

## Happenings at DeKalb County Airport

Spring is approaching and construction is gearing up on different projects including:

- The Instrument Landing System (ILS) which is nearly complete. The ILS is waiting on electricity to be supplied to each site (localizer, glideslope, MALSAR building, and outer marker). After electricity is supplied in the next 3 weeks the FAA and hired contractors will adjust and test the system. After the system is adjusted the FAA will schedule a flight check which is a King Air from Oklahoma City that will fly and check the ILS system. The ILS, after the flight check, will then be published and commissioned. The new 3 letter identifier for DeKalb County Airport will be GWB.
- The automated weather observation system (AWOS) is also dependent of electricity. The AWOS will be scheduled to begin construction as the electricity is supplied to the glideslope site (near the Hoosier Air Museum). Once the AWOS is constructed (about 2 weeks after construction begins) it will report weather on 124.15 MHz.
- The sanitary sewer will also begin late this spring. The sanitary sewer line will connect with the existing line on the west side of CR 427 and CR 60. The sewer will then extend from CR 427 along the south side of CR 60 to the Glenn T. Rieke Terminal Building.
- A new row of T-hangars will also start this spring (row F). The new T-hangars will incorporate the changes made to row H which are asphalt along the length of the T-hangars and high output florescent lighting.
- The new corporate hangar (Golf-Papa LLC) is being erected. Currently the office windows and main hangar doors are being installed. The building is anticipated to be completed sometime in May. (Golf-Papa corporate hangar pictured right).
- Mid-America Avionics (formerly based at Ft. Wayne) have moved their operations to DeKalb County Airport. Mid-America Avionics, which had a satellite shop at DeKalb Airport, now have 6 employees at DeKalb. Mid-America Avionics is a welcome addition at DeKalb Airport.



### Industry News

- Piston GA shipments up in 2003 - General Aviation Manufacture's Association (GAMA) reported piston airplane shipments increased 9.5%. According to GAMA it was the fifth best billing year ever.

### Don't Forget

**Don't forget:**

**March 17th** - St. Patrick's Day

**March 20th** - 1st Day of Spring

### To Do List:

**March 5-6** - AKC Open Dog Show at Kruse Auction Park

**March 19-21** - 10th Annual Winter Tractor and Engine Show at Kruse Auction Park

**March 20-21** - DeKalb County Home and Garden Show at DeKalb County Fair Grounds.

### DeKalb County Board of Aviation Commissioners:

Pres. Layden Rieke

Vice Pres. George Wappes

Sec. Jim Mason

Treasurer. Brad Stump

### Special points of interest:

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

# Equipment Check Quiz *answers at bottom*

1. The FAA seems to think that even VFR airplanes need instruments. For a VFR, daytime flight in uncontrolled airspace, below 10,000 feet MSL, a Cessna 172 must have (among other things):
- a. Airspeed indicator, altimeter, magnetic direction indicator (compass), tachometer, and vertical velocity indicator (VVI)
  - b. Airspeed indicator, altimeter, magnetic direction indicator (compass), tachometer, and vertical speed indicator (VSI)
  - c. Airspeed indicator, altimeter, magnetic direction indicator (compass), tachometer, and oil-pressure gauge
  - d. Airspeed indicator, altimeter, magnetic direction indicator (compass), tachometer, oil-pressure gauge, and transponder.
2. Your accountant moves to a small Caribbean island beyond IRS reach but within range of your Cessna 172. To visit your funds you'll need to fly beyond gliding distance from shore. Inside U.S. airspace, the FARs require you to have "... approved flotation gear readily available to each occupant and at least one pyrotechnic signaling device ..."
- a. Only if you carry passengers.
  - b. Only if you carry passengers for hire.
  - c. For any flight
  - d. Only for night operations with passengers for hire.
3. Tax worries keep you awake at night, so you decide to go flying. What lights must your small, single-engine, piston airplane have for Part 91 (non-subpart F), not-for-hire, nighttime, VFR flights? In other words, what does the basic Cherokee, Aeronca, or Cessna 172 need for lights?
- a. Position lights (red, green, white), rotating beacon or strobe (approved anti-collision light), landing light, and flashlight.
  - b. Position lights (red, green, white) and rotating beacon or strobe (approved anti-collision light)
  - c. Position lights (red, green, white), rotating beacon or strobe (approved anti-collision light), and landing light or taxi light
  - d. Position lights (red, green, white), rotating beacon or strobe (approved anti-collision light), landing light, and taxi light.
4. Your accountant finds a sweet tax shelter inside a lead mine in Colorado, so you upgrade to a Turbo Cessna 182RG (high performance, retractable gear, constant-speed prop, non-pressurized) and depart to inspect your investment. You're on an IFR clearance in Visual Meteorological Conditions (VMC). Towering cumulus clouds (TCUs) loom ahead. Convinced that a turbo-charger solves all problems, you decide to climb above the clouds. As hypoxia sets in and lightning pierces the night sky, you try to recall the FAR requirements for supplemental oxygen. [FAR 91.211](#) says (in part) that the minimum flight crew must be provided with and use supplemental oxygen for that part of the flight at those altitudes that is of more than 30 minutes duration, at cabin pressure altitudes above \_\_\_\_ feet (MSL) up to and including \_\_\_\_ feet (MSL).
- a. 12,500 feet, 14,000 feet
  - b. 12,000 feet, 14,500 feet
  - c. 10,500 feet, 14,000 feet
  - d. 10,000 feet, 14,500 feet.
5. With a supplemental-oxygen nasal cannula stuck up your nostrils, you level off in smooth air at 16,000 feet (we'll call MSL equal to cabin pressure here). The accountant, passed out and turning blue in the back seat, is not part of the "minimum flight crew," so is not required to use supplemental oxygen.
- a. True
  - b. False
6. With fresh oxygen flowing to your PIC brain, you notice that your number two VOR receiver is flagged -- it's not working. Being a longtime Microsoft Windows user, you instinctively turn the VOR off and then back on to fix it. Oddly, the old Narco VOR receiver doesn't respond -- it's dead. You're on an IFR clearance and [FAR 91.187](#) requires that you report certain malfunctions to ATC as soon as practical. Your other VOR (which has a glideslope) works fine, and your portable GPS -- with moving map display and IFR intersections in the current database -- is also working. Are you required to report this VOR outage to ATC?
- a. Yes, but only if it affects your ability to navigate.
  - b. No. Your GPS can be substituted for the second VOR, but not for the primary VOR. An ADF can also be used, instead.
  - c. Yes. Any navigational, approach, or communication equipment malfunction must be reported.
  - d. No. If you're in radar contact, ATC has no use for this information.
7. Which of the following equipment items are not required for Part [91.205\(d\)](#), basic IFR, small-airplane operations inside controlled airspace?
- a. Two-way radio communications system and navigational equipment appropriate to the ground facilities to be used.
  - b. Slip-skid indicator.
  - c. Sensitive altimeter adjustable for barometric pressure.
  - d. A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.
  - e. Autopilot
8. Flight levels generally begin at 18,000 feet (FL180). At what altitude (over the U.S.) is DME required when using VOR navigation?
- a. FL230
  - b. FL240
  - c. FL250
  - d. FL180



9. In order to operate IFR in controlled airspace, your airplane's static system must have been tested, inspected, and found to comply with [FAR 91.411](#) within the preceding \_\_\_\_ months.

- a. 12 months
- b. 18 months
- c. 24 months
- d. 36 months

10. Forget supplemental oxygen, flotation devices, or even the avionics -- the most important item on a U.S.-registered civil aircraft is the proper paperwork (or at least it seems that way at times). [FAR 91.203](#) requires that both the airworthiness certificate and the registration be onboard and displayed at the cabin or cockpit entrance so that they are legible to passengers or crew.

- a. True.
- b. False.

*nervous?*

On a small commuter flight one sunny day, the captain was told his passengers were nervous about being on a "small airplane." He de-

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: [wtroth@sbcglobal.net](mailto:wtroth@sbcglobal.net) or faxed to 260-927-4040. If you are a DeKalb County Airport Tenant, you may