioux Gateway.

Construction on the new 20,000 square foot snow removal equipment storage building began in August. The building will be incorporated into the existing airport maintenance facility area

and will include support offices. Completion is slated for mid-March.

The airport recently completed acquisition of 82 acres of land for the Runway 13 Protection Zone. This acquisition will allow the installation of a Medium Intensity Approach Lighting System for the Runway 13 approach.

## The Eastern Iowa Airport (Cedar Rapids)

Work on the extension of Runway 13/31 is complete, bringing the length to 6,200 feet. This \$6 million project enhances the airport's runway system for commercial aircraft use.

The new \$2.5 million fixed-based operator facility project is on time and on budget. The 26,600 square foot general aviation terminal and hangar will be completed by Sept. 15. Piedmont-Hawthorne, one of the airport's two fixed-based operators, has signed a 25-year lease with the Cedar Rapids Airport Commission for use of the new facility.

Construction is underway to rehabilitate the airport's Police, Fire & Safety Center. The new center will provide additional training and locker rooms, and a women's restroom.

The airport's Master Plan will be completed this fall. The principal goal of the master plan is to develop facilities that will meet the future changing needs in the industry. Planners and staff are designing a runway system to be compatible with the airport's current aircraft and anticipated aircraft that will be using the airport in the future. There is also an emphasis on security for both the airfield and passenger terminal.

In airline service changes, Northwest has added a fourth non-stop flight to Detroit. For September, the airport has a total of 42 arrivals and departures daily.

## Southeast Iowa Regional Airport (Burlington)

The airport recently received a federal grant in the amount of \$671,650 for security enhancements, along with a pavement study of Runway 18-36 and Taxiway C. The security enhancements involve completion of an eight-foot perimeter fence.

Commercial traffic continues to enjoy on-time, reliable service from American Connection, operated by Corporate Airlines. August enplanements showed a ten percent increase over July.

## Quad Cities International Airport

In June 2004 the Quad Cities International Airport boarded its highest-ever number of passengers (42,112 enplanements) and then exceeded that number in July (44,261 enplanements), bringing its new all-time record to 44,261 passengers. Northwest took the lead as the most-traveled airline. Both Northwest and AirTran broke enplanement records for their station, and ATA Connection, United Express and Delta Connection were each above last year's numbers. All in all, the airport was up 7 percent above the national average for the first seven months of the year.



President Bush departs Air Force One at Quad Cities International Airport.

The airport was proud to have President Bush fly in on Air Force One for a scheduled speech in Davenport. As usual, many hours of security prep work went into the presidential visit. The airport also hosted a C-5 one day before the President's arrival, which held about a dozen motorcade vehicles inside.

## Association Update

### IAPG membership trends positive

Iowa Aviation Promotion Group (IAPG) has seen some positive trends in membership over the past twelve months, with 56 percent growth. This is essential for the survival of Fly Iowa and the other activities of IAPG, including its role in sponsoring the Aerospace Education Teacher's Workshops and "Discover Your Universe," the aviation and space youth camp. Today IAPG has 59 members and is proud to welcome the Iowa DOT's Office of Aviation as the very first Fly Iowa Benefactor member.

This trend and growth must continue and the Iowa aviation community shows many signs of getting behind IAPG. To learn more about Iowa Aviation Promotion Group and the benefits of membership, log on to our website, "flyiowa.org". A downloadable membership application is available on-line.

## Airports support medical needs of rural Iowans

Tim McClung

Iowa airports play an important role in providing quality health care to rural communities. Examples include transporting health care professionals by air to rural Iowa communities and providing critical fuel stops or transfer points for helicopters transporting patients to major trauma medical centers. When every second counts, emergency air transport may be critical to survival and recovery. In a region with a large, widely scattered population, rapid emergency air transport is essential.

Fixed-wing medical transport is another element of the important role airports play in providing needed medical service to rural Iowa. In addition to a helicopter, Sioux Falls' Avera McKennan Hospital offers CAREFLIGHT which provides fixed wing medical transport for longer distances. In comparison with a helicopter, CAREFLIGHT's King Air 200 is a more cost-effective, and sometimes faster, method of transportation. Also, with the helicopter providing services only under visual flight rules (VFR), the airplane also expands service by allowing transport in most weather conditions.

Northwest Iowa communities served by CAREFLIGHT include Sheldon, Sioux Center, Spencer, Estherville, Orange City, and Cherokee. Airtime in the King Air from Spencer to Sioux Falls, for example, is approximately 20 minutes.

The CAREFLIGHT King Air has provided transport back to the Midwest for snowbirds who become ill and want to get home from locations such as Arizona and Texas. If someone is injured or becomes ill while traveling, CAREFLIGHT can transport two patients and a family member, with a crew of two pilots, a registered nurse and other specialized health care providers. The plane is fitted with a full medical oxygen system, a ventilator and other medical supplies capable of dealing with life-threatening illnesses or injury.

Medical transport is just one more way that aviation plays an important role in improving the quality of life for all Iowans.



This King Air 200 provides fixed wing medical transport to northwest Iowa. An advantage is that it can be flown in most weather conditions.

# The L-Bird Convention at Keokuk Municipal Airport

**T**he L-Bird Convention and Formation Flight School was held at the Keokuk Municipal Airport July 22-24. This was the 14<sup>th</sup> annual gathering of L-birds at the airport. The annual convention brings together pilots, aircraft, and spotter planes used since World War II. More than 40 aircraft arrived at the event including the Cessna L-19 Bird Dog, L-16, L-17 (Navion), L-3, L-5, L-21, PT-19 and the O-2.

The annual event has become a popular stop for the pilots of these vintage and restored aircraft. A flight breakfast was held on the Sunday morning of the event, with the local community invited to come to the airport to see the planes and activities. The flour bomb drop, spot landing competition and formation flying practice session created a lot of action in the air during the flight breakfast.



(Top) Seven Navion aircraft practice a formation flight in the skies above Keokuk following the Formation Flying School as part of the L-Bird Convention. (Above) Vintage aircraft taxi to the runway for the spot landing and bomb drop.



## Aviation Calendar

**Contact the activity host for more information**

### **Nov. 3-4, 2004**

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

### **Feb. 4-5, 2005**

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

### **April 24, 2005**

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

### **July 17, 2005**

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



# Iowa Aviation Bulletin

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## Office of Aviation

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

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

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