



April 2018 Number 4
Experimental Aircraft Association
Chapter 135
News



Next Chapter Meeting ✦ Saturday, April 14, 2018

Board Meeting: 5:00 pm ✦ Chapter Meeting: 6:00 ✦ Exec 1 Upstairs

Program is Gary Forester, who retired from the NWS on weather.

From Brant Hollensbe: The FAA is discontinuing the DUAT's program for online briefings on May 16, 2018. Already in place is www.1800wxbrief.com. Here you can find information on flight planning, weather, and be able to file flight plans. It's user friendly too.

Trivia question: Did you know?

What is a 'magic hand,' installed on some Beechcraft airplanes?

A 'magic hand' was installed on some Beech Bonanzas and Debonairs to automatically lower the gear at certain airspeeds, thereby attempting to prevent pilots from landing with the gear up. The system automatically lowers the landing gear if the airspeed is less than 110-120 mph, and the manifold pressure is less than 18" Hg. During take-off, the system will keep the landing gear extended until an airspeed of at least 80-90 mph is attained with a manifold pressure exceeding 18" Hg. Piper had a similar auto gear extension system on some retractable aircraft, too.

Now you know the rest of the story.

NEWS OF THE DAY



[FBOs and the future of GA airport access](#)

Columnist Martha King describes flying and landing in Australia, where airports lack fixed-base operators to serve general aviation aircraft. "The root problem is that most of these airports don't provide aircraft parking except at FBOs. Consequently, all transient airplanes are required to use an FBO and buy a minimum amount of fuel or pay a minimum ramp fee," she writes.

[Flying Magazine](#) (3/15)



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format=standard](http://r.smartbrief.com/resp/jRiQDJmfbgqebCcofCzecYcOCOmZ?format=standard)

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Thanks to Marc Broer

Maintaining Airport Access for General Aviation

Martha King

FBOs are the wonderful legacy of the roving barnstormers who settled down for a more stable life and became "fixed base operators."

There was nobody to marshal us in as we wheeled into the parking spot.

After we shut the old Navajo down and started looking around to see where to go after we got out, a man ran up to the pilot side of the airplane. I opened the little side window and expectantly bent an ear, only to hear him say, "You can't park here!"

"Where can we park?" I asked.

"I don't know," he said, "but you can't park here!"

It was not unusual for this trip. On our month long tour of Australian airports, we were discovering that most don't have FBOs the way nearly every airport in the United States does. FBOs are the wonderful legacy of the roving barnstormers who settled down for a more stable life and became "fixed base operators." Without businesses focused on taking care of the needs of general aviation, GA pilots are on their own and airport operations are focused on what is known in Australia as "regular public transport," or airline operations. This leaves GA pilots without access to terminal buildings or restroom facilities and all the other amenities that come with an FBO. We were forced to find our own parking, often in the grass, snag a roaming fuel truck when it wasn't serving an airliner, figure out how to get our luggage out of the gate and procure our own ground

transportation.

We were in Australia to share the details of the U.S. system with Australian pilots. When we described arriving at airports with competing FBOs offering free steaks and wine, and an attractive young woman from each waving flags to lure us in, Australian pilots were in disbelief. One in the front row exclaimed to another, "BS, that just can't be true."

Although the days of free steaks and wine and fetching greeters waving flags seem to be over, back in the States we still have it good. Many FBOs in Middle America represent the ideal of mom-and-pop operations, providing parking, fuel and connection to the local community with down-home warmth and hospitality. This is certainly true of Heartland Aviation's Jeff and Gaylene Jensen, who extended a warm welcome and put on a wonderful eclipse party for fly-in attendees at Alliance, Nebraska's municipal airport last August (Sky Kings, November 2017). I routinely say to FBOs, "Thanks for being here, and taking such good care of us."

I usually get a confused "Huh?" for an answer. I explain to them that I have experienced flying without FBOs and it is not as practical, or nearly as much fun.

Due to the increasing range of business jets, we have reason to be concerned about the preservation of delightful Middle American FBOs and the airport and community access they provide. As we saw in Australia, airports without an FBO become far less accommodating to GA. It is a serious concern for general aviation.

Surprisingly, we have business jets to thank for our wonderful network of FBOs in the United States. Many simply could not survive on the business generated by piston airplanes alone. Back when John and I were flying our Cessna 340 around the Midwest, teaching live two-day weekend ground schools, I remember sitting in airport cafes (also an endangered species) and watching Learjet after Learjet pull in for a quick turn on their way from coast to coast. The joke was that the early Learjets gulped fuel at such a rate that the flight crew experienced a low-fuel emergency right after takeoff. When business jets became longer-ranged, and more of them could reach their cross-country destinations without a fuel stop en route, Middle America truly started to become "fly-over country." FBO businesses there have become more precarious, and as a result, the number of our mom-and-pop FBOs in Middle America is declining.

Much of the jet-fuel sales that would have been made by midcountry FBOs have been shifted to prime destination airports. These airports are having such a heyday that piston general aviation airplanes are seen as annoyances. While 100LL fuel prices in midcountry can be less than \$3 per gallon, some FBOs at these prime destination airports charge over \$8 a gallon. Often, in addition, they assess ramp fees and overnight parking fees in the hundreds of dollars.

The root problem is that most of these airports don't provide aircraft parking except at FBOs. Consequently, all transient airplanes are required to use an FBO and buy a minimum amount of fuel or pay a minimum ramp fee. Due to the high prices, this has made many of these airports and their runways, taxiways and ramps, which the public invested in, inaccessible to many general aviation pilots.

This loss of airport access is a serious concern for the future of general aviation. A simple and elegant solution for airports without an affordable FBO, or without any FBO at all, may be to make available transient parking that doesn't require the use of an FBO. This should be required at every airport where the government provides funding. With mobile phones, and the ready access to off-airport transportation that ride-hailing apps like Uber and Lyft now provide, using transient parking without the services of an FBO has become much more practical.

There are some airports that already have such parking arrangements, including Lunken Field in Cincinnati, which John and I used recently. But they are few and far between. And the problem is, due to concerns for airport security, you have to call to get through the gate and back to your airplane. This limits the hours when you can return to your plane, and the spontaneity that

is such a valuable attribute of general aviation.

Advances in technology may help out here. A pilot leaving the transient parking area for the street could now pose for a camera on the way out. Upon re-entry, a similar camera could capture the image of the pilot. Biometric facial recognition could then confirm that the person returning to the airplane is the pilot who flew it in. If a pilot can fly an airplane into an airport without being vetted by security, the same pilot flying it out shouldn't have to be either. Such a sensible, low-risk approach to airport security would be beneficial at every airport.

There will be pilots who, even at prime destination airports, would prefer to pay the prices the FBOs charge to receive their services. But they shouldn't be forced to do so to gain access to the airport any more than drivers should be required by the government to use a particular gas station as a condition of using the road.

It would be great for those of us who have been priced out of prime destination airports to regain access to these airports that government funding has helped pay for. Plus, if pilots aren't forced to use the FBOs at prime destination airports, they could buy their still-needed fuel at a less fortuitously located FBO that desperately needs their business to stay alive. One way or another, the future of general aviation as we know it depends on keeping these FBOs viable.



Ellen Church
Cresco, Iowa
The Forgotten Iowa Historical
Society on FaceBook

Church was born in Cresco, Iowa. After graduating from Cresco High School, Church studied nursing and worked in a San Francisco hospital. She was a pilot and a registered nurse. Steve Stimpson, the manager of the San Francisco office of Boeing Air Transport (BAT), would not hire her as a pilot, but did pass along her suggestion to put nurses on board airplanes to calm the public's fear of flying. In 1930, BAT hired Church as head stewardess, and she recruited seven others for a three-month trial period.

The stewardesses, or "sky girls" as BAT called them, had to be registered nurses, "single, younger than 25 years old; weigh less than 115 pounds; and stand less than 5 feet, 4 inches tall". In addition to attending to the passengers, they were expected to, when necessary, help with hauling luggage, fueling and assisting pilots to push the aircraft into hangars. However, the salary was good: \$125 a month.

On May 15, 1930, she embarked on a Boeing 80A for a 20-hour flight from Oakland/San Francisco to Chicago with 13 stops and 14 passengers. According to one source, the pilot was another aviation pioneer, Elrey Borge Jeppesen.

The innovation was a resounding success - the other airlines followed BAT's example over the next few years - but an injury from an automobile accident ended her career. A horse riding accident ended her life in 1965.

Ode to the Controllers

Author unknown

Thanks to Al Hummel

The student's new; the day is clear; the needles are alive,
And on the run-up ramp we wait, because we're number five.

With eight jets on the ILS
Six students out trying their best
Left pattern, but with small success
I know the tower must be stressed

They keep them separate, and safe, but how, who really knows?
And so, I'm sheepish, when I ask, "Could we have touch and goes?"

And yet, they try, and in we squeeze
But taking off the crosswinds seize
And toss us 'round, it's not with ease,
That I say, "Try wings level, please."

I need to talk my student through: "Look right, turn left, set power,
Trim, checklist, GUMPS, arc, notch of flaps, speed, scan, crab, call the tower."

When from the noise of my headset, a voice of little cheer,
That says "Four Echo Charlie, Des Moines Tower, how do you hear?"
The student naively replies, "We've got you loud and clear,"
But I just know the tower's saying, "You up there drinking beer?"
"I've tried you several times to say
That there's a jet headed your way
So listen so that, loud and clear,
You won't become Citation smear."

Sometimes the pilots get annoyed when they say, "Hold five out
And call me in ten minutes 'cause we're busy here about."
And they snap, too, when we screw up, or if we don't reply,
Or when their expectation of us isn't how we fly

But several hours every day, in them, not god, we trust
And if I had to keep in mind 12 planes, I'd be nonplussed.
So thank you to controllers. You show us what you're worth
We'll try to do in the heavens, what you're willing us from earth.

Iowa State University's
Flying Cyclones

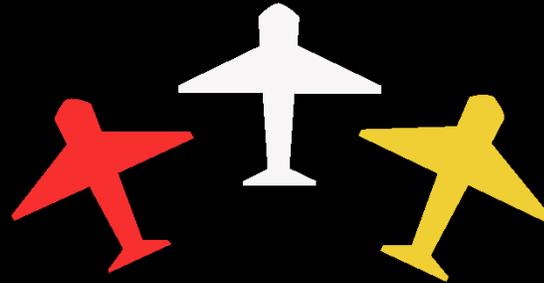
Ames Fly-In

Saturday April 21st

7am-11am

Ames Municipal Airport

Come to the airport to
check out cool
airplanes and see them



in action! All-you-can-eat pancake breakfast
and airplane rides available at this
family-friendly open house.

Fly in or Drive in Pancake Breakfast

Pilot-in-Command - Free

Adults - \$10

Children 12 & under - \$6



Questions?

www.flying.stuorg.iastate.edu/

Email: flying@iastate.edu

Find us on Facebook! 

Iowa Department of Transportation Office of Aviation Calendar

APRIL 2018

SATURDAY, APRIL 7

Greenfield Municipal Airport (GFZ)

Iowa Aviation Museum

Chili Fly-In

11 a.m. – 2 p.m.

641-343-7184 (Greg Schildberg)

Email: aviation@iowatelecom.net

Website: www.flyingmuseum.com

SUNDAY, APRIL 8

Dubuque Regional Airport (DBQ)

UD Flight Team Fly-in Breakfast

8 a.m. to noon

PIC eats free!

608-556-9884 (Tony Mathew)

Email: amathew@dbq.edu

Website: www.flyingmuseum.com

SATURDAY, APRIL 21

Ames Municipal Airport (AMW)

Iowa State Flying Cyclones

Fly-in Breakfast

7 a.m. – 11 a.m.

Email: awinter@iastate.edu

Website: www.flying_stuorg.iastate.edu/ames_flyin.php

Estherville Municipal Airport (EST)

Iowa 99s monthly meeting

11 a.m. - 3 p.m.

Phone: 563-650-0342 (Jenny Myren)

Email: iowa@ncs99s.org

Facebook: Iowa 99s

Website: <http://iowa.ncs99s.org>

WEDNESDAY, APRIL 25 – FRIDAY, APRIL 27

2017 Iowa Public Airports Association Conference

Renaissance Hotel

Des Moines, Iowa

515-727-0667 (Sue Heath)

Email: sheath@iowaairports.org

Website: www.iowaairports.org

MAY 2018

SATURDAY, MAY 12 - SUNDAY, MAY 13

Iowa City Municipal Airport (IOW)

Iowa 99s compass rose painting

9 a.m. - 5 p.m.

Phone: 563-650-0342 (Jenny Myren)

Email: iowa@ncs99s.org

Facebook: Iowa 99s

Website: <http://iowa.ncs99s.org>

JUNE 2018

SUNDAY, JUNE 17

Carroll Municipal Airport (CIN)

Iowa 99s monthly meeting

11 a.m. - 3 p.m.

Phone: 563-650-0342 (Jenny Myren)

Email: iowa@ncs99s.org

Facebook: Iowa 99s

Website: <http://iowa.ncs99s.org>

JULY 2018

MONDAY, JULY 23 – SUNDAY, JULY 29

EAA AirVenture

Oshkosh, WI

920-426-4800

Email: communications@eaa.org

Website: www.airventure.org

Name:

EAA No.:

Address:

Phone:

Email:

Dues are \$20.00 per year. Dues are due July 1 and run through June 30. After January 1 you may pay \$30.00 for 1½ years.

LIFETIME MEMBERSHIP DUES ARE \$200.00 You must be a member of the National EAA

Mail dues to: Brant Hollensbe 1232 65th Place West Des Moines, IA 50266



EAA Chapter 135

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