



Iowa Aviation Bulletin

Iowa pilot in Flight Across America

John Dion, a Des Moines pilot and business executive, flew an Iowa flag from Ankeny to New York as part of the Flight Across America celebration and remembrance. The flag had flown over the Capitol building during July.

Flight Across America was the brainchild of Molly Peebles, a pilot from Oregon. The purpose of the event was to celebrate our freedom to fly, restore faith in aviation, and honor those who lost their lives on 9/11. The flights started on the west coast on Aug. 11 and culminated in New York Sept. 11. One pilot from each of the 50 states and the District of Columbia flew their respective flags that will become part of a permanent memorial.

Dion is the president of the 100-employee Data Input Services, a Des Moines company that provides data services for several insurance companies and some government agencies. John has been in this business for 39 years. He has been a licensed pilot for about 10 years and belongs to the Fox Trot Flying Club.

In an ironic twist, John had visited his daughter in New Jersey Sept. 10, 2001. The two of them had lunch on the 107th floor of the North Tower. Pictures taken in and from that restaurant are a part of an incredible photo archive that John is assembling. He wonders if those pictures were the last ones taken before the tragedy.

In March or April, John received a notice mailed to pilots from the Office of Aviation informing them of the Flight Across America event. He immediately registered on-line and recruited Tom Volz as his co-pilot. He readied his Commander 114, tracked down an Iowa flag and started some media exposure. John returns to his hometown in the New York area a couple of times a year, and this fit well into his plans.

John and Tom left Ankeny Aug. 23. The trip took 6-1/2 hours flying time, with stops in Kankakee, Ill., and Butler, Pa.

There were too many activities to mention, but the biggest thrill seemed to be the Honor Flight down the Hudson River, past Ground Zero, by the Statue of Liberty and back up the Hudson to the Essex County Airport. Fifty-one planes

flew in unison to honor, remember and celebrate.

John has received more than 350 E-mails from fellow pilots showing their appreciation of this endeavor. He has made many new friends and constructed a photo album that will be enjoyed by his seven grandkids and six great-grandchildren (and maybe more?) for many years to come.



Office of Aviation director Michelle McEnany presents the Iowa flag to John Dion, center, and Tom Volz, left



Director's Corner

It was great seeing everyone at our annual Iowa Aviation Conference. Once again, it was a HUGE success! I was especially pleased with NATA president Jim Coyne's attendance. He addressed the delegates at the opening session and did an excellent job outlining the aviation industry's condition and issues. It has been a tough year for everyone in aviation.

Looking to 2003, I think we will finally begin to see some improvement. As we are all keenly aware, aviation activity is closely linked to the economy. The affects of Sept. 11 on aviation activity have pretty much worn off and the continued decline of passenger activity can mostly be attributed to the economy. The economy is expected to pick up during the first quarter of 2003 and expand during the remainder of the year. If this happens, as some economists predict, we should begin to see aviation activity pick up by the second quarter.

The federal transportation appropriation has not yet passed Congress, but the bill as it came out of committee did well for aviation. Funding for the airport improvement program is listed at \$3.4 billion, an increase of \$100 million over fiscal year 2002. Different versions in both the House and Senate also list several Iowa airports to receive priority in federal funding.

You will see some staffing changes within the office. Gary Harris and Alan Beddow will be leaving the office to go to the Iowa DOT Highway Division's

Office of Location and Environment. Kay Thede has accepted the position of aviation program manager in the office and will be responsible for all state aviation programs. Michele Rouse will serve as the assistant program manager, providing the support needed to manage the state aviation programs. I know adding a staff member with the same name as me has caused a lot of confusion. Hopefully, you will eventually recognize our voices and know that she spells her name with only one "L." Also, late last summer Melissa Davis-Oviatt joined our office as an administrative assistant, helping us with our workload and keeping us on task.

The Office of Aviation remains committed to providing the Iowa aviation community with the information and services needed to appropriately enhance and grow aviation in our state. It looks like we are in the queue to get federal funding to complete a statewide air transportation analysis. This should provide a good foundation for our current status, identify needs, and provide a baseline for airport improvements. We are also currently working with a consultant to create a geographical information system database and an electronic environment for the airport layout plans. This will provide a valuable tool for our office to work with airports on planning and future airport developments.

We are continuing to make progress on the development of an airport liability insurance program. All the airports should have received another letter from me requesting additional information. Please take the time to complete this and forward to our office.

Here's looking forward to a new, and brighter, year!

Art contest time

It's time again for the young people of Iowa to flex their artistic muscles for the International Aviation Art Contest. The brochures have been sent to the schools, news releases have been run, and contest rules and registration forms are posted on our Web site at www.iawings.com. This year's theme is "100 Years of Powered Flight."

Young people compete within their own age group. The age groups are 6-9, 10-13 and 14-17. Winners at the state level are forwarded to the national competition. Brian Church of Cedar Rapids won at the national level last year. We are looking for more national winners this year.

All completed artwork must be sent to the Office of Aviation with a postmark no later than Jan. 10, 2003. If you would like to have a registration form and contest rules sent to you, please contact Michele Rouse at 515-239-1691 or michele.rouse@dot.state.ia.us.

Also, the calendars showcasing the 2002 winners are here. We did a mass mailing, but if you would like a calendar, you can contact Michele at the above phone number or E-mail address.

CY Aviation to host essay and art contest

CY Aviation, the FBO at the Boone Municipal Airport, is sponsoring an essay and art contest for Boone High School juniors and seniors. The prize? A free flight lesson.

The essay contest has the theme "Why I Want to Fly." The essays must be at least 500 words in length. The art contest theme is "The Freedom of Flight." Any type of artwork is accepted. One contestant from each contest will be selected as a winner.

Nate Booth is the flight instructor at the Boone Airport. Nate sees this contest as "an open door to see what it is like to fly."

We are sure other airports in Iowa are doing activities like this. Let us know so we can do a story in the Bulletin and give others more ideas to involve their local youth.

Quotable Quotes

"To most people,
the sky is the limit.

To those who love aviation,
the sky is home"

Anonymous



FAA issues new “blanket sporting event” NOTAM

Eliminating over a year’s uncertainty for general aviation pilots, the FAA has issued a new notice to airmen (NOTAM) significantly revising the infamous “Catch 22” NOTAM 1/3353 governing flight restrictions near large, open-air events. The Aircraft Owners and Pilots Association (AOPA) objected to the previous NOTAM because it did not define covered events, hours of the event, or properly address operations at airports within the temporary flight restriction (TFR) airspace.

The new NOTAM adopts almost every AOPA recommendation, including limiting the airspace restrictions to Major League Baseball, NFL, NCAA Division IA stadiums, and major speedways (NASCAR) seating more than 30,000 people. It limits the effective time of the restrictions from one hour before the scheduled start time of the event to one hour after, and provides for arrivals and departures at airports within TFR airspace. The TFR dimensions remain unchanged and prohibit operations within three nautical miles and 3,000 feet.

“The Transportation Security Administration (TSA) led the development of this NOTAM to address specific issues related to security,” said AOPA Senior Vice President Andy Cebula. “With the FAA’s release of this NOTAM, there is no reason for Congress to act on legislation currently being considered in the Senate and the House on sporting event overflights.”

Under this new NOTAM, aerial advertisers and others needing access to the airspace during the event will be able to obtain a waiver after passing an expedited security clearance. They will be subject to operating restrictions and random law enforcement inspections. Information regarding authorized waiver holders will be posted on a secure Web site for use by law enforcement, so they can conduct random verification of aircraft operator/crewmember identification.

Operators can apply for a waiver online at www.faa.gov/ats/ata/waiver/. Pilots will be able to obtain a provisional waiver through an expedited criminal background check.

City of Manchester opens new welcome center for pilots



The city of Manchester is proud to announce the completion of a new pilot welcome center at the Manchester Municipal Airport. This building was made possible with an Iowa DOT/GAVI grant of \$44,500, a \$12,500 grant from the local industrial development group (Manchester Enterprises), and \$30,000 of donated labor, materials, and supplies from local contractors and businesses. Little or no local tax funds were used for this project.

Along with the new welcome center the city constructed a new aviation gas pump that is credit card-operated so it is accessible 24/7 for pilot use. It dispenses 100LL aviation gas.

Since the new gas pump has been in operation, gas sales have already doubled from last year’s sales. There is a sign-in book in the welcome center, which has shown a dramatically increased usage of the airport. The city thanks Michelle McEnany for her urging to have the city apply for the state grant which made this project a success.

The center opened in mid-August with a very successful public open house and fly-in. More than 40 aircraft and more than 400 guests from the public came out to the open house. What a great turn out.

Centennial of Flight

Dec. 17, 2003, will mark the 100-year anniversary of the Wright brothers’ first powered flight at Kitty Hawk, N.C. Our entire nation will embark on a one-year celebration of this event, commencing in December 2002.

Join the rest of America in paying tribute to an event that has allowed our country to become a military and commercial world leader. From its humble beginning, the advancements seen in aviation have contributed to peace, global connectivity, economic development and world health.

Understanding our aviation history, teaching our youth science and aeronautics, and encouraging careers in aviation will ensure that the next generation of America’s leaders will continue the progress needed in aviation to ensure a healthy and safe planet.

Visit www.iawings.com, your state resource for Centennial of Flight activities and information.



2002 Iowa Aviation Conference

This year's Iowa Aviation Conference was the biggest and best to date. Records were set for the most registered delegates (201) and the most exhibitors (22). This year also saw the introduction of some diverse and creative speakers and panel formats.

Panel discussions involving legislators, media members and aviation representatives were conducted in a "living room" environment. This more informal setting put people at ease and encouraged more interaction between the audience and the participants.

Concurrent sessions covered such topics as FBO survival, aviation education, marketing, effective media relations, grant assurances, runway incursions, and retaining and improving air service. All sessions were well attended and delegates commented on the quality of the speakers and their presentations.

If you didn't attend, you missed Jim Coyne (president of NATA), Ellen Gordon (Iowa Homeland Security Advisor), Kenny Schrader (NASCAR race driver) and Greg McDermott (UNI Panthers basketball coach). That's a tough act to follow for next year.



(Left to right) State Sen. Kitty Rehberg, State Sen. Michael Gronstal and State Rep. Steve Sukup



Brian (left) and Aaron (right) Church with Kenny Schrader



(Photo left) Gayle Brandt, Spencer, winner of Schrader scale model car



(Photo right) Mike Roe, Washington, and Karen Connell, Independence



**Next year's conference
Oct. 14 -15, 2003**



Federal Legislation Update

Kay Thede

Congressional action on appropriation bills came to a halt before the elections as attention turned again to terrorism, threat of war, and homeland security.

Only two appropriations bills, Department of Defense and Military Construction, were approved before Congress broke for the election. The government continued to operate through a continuing resolution. Congress was scheduled to reconvene for a lame duck session after the election. Chances are good that as you are reading this, appropriation bills are still not finalized.

Transportation Appropriations: Both the Senate and House appropriations committees passed bills out of committee prior to the election recess, but neither the House nor the Senate took any action. While aviation dollars look to be very good in both bills, costs for security implementation continue to rise and will need to be paid from somewhere.

	FY2002	FY2003 Senate S. 2808	FY2003 House HR 5559
Airport Improvement Program	\$3.3 billion	\$3.4 billion	\$3.4 billion
Facilities and Equipment	\$3 billion	\$2.98 billion	\$2.98 billion
Small Community Development Program	\$20 million	\$20 million	\$20 million
Essential Air Service	\$113 million	\$115 million	\$100 million
Priority Projects	Ankeny	Ankeny, Clinton, Council Bluffs, Davenport, Eastern Iowa, Fairfield, Mason City, Newton and Ottumwa	Ankeny, Council Bluffs, Eastern Iowa, Fairfield, Mason City, Newton and Ottumwa
Transportation Security Administration (TSA)	0.00	\$4.95 billion	\$5.146 billion

Security: The deadline for federal airport screeners to be in place was Nov. 19, 2002. TSA was confident that the deadline would be met and arranged to have all services in place a day before the deadline. Under the Aviation and Transportation Security Act, TSA is required to have explosive detection systems (EDS) or explosive trace detectors (EDT) in place at 429 commercial airports by Dec. 31, 2002.

In mid-October, TSA reported that Lockheed Martin, the federal contractor assessing passenger checkpoint configurations, had visited all 429 airports. Boeing-Siemens, the federal contractor designing configurations for baggage screening equipment, had visited nearly 400 airports, with approved plans at 83 airports. It is not likely that the Dec. 31 timetable will be met. Several bills were introduced in Congress to delay this implementation. Senate bills S. 2949 and S. 2735, and House bill HR 5135 provide for an extension of time for structural changes. These bills were not acted upon prior to the election recess.

The TSA web site <http://www.tsa.gov/> provides status information on security deployment and meeting deadlines. TSA's progress report identified some interesting highlights:

- TSA has hired more than 41,000 federal security screeners;
- TSA has more than 1.5 million completed applications on file;
- 154 federal security directors are responsible for 420 airports; and
- TSA workforce is 34.1 percent women and 39 percent minorities.

TSA to develop hotline

The Transportation Security Administration (TSA) has partnered with the Aircraft Owners and Pilots Association (AOPA) to develop a nationwide aviation watch system. Key to the program will be a toll-free hotline and a centralized system for reporting and acting on information supplied by general aviation pilots.

AOPA's *Airport Watch* will enlist the support of some 550,000 general aviation pilots to watch for and report suspicious activities that might have security implications. The hotline will be formally launched in December 2002. **The number is 866-437-3287.**

"We appreciate AOPA's proactive approach to enhance security for the general aviation community," said Acting Under Secretary of Transportation for Security Adm. James M. Loy. "It makes sense that the world's largest civil aviation organization would offer their expertise for the collective effort in the war on terrorism."

"Who better to know what's normal and what's suspicious at a local airport than the people who spend a lot of time there," said AOPA President Phil Boyer. "*Airport Watch* is designed to work like the highly successful neighborhood watch programs used in communities across the country."

Many airports have already begun their own airports watches, frequently in conjunction with local law enforcement. To build on the success of these local efforts, the program will include special materials, including a video, to train pilots to be alert for suspicious people or activities on the airport.

AOPA will distribute *Airport Watch* materials to the 5,400 public-use airports in the nation, pilot groups and individual pilots. The program will show pilots what to watch for and offer commonsense steps that individual citizen pilots can take to enhance the security of their airports and their aircraft.

"General aviation airports are very much like small towns or neighborhoods," said Boyer. "Everyone knows everyone. People who don't fit in to the normal course of airport activities are noticed. When pilots band together, we

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become a dynamic network of watchdogs for what is happening at our airports,” Boyer said. “It makes sense. AOPA’s *Airport Watch* will be a powerful weapon in the arsenal against terrorism.”

“*Airport Watch* is a mutually beneficial program that allows America’s dedicated general aviation pilots to remain vigilant and focused as they serve our country and the security challenges we face,” said Adm. Loy.

The 385,000-member AOPA has been representing the interests of general aviation pilots since 1939. General aviation includes all types of flight except scheduled airlines and military. More than two-thirds of the nation’s pilots and three-quarters of the aircraft owners are AOPA members.

The Transportation Security Administration, born out of the terrorist attacks of Sept. 11, 2001, is responsible for discovering, preventing and dealing with threats to transportation security. TSA protects the nation’s transportation systems to ensure freedom of movement for people and commerce.

NTSB expands Web site:

Aviation accident information dating back to 1962 now available on-line

The National Transportation Safety Board (NTSB) has expanded its Web site to include aviation accident synopses and data covering the years from 1962 to the present.

Previously, data issued prior to 1983 was not available on-line. Now, over 90,000 additional data records from air carrier and general aviation accident investigations, conducted from 1962 to 1982, have been added and are accessible through the NTSB Web site. These include five years of investigations conducted by the board’s predecessor agency, the Civil Aeronautics Board.

Full query capability can be found on the NTSB Web site at www.nts.gov under “Aviation.”



Statewide marketing

Whew!! Another conference is behind us. And this one was a record-setter all the way around! We had the most delegates ever (201), most exhibitors (22), and we did some things that were truly new to the aviation conference. Informal feedback so far has been very positive. We will see what the evaluations say.

If you were there, I hope you attended the Kenny Schrader event. Kenny is a veteran NASCAR Winston Cup driver we invited to speak about the role of the air transportation system in the success of NASCAR. He is also something of a standup comic, as those who attended will attest. He absolutely was slaying the audience with his stories about his flying lessons and how he selected his personal pilot. After the delegates’ session, about 130 members of the public came to see Kenny and get an autograph. This gave us the opportunity to educate and inform the public about aviation.

We showed the video “**Iowa Airports Give Us a Lift**” on a huge screen and, of course, I took the opportunity to do a little marketing of Iowa airports to them before I introduced Kenny. On the way out, they were given a “**Why an Airport?**” brochure. My hope: 130 new people got our message.

The lobby area was graced with the presence of Aaron and Bryan Church, state and national winners in the Aviation Art Contest. These two young men from

Cedar Rapids displayed some of their award-winning artwork, and delegates had the opportunity to visit with them. I can tell you from first-hand experience, everyone who talked to Aaron and Bryan came away impressed. Not only are they talented, they are two of the nicest young men you will ever meet.

Greg McDermott, head basketball coach at the University of Northern Iowa, was the luncheon speaker on the first day. Coach McDermott explained how he, as many have done, had taken the aviation industry for granted. After Sept. 11 it became clear to him how much he depended on air transportation for his job. He was both entertaining and inspiring.

Mike Coon of the DOT’s Director’s Staff Division was on hand to videotape the opening general session (featuring Ellen Gordon and Jim Coyne) and the Schrader event for the delegates. If anyone would like to see either of these, contact me at 515-239-1689, E-mail roy.criss@dot.state.ia.us, or Michele Rouse at 515-239-1691, E-mail michele.rouse@dot.state.ia.us.

I am working on an article about the conference that I will submit to *Midwest Flyer* and *Americas Flyways* magazines. This “marketing on a shoestring” (hey, that was the title of one of our sessions) is difficult, but not impossible.

Roy Criss

Quotable Quotes

“The Wright brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas and values together.”

Bill Gates, CEO, Microsoft Corporation

“Flying has torn apart the relationship of space and time; it uses our old clock, but with new yardsticks.”

Charles A. Lindbergh





Commercial Service Airport Update

Mason City Airport

The Mason City Airport Commission accepted a grant award from the U.S. Department of Transportation to develop improved air service in north central Iowa. The grant was accepted Sept. 9, 2002. The \$600,000 grant is part of a total development package of more than \$1 million. It includes investments by the airport, local businesses and government organizations. Mason City was one of 40 communities throughout the United States, and the only airport in Iowa, that received a total of \$20 million in grants through the Small Community Air Service Improvement Program. The airport commission applied for the grant to pursue a "market-based" strategy to improve Mason City's air service to try and avoid having to enroll in the DOT's Essential Air Service (EAS) program. A fun and informative media campaign will be kicked off in early December.

Runway reconstruction plans and specifications for reconstruction of the airport's main runway 17/35 are nearing completion, with the bid letting expected in 2004.

Eastern Iowa Airport

Competitive airfares and the availability of more flight choices are keeping the Eastern Iowa Airport the No. 1 choice for travelers in eastern Iowa.

Total enplanement numbers at the Eastern Iowa Airport continue to increase. While airport officials said the overall passenger numbers are down from 2001, the gap is getting smaller. In fact, the total number of passenger enplanements in September 2002 is up 47.7 percent over September of last year.

When looking at total enplanements from Jan. 1 to Sept. 30, the number is down 8.2 percent compared to the same time period in 2001. Passenger numbers across the country have been down since the terrorist attacks on Sept. 11, 2001.

Airport officials said in the past two months passenger traffic has been increasing, and one easy way to note that is by looking at the parking lot. The addition of the new parking lot has been timely and there have been several cars using the new parking area.

One change coming in January is the conversion of the three United Airline flights to United Express flights. United Airlines announced in October that five locations would be converted to United Express as a cost-savings measure for the company. It will not affect the total number of flights offered at the airport.

The Eastern Iowa Airport offers 90 flights per day and is served by six airlines with non-stop flights to nine destinations.

Construction projects continue at the airport. One major project has been completed, the widening and relocation of Wright Brothers Boulevard. What was once a "wagon track" is now a four-lane boulevard providing airport travelers and visitors easy access to the terminal.

Quad City International Airport

Delta Connection announced service will begin three times daily to Cincinnati Jan. 3, 2003. The Comair service will be on a 50-seat regional jet. Skyway airlines left the market at the end of October. The airport made the federal transition with the security/screeners the week of Oct. 7. American Connection (operated by Trans States Airlines) will operate six regional jet flights using the Embraer 50-seat RJ planes to St. Louis, effective Nov. 1. The total number of passenger enplanements in September 2002 was up 44 percent over September 2001. Airtran and ATA Connection continue to offer frequent airfare sales in the market.

Sioux Gateway Airport/ Col. Bud Day Field

Construction Update

Airport Entrance/Discovery Boulevard

The project includes reconstruction of a two-block portion of Discovery Boulevard from the new intersection going north. Construction on the roads started the week of July 22.

I-29/Airport/Sergeant Bluff Interchange

The Iowa DOT started work in May on the I-29/Airport/Sergeant Bluff interchange project, which will reconstruct the current interchange and modify the alignment heading into the airport. Bids were let in July for the two bridges (one

which spans I-29 and one which spans the Union Pacific railroad tracks), and bridge work will begin this fall, as long as the weather cooperates. All unfinished work will be completed next spring.

Taxiway Alpha Construction/Reconstruction and POL Road Construction

In May the airport completed design work for the Iowa Air National Guard conversion from F-16 to KC-135 air refuelers. 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. The project will begin next spring and will be completed with Air National Guard funds.

Digital Fingerprinting

Many larger airports are investing in digital fingerprint machines. While the Sioux City airport looked into this, and while initially purchasing a machine made sense, the airport generally only needs IDs for two new employees requiring this type of access each month. At a cost of \$35,000 a machine, it was cost prohibitive. The Sioux City Police Department, meanwhile, had to comply with a law that required the department to process certain juveniles held at the Juvenile Detention Center. The department did not have the equipment or expertise on hand to fingerprint these juveniles. After the Sept. 11 attacks, the police department provided law enforcement support at the airport and provided such support until the airport was able to contract with a private security company. When the airport applied for a grant to get reimbursed for security costs, the airport included funds to reimburse the police department for the department's personnel cost, ironically an approximate \$35,000 amount. When the airport received its grant award notice, the airport and police department went before the

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city council with a request to use the reimbursed funds to purchase the digital fingerprinting equipment. All in all, it is a win-win situation for the airport and the police department.

Col. Bud Day Memorial

On October 8, the city of Sioux City officially renamed the Airport Sioux Gateway Airport/Col. Bud Day Field in honor of Col. Day, a Sioux City native and the nation's most decorated officer since General Douglas MacArthur. During the Vietnam War, Texas businessman Ross Perot headed an investigation of brutal treatment of U.S. POWs. Following the Vietnam War, Day and Perot met at a POW reunion and have remained friends. On May 25, Day and Perot, along with other POW veterans, attended an official airport dedication ceremony. Perot later commissioned a 9-foot tall bronze statue of a Vietnam-era Day to be placed at the airport.

Dubuque Regional Airport

Dubuque Regional Airport successfully completed its 12th consecutive FAA Part 139 annual inspection, the longest streak in the United States.

Taxiway Charlie Rehabilitation & Taxiway Charlie & Taxiway Delta lighting rehabilitation projects are completed. The FAA contributed \$1,019,000 for the project. A ribbon-cutting was held for the project.

A new restaurant was scheduled to open Nov. 11, 2002, in the airline terminal. Bev's Buffalo Grill is the name of the new restaurant.

Fort Dodge Regional Airport

The Fort Dodge Regional Airport is scheduled to have federal screeners and sterile area renovations completed in November. These changes have demanded a great deal of time and effort for the limited airport staff. Changes to the airport terminal sterile area have significantly limited the amount of public use area. The future plan is to enlarge the terminal on the outside to regain some public space and create a better permanent sterile area.

Projects that should be completed by the end of the year include the installation of a new entrance sign and renovations to the HVAC system for the termi-

nal. The land acquisition project for land in the runway protection zones is still underway. Renovation of the terminal parking lot and extension of Runway 12/30 are projects identified to begin in the spring.

According to Rhonda Chambers, "All of Iowa's airports should be dedicated to restoring the Aviation Trust Fund so that the taxes imposed on aviation users is given back to our industry. The Fort Dodge Regional Airport will be inviting our elected state officials to take a tour of the airport. This will be an opportunity to educate them about the history regarding the Aviation Trust Fund and additional taxes on our industry that are not being returned. Hopefully, with this knowledge, our legislators will support a bill to restore the Aviation Trust Fund, or at a minimum restore our funding."

Des Moines International Airport

As the weather cools down, the Flynn Company, Inc. from Dubuque, Ia., is working hard to complete two paving contracts. The south air cargo expansion adds 63,000 square yards, or about 13 acres and seven aircraft parking positions to the existing ramp. The last main line concrete pour was made Oct. 29, so we will be able to use the new area during the UPS holiday operation. The paving of the northeast end of Runway 5/23, and construction of new adjacent taxiways P and R is reaching the stage that the runway will be ready for use by the end of November. This project is also being done by the Flynn Company, Inc., and is the final phase of the Runway 5-23 extension project that extends the runway from 6,500 feet to 9,000 feet.

Other good news is that DSM appears to be bucking the national trend because our passenger traffic is showing an increase and we are anticipating another bump up from football fans going to Cyclone and Hawkeye bowl games.

Southeast Iowa Regional Airport

Pilots and others at the airport will soon be enjoying use of the completed Phase II of Taxiway A. This is a much-needed improvement for Southeast Iowa Regional Airport, as Phase II includes a new connector to Runway 18/36, which enables our general aviation pilots to exit the runway to the hangar and apron area.

Some unexpected drainage problems slowed the work early on, but crews remained close to their original schedule in completing work in the vicinity of the T hangars and extending the taxiway to the new connector.

Because the new taxiway is closer to the runway, the Airport Authority will have about 25 acres that will become suitable for development. Airport Authority staff, board members and a number of present and prospective hangar tenants are involved in discussions that might lead to a number of tenant-built facilities on "new" airport land.

In an informal meeting Oct. 16, Airport Manager Sharon Leeper sounded out private-sector interests in various approaches to new development. The authority would not be interested in selling the property, she said, "but we do want to see if tenants would be interested in negotiating terms and building their own facilities." Options explored at the meeting would involve customers building hangars and/or related facilities to meet their own individual needs, in exchange for long-term, no-fee leases.

Security levels are still high, but delays at the airport remain low.

By month's end, and ahead of many major airports, the Airport Authority expects it will attain the federally supervised security levels that Congress directed after last year's terrorist attacks. "At the same time," Manager Sharon Leeper says, "passenger delays will be as brief as any in the nation. The Transportation Security Agency has had people here several times, doing terminal security assessments and recommending some minor changes that we have adopted." That includes installation of trace detection machines in both passenger and baggage screening areas.

Airport and airline staff believe that area residents will still save significant time by flying from the Southeast Iowa Regional Airport, because recommended check-in times here will remain 45-60 minutes prior to flight time, rather than the one and one-half to two hours required at larger airports around the region.





Aviation Advisory Council Meeting Notes

Steve Firman

The role of “traveler” is one that I have played since I joined the Aviation Advisory Council. I am not affiliated with any airport or airline, I am not a pilot or a travel agent, and my business does not have a corporate travel department nor air-shipping department. I do not own, lease or sell aircraft. I just love to fly when I travel for business or pleasure. I have always tried to bring the perspective of a consumer of the air transportation system in Iowa to our council’s discussions.

In my “real” life, I am a pharmacist. I own a community pharmacy in Anamosa and previously was a hospital pharmacy manager at Allen Memorial Hospital in Waterloo. I no longer actively practice pharmacy, but have remained very involved in the profession. Since 1997, I have been the CEO of Pharmacy Marketing Group, where I consult with 30 state pharmacy associations across the country. As most of these groups are located in state capitals, I have had the pleasure to visit many of the airports in these important cities. (The disparities between them is astounding – Iowans should be proud of our capital city airport.)



Office of Aviation Director Michelle McEnany (center) leads a discussion with Aviation Advisory Council members.

Another principal affiliation in my life has been with the Cedar Falls and Waterloo chambers of commerce. I have served in a number of volunteer capacities, including as chairman of the Cedar Falls Chamber, and now staff the government affairs efforts for these organizations. Businesses believe air travel is vitally important to the growth and economic development of our state and I try to bring that perspective to the table as well.

The Aviation Advisory Council met Sept. 12, 2002, at the Washington Airport. Here are highlights of our discussion:

1. Legislative Update: At the state level, restoring aviation funding will be the number one item presented for consideration by the new Legislature in January. On the federal level, Kay Thede guided us through the 2001/2002 proposed aviation federal legislation introduced, but not acted upon as yet, by the Senate. She updated us on the homeland security bill and provided a document relating Iowa’s recommendations for the transportation reauthorization bill that will be debated in 2003.
2. The council had a broad discussion on concerns involving the security for commercial and general aviation airports, and the hardship that increased security is placing on all travelers.
3. Aviation Conference: Roy Criss, aviation marketing manager, updated the council on plans for the Annual Aviation Conference held Oct. 8-9 in Ames.
4. The council had a wide ranging discussion regarding the primary reason the Aviation Advisory Council was created.

I view my association with the Aviation Advisory Council, and by extension with the aviation community in Iowa, as one of my most fulfilling and interesting service opportunities, and one I truly appreciate. Thank you all!

Young Eagle Program

The Experimental Aircraft Association (EAA) would like to share some wonderful news with you. The Young Eagles Program has already registered more than 100,000 flights during 2002. This impressive mark emphasizes the increased activity that flight leaders have created and sets the stage for EAA to record the best year ever for the program. Their previous best was 1999, when they registered 104,014 for the entire year. At the rate registrations are coming in to the EAA office, they should exceed that mark before the end of November.

Remember, in 1991 there was no Young Eagles Program. In 10 short years the Young Eagles program is one of the most recognized and respected youth initiatives in the world.

The energy and enthusiasm flight leaders have shown has helped put EAA in a position to reach our one millionth Young Eagle goal by Dec. 17, 2003.

We hope you are also looking forward to 2003 as the centennial celebration year will bring many opportunities to fly and renew interest in aviation.

For more information on the Young Eagles Program visit www.young eagles.com.

Fly safe and Fly Young Eagles!

Steve Buss

Young Eagles Executive Director





Aviation Association Update



Iowa Aviation Promotion Group (IAPG)

The Iowa Aviation Promotion Group is the lead sponsor of Fly Iowa, and through its affiliate, the Aerospace Education Council, offers educational programs to youth and teachers about aviation and space.

Fly Iowa 2003 plans shaping up

Fly Iowa 2003 will be a very special Fly Iowa since 2003 marks the 100th anniversary of the Wright brothers' historic flight at Kitty Hawk, NC. Cedar Rapids, the 2003 host city, has special significance as the Wright brothers lived in Cedar Rapids for about three years.

Fly Iowa 2003 will be held at the Eastern Iowa Airport Saturday and Sunday, July 5-6. The event will feature aircraft demonstrations, military and civilian fly-bys, hanger dance, flight breakfast, static aircraft displays, commercial and educational exhibits, and much more.

To keep everyone posted on Fly Iowa 2003 developments, a special Web site has been created: www.flyiowa2003.org. This Web site is interactive and allows the viewer to test his or her aviation knowledge, among other things. The Iowa Aviation Promotion Group is proud to be the lead sponsor of Fly Iowa 2003, along with a number of other Iowa organizations and companies, soon to be named.

Officers and directors elected at IAPG annual meeting

Maurey Topf, Sioux City, was elected president of IAPG at the annual meeting of members Oct. 8, 2002, at Ames, Ia. Maurey had served as vice president of IAPG and currently is president of IAPG's member organization, Mid America Transportation and Aviation Museum at Sioux City. John Berens of Oskaloosa was named vice president. John is President of Berens Air Service at the Oskaloosa Airport. Chuck McDonald of West Des Moines was re-elected secretary/treasurer.

In other actions, an amendment of the association's bylaws to establish an endowment fund was approved and David Pearson of Cedar Rapids was re-elected a director for a three-year term.

In board meeting action, a first draft of Fly Iowa Event Standards was submitted for director review and approval at the IAPG board meeting coming up on Dec. 13, 2002.

Iowa Space Grant Consortium

The Iowa Space Grant Consortium (ISGC) is now accepting proposals for NASA-supported seed grants, cooperative grants and educational activity grants for projects to be conducted in 2003. Research projects need not be space related, but should apply to NASA's mission.

Seed grants (up to \$10,000) and cooperative grants (up to \$30,000) are to support research in any technical field, math, or other discipline of interest to NASA. Funds are available from Feb. 1, 2003, to Dec. 31, 2003. Cooperative grants are renewable for a maximum of three years. All ISGC affiliates, including all members of the Iowa Academy of Sciences, are eligible to apply for both types of grant. Proposals for seed grants are due in the consortium office Nov. 15, 2002, and for cooperative grants on Dec. 16, 2002.

Educational activity grants (\$1,500 for a one-year period beginning Feb. 1, 2003) are for K-12 educator in-service or curriculum development. Educator incentive awards (up to \$750) are for professional development—conferences, courses, etc.—for individual educators. Eligibility for both types of award extends to employees of any ISGC member institution or any Iowa educator. The deadline for educational activity proposals and educator incentive proposals is Dec. 13, 2002.

For details on how to apply for grants, visit our Web site at <http://cosmos.ssol.iastate.edu/isgc/>.



Office happenings

Although some of these changes are not really new, it is time to make them official.

Melissa Davis-Oviatt has joined us in a role of administrative support. Melissa had worked in the Office of Transportation Data. She has been a DOT employee for seven years.

Michele Rouse is our new program manager assistant. She will be assisting all of us in the office with our respective programs. Michele was an administrative assistant to the Modal Division director. She has been with DOT almost five years.

Gary Harris, aviation development engineer, has moved to the Office of Location and Environment within the Highway Division. Gary had been with the Office of Aviation since its reintroduction in 2000. Gary had administered the AIP program for six years.

Alan Beddow, aviation construction engineer, has also relocated to the Office of Location and Environment. Alan had been with the Office of Aviation for almost two years handling airport construction projects and the AWOS system.

Kay Thede has joined us as a program manager. She will be responsible for the aviation programs and airport-related projects. Kay had been the policy specialist for the Modal Division. She has been with the DOT for 17 years.

We will all miss Gary and Alan and we wish them well in their new endeavors.

Visit
www.iawings.com
your state resource
for aviation related
activities and information.





Aviation Calendar

Contact the activity host for more information

2002

Dec. 8-10

AAA/E/AMAC Airports Economic Forum
Westin Diplomat Resort
Fort Lauderdale, Fla.
Info: 703-824-0500 ext. 149

Dec. 9

ACI-NA International Air Service Seminar
Washington, D.C.
www.aci-na.org

Dec. 9

Annual Aviation Security Summit
Loews L'Enfant Plaza Hotel
Washington, D.C.
www.airportnet.org/calendar

Dec. 10

FAA Safety Seminar
Iowa Lakes Community College
Estherville, Ia.
Info: 515-289-4844

2003

Jan. 5-9

2003 Aviation Issues Conference
Kona, Hawaii
www.airportnet.org

Jan. 9-10

ACI-NA Insurance/
Risk Management Seminar
New Orleans, La.
www.aci-na.org

Jan. 17-19

Great Lakes International
Aviation Conference
East Lansing, Mich.
Info: 517-335-9880

Jan. 23

FAA Safety Seminar
Industrial Airport-Terminal Bldg.
Ottumwa, Ia.
Info: 515-289-4844

Jan. 24-26

ACI-NA Winter Board of Directors and
Leadership Meetings
Sacramento, Calif.
www.aci-na.org

Jan. 25

Chili Fly-in
11:30 a.m. - 2:30 p.m.
Adults-\$4, Under 12-\$2
Proceeds to museum
Greenfield Airport
Greenfield, Ia.
Info: 641-343-7184

Feb. 2

Fly-in Soup Feed
11:00 a.m. - 3:00 p.m.
Harlan Airport
Harlan, Ia

Feb. 5

FAA Safety Seminar
Municipal Airport
Washington, Ia.
Info: 515-289-4844

Feb. 7-8

Professional Aviation Maintenance
Association's Annual Symposium
Hotel at Gateway Center
Ames, Ia.
Info: 319-295-5221
PJConn@rockwellcollins.com
dkuykendall@hawkeye.cc.ia.us



Return to Kitty Hawk

Navy Lt. Cmdr. Klas "Santa" Ohman, a USS Kitty Hawk-based F/A-18C Hornet aviator, completes a flight in a replica of the 1902 Wright brothers' glider. The 1902 Wright glider was the first aircraft incorporating yaw, pitch and roll controls, and by most aviation historians considered to be a very significant milestone in aviation history. The replica is built by Wright Brothers' Aeroplane Company, an educational organization established to further the interests of young people in aviation careers. The USS Kitty Hawk is the United States' only permanently forward-deployed aircraft carrier, operating out of Yokosuka, Japan.

U.S. Navy photo by PH1(AW) Shane T. McCoy



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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In memory

Hartley A. "Hap" Westbrook, owner of Hap's Air Service at the Ames Municipal Airport, died of a heart attack Oct. 21, 2002. He was 83.

Hap was an Air Force veteran of the 44th Bomb Group, serving in the Korean War. On a mission over Germany, his plane was shot down and he became a prisoner of war.

He opened his business at the Ames airport in 1975, giving flight lessons and selling planes. One of his students, Don Wandling, said "The airport was always first. Hap knew flying. He knew airplanes. He was a friend to pilots."

In 2001, Norman Rudi wrote a book detailing Westbrook's professional and military career. The book is titled "An Iowa Pilot Named Hap: Hartley A. "Hap" Westbrook."

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