

PropWash

DeKalb County Airport

DeKalb County Board of Aviation

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Flying is 3 things:

Speed, Altitude and Brains -

at any given time you must have 2 out of the three

Hangar Opportunity...

New T-Hangars:

If you are interested in a new T-hangar at DeKalb County Airport please contact Russ Couchman, Airport manager at 260-927-8876. The terms will be structured the same as the last three T-hangars built at the Airport. We will ask for a signed commitment and the first month's rent. The five year lease term will commence upon occupying the hangar. A standard T-hangar will lease for **\$225 (corrected)** per month and if we have enough interest we will build a larger, heated corporate size T-hangar leasing for \$450 per month plus utilities.

Please act quickly, we have room for only two more units on the North side of the Airport. Construction will begin just as soon as we have six signed commitments.

ILS Update

The ILS was commissioned and published on May 12, 2005. DeKalb County Airport now has a localizer only approach with minimums of 339 feet and 1/2 mile visibility. The Glideslope has been left turned off pending the 405 Airspace Study. FAA representatives have stated that DeKalb County Airport is the country's highest priority to receive the airspace study. They are currently in the process of completing the required paperwork and have stated that we can expect to have the study completed by the end of August or September. The work on the study will take approximately one month once it commences. What a bumpy ride this has been. Thank you all very much for your patience as we work through these remaining ILS issues.

Noise Abatement Reminder

- 1) No turns below 400' AGL or before crossing the fence line.
- 2) If remaining in the pattern, hold all turns to the upwind leg until within 300' of pattern altitude.
- 3) Pattern altitude for single engine reciprocating aircraft is 800', for twins 1000' and for turbines 1500' AGL.
- 4) Helicopter pattern altitude is 500' AGL and a standard Right-Hand pattern. Air taxiing, hovering and practice approaches should be done over paved surfaces.

We all have a responsibility to "fly friendly" keeping our Airport neighbors in mind as we make our way over their homes.

Over the next few months, this section will be devoted to some of the biggest lies and most profound rules of aviation.

One of the Biggest Lies in Aviation:

Pardon me, ma'am, I seem to have lost my jet keys.

Rules of Flying:

When in doubt, hold on to your altitude. No one has ever collided with the sky.

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In the news...

Any attempt to stretch fuel is guaranteed to increase headwind.

What does this mean to SATS?

The Eclipse 500 has taken another step up from that elusive \$1 million sticker price. The company announced an across-the-board hike raising the price of the very light jet to \$1.295 million in June 2000 dollars. (We don't know how to do the math either.) When it was introduced in 1999, the price was below \$900,000, but new engines, development costs relating to those engines and increasing supply costs have pushed the price up, said the company...

Are user fee's in our future?

Following last month's hearing on the state of the Aviation Trust Fund, members of the House Aviation Subcommittee didn't seem very convinced that user fees would be the answer to the FAA's funding woes. "Switching to a user-fee system raises more questions than answers," according to ranking committee member Jerry Costello (D-Ill.).

Other financing alternatives discussed at the hearing included increasing the current aviation taxes, fixing the annual contribution from the General Fund, and providing the FAA with borrowing authority. Ken Mead, inspector general for the Transportation Department, testified, "The Congress and the aviation community need assurances that [the] FAA is doing all it can to control costs before decisions can be made about the adequacy of current funding levels and whether or not additional revenue is needed." Mead also said that congestion pricing -- charging more for takeoff and landing slots during peak travel times -- should be included in the debate and set forth an agenda. "There are four basic steps FAA needs to take -- getting a handle on its cash-flow requirements for existing projects in its capital account, controlling costs and improving the effectiveness of the Agency efforts, finalizing the implementation of a cost-accounting system, and determining funding requirements for future initiatives. Any business seeking an infusion of capital would take these steps. Moreover, these are preconditions for determining whether current funding sources will be sufficient or whether new revenue streams and authority are needed," Mead said.

...As Reason Prevails

Meanwhile, the Reason Public Policy Institute, a libertarian think tank that has proven influential in some D.C. circles in recent years, released a report last week on the issue of funding the nation's air traffic control system. The institute has long been a supporter of user fees, but now has backed down somewhat on the argument as it pertains to GA. The new report recommends that piston-powered GA aircraft pay only the aviation fuel tax, and no user fees at all. "We think [the report] still misses the point," said AOPA President Phil Boyer. "GA shouldn't be charged for a system we don't need and for the most part don't use." Boyer added that more than 90 percent of piston-powered aircraft flights are VFR, yet every one of those flights still helps pay for the system they are not using, through the fuel tax. "If it weren't for the huge demands the airlines place on the system with their rush-hour scheduling, the air traffic control system would be much smaller," Boyer said. In a 1996 report, the Reason Foundation suggested charging fees to GA pilots, such as \$9.27 for a weather briefing, \$4.65 for contacting a tower, and \$9.27 for an IFR flight plan. AOPA soundly criticized that report. (Information borrowed from AvWeb)

Special points of interest: The BOAC meets every third Friday at 12:30 PM. The next meeting will be May 20, 2005.

To obtain a copy of the last BOAC meeting minutes email your request to: rcouchman@co-dekalb-in.us or visit

<http://www.dekalbcountyairport.com/>

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:

rcouchman@co-dekalb-in.us or faxed to 260-927-4048. If you are a DeKalb County Airport Tenant, you may also send your ideas for articles in

with your next payment. We thank you in advance for your articles and ideas.