

# Prop Wash

DeKalb County Board Of  
Aviation Commissioners

DeKalb County Airport

May 2004

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## Happenings at DeKalb County Airport

- The Instrument Landing System (ILS) contractors are working again. J. Schouten construction, contractors for the ILS, arrived early May to complete the construction. The FAA technical support are currently working on tuning the components here at DeKalb Airport.
- Michiana Construction, contractors for the Automated Weather Observation System (AWOS), are currently working on the system after a delay. The tower base and meter service were poured in the wrong location in April. Michiana is currently pouring in the correct locations at which time of completion the AWOS will be running in test mode.
- The new T-hangar site (row F) may be delayed until June 15th or July 1st. The T-hangar taxiway, which connects the T-hangar drives, base coat is partly destroyed or not thick enough in areas. The base coat needs to be repaired by taking out sections and replacing with stone and asphalt.

## Aviation Industry News

**Cirrus outsells Cessna** - For the first time in its short history, Cirrus Design outsold Cessna Aircraft Co. in a single quarter. Cirrus sold 105 aircraft in the first quarter of 2004, while Cessna's piston line sold 89. These numbers come from the General Aviation Manufacturers Association (GAMA).

The low-wing Cirrus is known for its composite construction, side stick yoke, glass instrument panel and an airframe parachute developed by Ballistic Recovery Systems. (Cirrus pictured right)



**Sport pilot petition delivered** - Are you one of the 10,247 people who signed the Experimental Aircraft Association's petition in support of the Sport Pilot/Light Sport Aircraft proposal? If you are, you'll be glad to know the petition was delivered to the Office of Management and Budget on April 26. About one-third of the signatures were gathered at the Sun 'n Fun Fly-in in Florida, according to Earl Lawrence, EAA's vice president of government and industry relations. The rest were gathered over the Internet. The whole process took about two weeks.

**Palwaukee Municipal Chicago's top biz-av destination** - Palwaukee Municipal Airport is the area's top business aviation destination airfield for out-of-town traffic, according to the Federal Aviation Administration's 2003 Air Traffic Activity database report. Palwaukee is also the destination more business aviation aircraft choose than any other in Chicago, surpassing Midway or O'Hare. Last year, Palwaukee Municipal recorded more than 127,000 general aviation itinerant operations.

## Fly-In Calendar of Events

**June 6th - Coldwater Michigan** - Branch County Memorial Airport (OEB). 58th annual Fly-In Pancake, Sausage, and Egg Breakfast from 8am to noon. Prizes and goodies for PIC.

**June 12th - Rochester Indiana** - Fulton County Airport (RCR). Mentone Flying Club Pancake/Sausage Breakfast Fly-In. AYCE from 7am to 11am.

**June 19th - 20th - Indianapolis Indiana** - Post Air (7L8). Midwest Taildragger Rendezvous. Lunch 10am to 2pm, all day event, and camping welcome. Contact: Tom Lloyd 317-997-2408.

**June 26th - Warsaw Indiana** - Warsaw Municipal Airport (ASW). Chapter 1109 Fly-In / Drive-In Breakfast. ASW flyers annual Pancake, Egg, & Sausage Breakfast.

**June 26 & 27th - Bowling Green Ohio** - Wood County (1GO). Plane fun. Experimentals, Warbirds, Classics, Antiques, Hot Air Balloons, Young Eagle Rides, Corvettes, Hot Rods, Classic Cars, Motorcycles, lots of vendors and forums of food.

## Don't Forget

Don't forget:

**May 31st** - Memorial Day observed.

**June 14th** - Flag Day.

**June 20th** - Father's Day.

**June 21st** - 1st day of summer.

## To Do List:

**June 4th** - Hoosier Air Museum Golf outing at Bridgewater. For information call 260-927-0443.

**June 5th** - Waterloo Crossroads Car show at Waterloo Town Park

**June 17th** - Cruise-in at Courthouse square at the Auburn Courthouse from 6:30 to 8:30 pm

**June 25-27th** - Auburn Fun Run 7 Auction at the Kruse Auction Park at 10 am.

**Special points of interest:**

- The BOAC meets every third Friday at 12:30 PM. The next meeting will be June 18th, 2004.

**Congratulations to Drew Chaplin fist solo on May 3rd and Nate Golm first solo on May 6th, here at DeKalb County Airport.**

# Just How Current are YOU? *answers at bottom*

1. You hold a commercial pilot certificate with these ratings printed on the back: AIRPLANE SINGLE ENGINE LAND. How does this break down into category and class?
- a. AIRPLANE is category. SINGLE ENGINE LAND is class.  b. SINGLE ENGINE LAND is category. AIRPLANE is class.  
 c. AIRPLANE SINGLE ENGINE LAND is category only. Class would include additional ratings such as AIRPLANE SEA.  
 d. AIRPLANE SINGLE ENGINE LAND is class. Category only applies to instrument ratings.
2. You passed an initial checkride for a flight instructor's certificate 61 days ago. Bloody miserable experience that, and even though you can't afford to both teach and eat, at least getting the CFI certificate counts as a Flight Review (a.k.a. BFR).
- a. True.  b. False.
3. You're instrument-rated, and in the past six months you've logged the following: Six instrument approaches in IMC (Instrument Meteorological Conditions) to published minimums, one holding procedure, and interception and tracking of courses through the use of a VOR. You only have five hours of actual instrument time logged in that period and no simulated (hood) time. Can you file an IFR flight plan?
- a. No. You must have logged six hours of actual or hood time.  b. Yes, but only if three of the six approaches were precision (ILS) approaches.  
 c. Yes, but only if the weather is VMC (Visual Meteorological Conditions).  d. Yes. Anyone can file.
4. Same set-up as #3 above, except you've only logged two landings to a full stop within the past 90 days, both in a tricycle-gear Cessna 182RG, both at night. You have also logged five touch-and-go's in a tailwheel Cessna 170 at night within 90 days. Can you act as PIC (Pilot In Command) on an IFR flight, carrying passengers, in the Cessna 170 (for which you're qualified) in daytime?
- a. Yes. All you need is five touch-and-go's or full stop landings for daytime operations.  
 b. Yes. But another pilot must make the landing.  c. No. You must log three full-stop landings within 90 days for tailwheel currency.  
 d. Yes. Provided the flight -- IFR or VFR -- is daytime only.
5. Two instrument-rated private pilots go aloft in a 300-horsepower, retractable-gear, single-engine airplane for some IFR practice in VMC. Both pilots are qualified and current in the airplane. Both passed IPCs (Instrument Proficiency Checks) two weeks earlier. Before donning his Foggles, the left seat pilot says, "Stanley, I'm PIC, and you're the safety pilot. Watch for traffic, and don't touch anything." Stanley nods and replies, "I certainly won't. But, Ollie, my medical certificate expired yesterday." Ollie says, "Don't you worry. I have a current medical, and that's why I'm Pilot-In-Command." Can Stanley be safety pilot while Ollie wears a view-limiting device such as Foggles?
- a. Yes. Stanley doesn't need a current medical if Ollie is PIC.  b. Yes. Provided they remain in VMC.  
 c. No. The safety pilot must have a current medical certificate.  d. Yes, but Stanley cannot log the time.
6. Same crew as #5 above, but the airplane is equipped with a single throw-over control yoke (controlling elevators and ailerons). Common in Bonanzas, one yoke can be swung to either pilot, but both pilots cannot manipulate the controls simultaneously. Ollie, who's under the hood and PIC, has the yoke. Stanley, who's not a flight instructor, is yokeless in the right seat. He does have rudder pedals and can reach the throttle. Assuming he's qualified in all other ways (he passed his medical exam), this is a legitimate safety pilot operation.
- a. True.  b. False.
7. A private pilot with single engine land ratings owns a Piper J-5 Cub (tailwheel). She's current and qualified in the Cub but has never flown a tricycle-gear airplane. She requests a BFR at the local FBO, which only has a tricycle-gear Cessna 150. The instructor says that he's not tailwheel qualified so cannot give the BFR in the Cub and adds that a BFR in the 150 won't allow the Cub owner to fly her Cub. Is the instructor correct?
- a. Yes. A flight review must be in the same category, class, and gear configuration (fixed, retract, tailwheel) for which the pilot is rated.  
 b. Half right. A BFR counts provided it's in an aircraft for which that pilot is rated and given by an authorized instructor.  
 c. No. The BFR can be done in the Cub provided the instructor is not PIC.  
 d. Half right. She can complete the BFR in the Cessna 150 but must later demonstrate landing proficiency in a tailwheel airplane to a qualified tailwheel instructor.
8. A private pilot last had a flight review 25 months ago and since then has had no other training or checkrides. He has however, logged five full-stop landings within the past 90 days in make and model and holds a current medical certificate. He can fly one-way to an airport within 50 nautical miles to receive a BFR provided the flight is conducted VFR, between sunrise and sunset, outside controlled airspace, and no passengers are carried.
- a. True  b. False
9. Oil is discovered beneath your Arkansas emu farm, so you sell out, and with cash in hand, you load up the Cessna Caravan and move to Beverly -- Hills that is. California. Swimming pools and permanent change of address. Despite your newfound wealth, you'll lose all pilot privileges if you don't notify the FAA of the address change -- in writing -- within how many days of the change?
- a. 120.  b. 90.  c. 60.  d. 30.
10. You're instrument-rated and current. You completed a BFR two weeks ago just one day after passing your second-class medical exam. Your wallet is full of certificates, and your logbook is so up-to-date that you almost hope to get ramp-checked. And you do. After landing from an IFR flight that concluded with an VOR approach in IMC, a FSDO inspector politely asks to see your VOR log. Opening it, you spot the latest entry -- signed by your airplane partner -- stating that the two VORs were checked (airborne) against each other 31 days prior, and the bearing error between the two receivers (same antenna) was one stinkin' degree. You're legal, so the FSDO inspector smiles and says, "Have a nice day."
- a. True  b. False



Send Us Your Ideas

Answers: A,B,D,C,C,A,B,B,D,B

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