

# PropWash

## DeKalb County Airport

DeKalb County Board of Aviation

June 2005 Volume 5, Issue 6

There are 3 secrets to making a good landing.  
The problem is, no one knows what they are.

### 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 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.

### Yet another SATS aircraft Can the trend be denied?

#### Grob Announces New Jet

German airframer Grob, well-known throughout general aviation for its sailplanes and light aircraft, this week at the Paris Air Show announced plans to market a new light business jet, the Grob SPn Utility Jet. Billed as "combining the performance and passenger comfort of a light business jet with the operational versatility of a turboprop," Grob's new offering will be derived from an all-composite airframe powered by two rear-mounted, FADEC-controlled Williams FJ44-3A turbofan engines. According to the company, it will be designed specifically to regularly operate from unimproved runways, including gravel, soil and turf.



#### 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:

I have no interest in flying for the airlines.

#### Rules of Flying:

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

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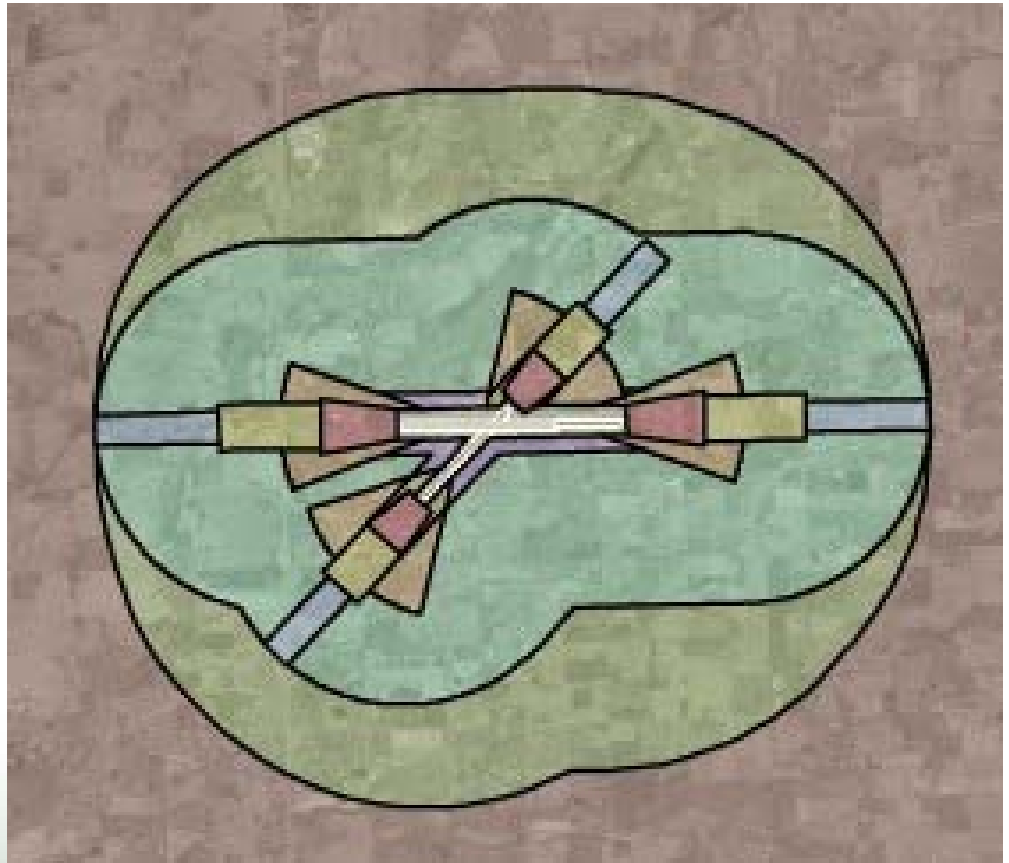
## In the news...

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn' em back off.

DeKalb County Airport has been working on airport compatible land use zoning overlays for close to a year. This is a part of the Comprehensive Land Use Plan that the County adopted in 2003. The 2003 Comprehensive plans lays out the general direction and policy while the zoning overlays, such as you see below, go into the details of how the zoning will be structured and implemented.

The picture below is a rough draft of what the zoning overlays might ultimately look like. The design of these zones is based on a wide range of sources including the FAA Advisory Circular dealing with wildlife hazards to navigation and comprehensive land use planning documents from several different states. The zones closest to the Airport are based primarily on incident/accident data collected over several decades by the NTSB. The outer rings include one that extends out five nautical miles to cover the State's required notification area for Tall Structures and the FAA restrictions on the location of municipal solid waste landfills near airports.

There are several goals we are trying to accomplish. One is to ensure compliance with our federal grant assurances. We also want to ensure that the Airport will not face any unnecessary impediments should demand dictate further expansion be undertaken in the future. Most importantly however is safety. Safety of both the flying public and the public on the ground. Limiting wildlife, to the extent possible, such as Canadian Geese around the Airport is critical. It is also critical that the County work to protect residents that otherwise may find themselves exposed to aircraft sight, sound and over flight thereby affecting their overall quality of life. The worst case that the County would like to avoid is one where residential development occurs within an area that may actually put the residents in harms way should there be an accident off the end of a runway.



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

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](mailto: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.