

The Old Beacon

A beacon light was installed by the federal

government two and one half miles southeast of Pleasant Lake in 1915 as part of a series of beacons to guide pilots on the New York to Chicago mail run. The beacon was visible for a distance of forty miles from the air. When passenger service was inaugurated in 1920, the beacon also served these airplanes.



The beacon remained at its original site until 1951 when it was moved to the Auburn Airport. It served continuously until that airport was closed in 1964.

The old reliable beacon was then moved to the DeKalb Airport on County Road 60 where it continues to shine to this day. The beacon is set with a photocell which turns the beacon on when it gets dark and off when it gets light. Its original apparatus automatically turned on at dusk and off at 3:00 A.M. The DeKalb County Rotating Beacon is pictured above.

Hoosier Warbirds 2004 Events

The Hoosier Warbirds have tentatively scheduled their year 2004 events. May 14th from 4 to 7:30 pm will be the Fish and Chicken dinner at the Hoosier Air Museum. June 4th at 1 pm will be the annual golf classic at Bridgewater East Country Club. August 22nd, all day, will be the pancake and sausage breakfast fly-in/cruise-in. September 10th from 4 to 7:30 pm will be the fall Fish and Chicken dinner at the Hoosier Air Museum. September 20 through the 25th will be the annual trash pick up for the free fall fair from 9 to 11:30 pm. Finally, the annual Christmas Dinner will be December 13th at the Hoosier Air Museum.

Aviation News

January 26 - AIR, Inc., an aviation career information service based in Atlanta, has acquired Aviation Employee Placement Service (AEPS), an online referral service that had been located in Fort Lauderdale, Florida. AIR Inc. purchased AEPS from the Air Line Pilots Association, which had obtained the rights to AEPS through bankruptcy proceedings against the online referral service in early 2003.

January 23 - The Gulfstream G550 continues to set speed records only four month after receiving FAA type certification. The jet established its first official distance record of 6,554 nautical miles from Savannah GA, to Dubai, UAE.

Don't Forget

Don't forget:

- February 2nd** - Ground Hogs Day
- February 14th** - Valentine's Day
- February 16th** - President's Day
- February 24th** - Flag Day

To Do List:

February 8th - "Chair"ity Auction at the Heritage Village Museums.

February 14th - Valentine's Dance and Dinner by the Auburn Chamber of Commerce
Phone # 925-2100.

February 21st - DeKalb County Farm Toy Show at the DeKalb County Fairgrounds.

• DeKalb County Board

Special points of interest:

- The BOAC meets every third Friday at 12:30 PM. The next meeting will be February 20, 2004.

DeKalb Airport History...

Past and Present Airport Development

The DeKalb County Airport was originally constructed in 1964 to replace the old Auburn airport. Construction of the airport was as a joint effort by DeKalb County, the City of Auburn and the private firm of Auburn Airways, Inc. The terminal building and a paved 3,650-foot long east-west runway were built in 1964 and hangars were built from 1964-1966. Also constructed in 1964 but later abandoned was a north-south turf landing strip of undetermined length (estimated to be less than 2,000'). The airport developed a master plan in the mid-1970's that incorporated a Capital Improvements Plan, no new construction or facility expansion occurred at the airport throughout the 1970's and early 1980's. The first real step in developing the airport occurred in 1983 when the County purchased additional land immediately east of the airport to allow for future a runway extension. Subsequent federal grants for land acquisition, the closing of a portion of County Road 27 and the construction of a new portion of County Road 62 laid further foundation for eventual extension of the runway.

Throughout the 1990's the DeKalb County Board of Aviation took an increasingly more active role in the development of the airport. In the mid 1990's the runway was extended to 5,000 feet and widened to 100 feet and a full-length, 35-foot wide parallel taxiway was added. A new terminal building, maintenance hangar, a 10,000 square-yard terminal apron and a 12,000-gallon Jet A and 100LL fuel farm were constructed shortly thereafter. The period from 2000 to mid-2003 saw additional improvements such as the installation of a taxiway lighting system, improvements to the fuel farm, the construction of the first new T-hangar building in nearly 40 years and the relocation of a power line that would obstruct the planned Instrument Landing System (ILS).

Projects in progress in mid-2003 include the construction of a second new T-hangar building, site preparation and wetland mitigation efforts to support the installation of the ILS, the installation of an Automated Weather Observation System (AWOS) and preparation for the construction of another corporate hangar by private investors. The County is also currently acquiring land needed for future capital improvements. The County is positioned to expand the existing 531± acres of airport lands by purchasing an additional 111± acres as detailed in their recently adopted 20-year plan. The land acquisitions will allow for the installation of the ILS in late 2003/early 2004 and future lengthening of the primary runway by as much as 2,000'. Additionally the land acquisitions will provide the property needed to allow for future construction of a crosswind runway if/when appropriate.

Economic Impact of Airport Development

The public investment in the airport that occurred in the 1990's was accompanied and enhanced by private investment. This private investment demonstrated the effectiveness and benefits of the capital improvements occurring due to the investment of federal, state and local funds. The Rieke Corporation built the first corporate hangar at the airfield in 1990-91 and the Auburn Foundry built the second corporate hangar in 1994. Small corporate aircraft had been already based at the airport for several years however in many cases they were often nothing more than single-engine piston aircraft used for commercial rather than recreational purposes. The construction of corporate hangars and the basing of more capable corporate aircraft at the airport is a testament to the role the airport could play in support of the economic development of DeKalb County. According to the Aviation Association of Indiana's biennial study "Economic Impact of Airports in Indiana" the DeKalb County Municipal Airport had a total annual economic impact to the community of \$7.8 million in 1999, increasing to \$10.3 million in 2001. It is anticipated that the economic impact will again increase upon completion of the installation of the ILS and the AWOS. It is likely the economic impact will further increase upon the completion of the planned lengthening project for runway 9-27.

Note: The above document was prepared for the Aviation Association of Indiana in order to provide them with some historical data on the DeKalb County Airport. They have requested this information as part of their research for the Centennial of Flight celebration. The history above is only intended to be a very brief history of the airport and needs to be expanded at some future date. By: Brad Stump July 2003

This Months Joke: *The Eager Journalist*

The scene is a newspaper office. The editor says to one of his reporters: There's a fire raging out of control west of town and I want you to get out there fast. And above all, get some good shots. If that means you have to hire an airplane, just do it. Don't worry about the expense. So, the reporter calls

Send Us Your Ideas

Please send us your ideas of things you would like to see in the newsletter. Any newsletter suggestions or comments can be sent via email to: wroth@sbcglobal.net or faxed to 260-927-4040. If you are a DeKalb County Airport Tenant, you may