



AirWaves

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IPAA AirWaves

4536 114th Street
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AirWaves is published as an informational tool for all public airports in the State of Iowa. It is directed to all airport decision makers including airport management, state/local government leaders and airport businesses. We welcome your comments, thoughts and suggestions on how we may serve you better.

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Annual dues are \$200 for Associate members, Commercial Service airports are \$300, General Service airports are \$150, Enhanced category airports are \$150, Basic and Basic II category airports are \$75. Please send annual dues to the above address. Anyone interested in advertising in AirWaves should contact IPAA office: 515/727-0667.



Is Your Airport Protected?

By Danny F. Smith
Council Bluffs Airport Authority
Exec Director
President of Iowa Public Airports Association

Many people involved in General Aviation think that the FAA can and will stop a cell phone tower from being built in your airport's approach zones. Well, think again! Only through your local government can a cell phone tower or any other obstruction be kept from being built. Only your local government can put in place the proper ordinances necessary to protect your airport from this kind of encroachment in your surrounding airspace.

The FAA will do a survey and recommend that a structure not be built, but the local government has final authority. The FAA could increase your approach minimums to clear the structure. However, as you know, this makes your airport less desirable to land at in low weather conditions.

Because of a similar situation at the Council Bluffs airport, we now have a Tall Structures Ordinance in place. We are fortunate the cell phone tower that was built did not cause us an increase in our approach minimums, but it is still an inconvenient and possibly dangerous impediment that must be noted by any pilot.

What we lack at this time is zoning around our airport to prevent further residential development. It is amazing how many people

will build or buy homes around a General Aviation airport and then complain about the noise or about low-flying planes! However, you could find yourself in conflict with the local government as that entity will want to increase its tax base. Owning and controlling the surrounding property is of course the optimal choice. Unfortunately, most GA airports cannot afford to buy property that the FAA does not deem necessary for aeronautical use.

A possible solution is to approach your planning/zoning commission and ask them to change the zoning to commercial.

For further information on zoning or land use planning I recommend the Web site www.iawings.com. On the home page click on Land Use workshop registration. There are Land Use Planning workshops to be held at several locations around the state.

Another tool for information is the FAA web site, <https://www.oiaa.faa.gov/oiaa/external/portal.jsp>. All airport commissions, authority boards and associated governmental officials should attend one of these workshops to make sure that your airport is protected, including the land surrounding it and the airspace above.

Good Luck and Keep Em' Flying. ✈

For more information, call 515-727-0667 or visit iowaairports.org

WE ARE CAPABLE – The Northwest Iowa Regional Airport

**By Gayle Brandt,
Director Airport Services**

The airport changed its name in 2000 to the Northwest Iowa Regional Airport to better market ourselves in the northwest corner of the state. The airport here at Spencer is an asset in itself that is a pride of our community because of its size, facilities and structure to accommodate corporate, fractional and personal aircraft for our community and the local region. We continue to capitalize on that for continued economic development, business and personal value. The airport is the door from the sky to our community which is evaluated by the business world as an essential part of the equation for development with a transportation system.

Please continue to address your community leaders with important information on your facility. Airports and aircraft were once seen as a luxury but air transportation and its supporting infrastructure (airports) is a necessity in today's world. Aviation is now a fundamental block in today's business world and a key to future economic growth.

Companies require a certain standard in airport facilities to meet their business needs. The Northwest Iowa Regional Airport at Spencer is the standard in air facilities within the immediate region and is a benefit to the quality of life within the region and community.

With a 6,000 x 100' grooved, 3 intensity lit runway and a 5,100 x 75' runway, we can accommodate most aircraft wanting to come in and visit. We are a full instrument approach airport with ILS, GPS, VOR/DME and ADF approaches and have building facility capacity of 45,000 sq ft of executive & maintenance hangar space, 8,400 sq. ft. of heated open hangar space and 29 T-hangars.

Let's now talk about some of the great businesses located on our airport and some of the exciting upcoming changes with these businesses.

Leading Edge Aviation, Inc. is both the Fixed Base Operator on the field as well as the airport management for the City of Spencer. Leading Edge has broken records again in 2007 for total gallons pumped. We continue to fine tune our services with professionalism in fulfilling all

customer needs. We continue to maintain aircraft in our maintenance shop. We have flown many charters for customers in our community in both piston and turbine engine aircraft and are working with more students shooting touch and goes.

And we are a location to take care of all the needs of our local based aircraft as well as corporate, fractional, charter and transient customers. I feel we continue to look at each day as a new opportunity for a new contact with needs and wants in the world of aviation and we strive to accommodate all we can with our current services and continually look for ways to add new businesses and services at our airport.

The Spencer Airport has had a great history of putting on an annual flight breakfast, and for several years have scheduled aerobatic performers to put on an air show that has become quite recognized. We hosted Fly Iowa in 1997 and again in 2006 under the request of IAPG because SPW is recognized as hosting an annual event. We privately communicate with "friends" of the airport for the dollars needed to continue our annual event as a

We wish to thank these organizations for supporting our efforts to publish this newsletter.

your goals - our team - one vision



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gate free event to our community. Financially, our event has been self supporting from the flight breakfast proceeds and with valuable financial supporting “friends” of the airport. We can ensure that this annual event becomes a reality and showcases the community of Spencer and the airport on a statewide and national level. It is our chance for outside folks to experience the quality of our area and our community lifestyle. Residents know how good we have things here, and this event is our chance to show this quality to many “new” folks. Recognized as an annual event to fly-in groups that have not been here before they will count on Spencer as the June air show they don’t want to miss.

The Northwest Iowa Regional Airport is not only a phenomenal

airport facility, it also has businesses based on the field that are building and growing to service more aircraft owner’s needs and wants.

Spencer Avionics is a business that has well established itself at SPW and is continuing to move forward. Quint DeGroot, owner of Spencer Avionics says “I love flying and seeing new places, but it is hard to find Great Faces and Great Places like Spencer, Iowa. (I stole that from our friends in South Dakota, but we are close enough to claim part of it!) We have one of the best airports in the greatest country in the world. My wife and I have traveled to many different places in our 1965 Cherokee 235, N9104W. Spencer has long, wide runways with a plethora of IFR approaches. The city and Leading Edge keep the runways clear for our customers.”

2008 will be a very exciting year for Spencer Avionics, Inc. This year we will be moving to our own hangar in mid-June 2008. We will remain on the Spencer airfield, but will now be located at the southeast corner of the airfield. The new hangar will be bigger, have a new customer waiting area inside and a runway observation deck outside.

This year is also an exciting year for new avionics systems with the new gyros or multifunction display systems. There are also ELT requirements that will be required by the FCC and the FAA.

Also the new Automatic Dependent Surveillance Broadcast (ADS-B) requirements which will not go into effect until 2020. So if you are planning on keeping your aircraft and your transponder decides to go for a walk to the trash heap, you may want to look at your options for transponders.

This is a great time for General Aviation. The airlines are not great for the private pilot type. We are in the best section of aviation; we have the greatest growth and best of all, “we love what we do!” If you are in the area and just looking for an excuse to fly, “Drop in” and see our new facility this summer. Visit us at www.spenceravionics.com.

CAMM Air, Inc. (Corporate Aircraft Mobile Maintenance) is the one-stop provider of turbine engine maintenance on the field at SPW. Owned and operated by Brian and Beth Bright, CAMM Air is your Standard Aero PT6 Support Center. We are your reliable and committed turbine shop serving all of your needs with turbine engine inspections, repair and hot sections. We are your Raisbeck dealer, the American Aviation – RAM cowl modification dealer and Blackhawk engine upgrade dealer in the NW corner of Iowa primarily working on equipment consisting of the Beechcraft King Air, the Cessna Conquest and Piper Cheyenne’s. We can also assist you with a pre-buy inspection when a

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new airplane is in your horizon. Brian and his crew can assist the Ag Operators with his mobile shop doing on site inspections. We strive to offer a high level of service and quality in everything we do.

AirFlair, Inc. is the new kid on the block at the Northwest Iowa Regional Airport. As stated by Jon Hengeveld, the manager of the newly formed corporation established in November of 2007, we feel privileged to be a part of such a great airport with all the successful businesses that are here. We are currently located in the south center bay of the large hangar facility, and can fulfill all of your aircraft interior needs. If you have a Cessna 150 or a cabin class twin, we are ready and willing to tackle the project.

Currently we have completed a Piper Saratoga and Warrior. We have recovered seats for many other aircraft as well as stuffed old seats with new foam. We currently have a V-35 Bonanza in the shop doing a complete interior, with a Cessna 180 and another Saratoga in line for an aircraft interior update. We would

love to be your choice for your next complete interior. We offer a large amount of vinyl, leather and fabrics for completing the job. Please feel free to stop by and check us out, or call us at (712) 580-5537 for a quote or more information. Visit the web site coming soon www.airflairinteriors.com. We pride ourselves on our craftsmanship, ability to do it right the first time, and our love for aviation.

We have an involved Airport Board consisting of 5 board members that have been very supportive in continually improving our airport facility as well as assisting businesses to establish themselves on our airport property. We have other non-aviation related businesses on the field too that assist in supporting the facility.

The airport terminal building which was unused after the departure of Great Lakes in 2001 is now the location to hold your community meetings. We currently have 2 conference rooms set up with wireless internet and business

equipment to facilitate your group whether you fly in or drive in. Our lobby also is a showcase of the manufacturers in our community by displaying their goods in glass cabinets as well as a furniture seating area manufactured by a local furniture company. We receive many great comments from visitors to our airport. We accommodate many community groups to utilize our conference rooms that would ordinarily not visit the airport, again showcasing our airport in every way possible.

As you can tell, we are proud of our airport and we want it used to the maximum potential. We encourage all airport operators to showcase their facility's the same. Come and visit us sometime when you're flying in our part of the state and see what's happening at SPW.

If you don't have time to stop, please call on 123.0 and say "Hi" when flying over. I would love to hear from you.

As Always ... It's a Beautiful Day to Fly! ✈

Save the Date – 2008 Iowa Aviation Conference April 23 & 24

Save the dates for the 2008 Iowa Aviation Conference held April 23 & 24 at the Sheraton Hotel in West Des Moines. Information for attendees, sponsors, and exhibitors is available at the Office of Aviation Web site www.iawings.com or Iowa Public Airports Association Web site www.iowaairports.org, or by calling Sue Heath at 515-727-0667.

Last year nearly 260 people including representatives from 56 public airports attended the conference. Anyone with an interest in aviation may register for the conference. An agenda will be posted on the Web site and sent to all airports once completed. At the conference, you will hear from special guest speakers, learn about the promotion of aviation, get updates on state and federal aviation programs, and discover the importance and proper procedures for land use planning near airports.

Every public airport and FBO in Iowa should attend this conference. Sign up to attend today!

Please join us for the Iowa Public Airports Association (IPAA)

DAY ON THE HILL

Airports Reception

“Concrete” Sundaes Served

Wednesday, March 12, 2008
11:45 a.m. – 1:00 p.m.
Room 116

“Concrete” sundaes provided by the Iowa Concrete Paving Association. Please stop by to see what's new for aviation in Iowa. We look forward to seeing you!

Pilot Shortage – Real or Just Another Cycle?

**By Tim Busch, President
Iowa Aviation Promotion Group**

If you have been around the industry for a few years, you have probably been aware of “pilot shortages”. In many cases, the truth was that there weren’t enough cheap pilots available. Recent studies have shown a need for at least 60,000 U.S. airline pilots over the next ten years. This time around, like previous cycles, we first noticed that instructors were being pulled up to the airlines. Then, the airlines lowered their entry standards. Minimums went from 1500 hours total time and a four year degree to just 600 hours and a multi-engine rating.

Cynics though would say that it really isn’t a pilot shortage until the airlines raise entry level pay. At the end of 2007, entry level pay for Masaba and United Express was still \$20,000 or less, increasing to nearly \$40,000 after 36 months in service. This is difficult to accept for a student who has \$50,000 in student loans to pay off. European and Asian airlines are now hiring at rates higher than U.S. airlines, drawing pilots out of the U.S. Recently, the airlines have started increasing their entry level pay rates.

The increase in shared jet operators such as Flex Jets and Net Jets is also putting pressure on the airlines. New pilots are finding less hassle, bureaucracy, and better pay with the new operators. Also, routes tend to be more flexible and interesting. As the fractionals and wide-area charter operators expand, there will continue to be a growing need for biz jet pilots.

Iowa aviation operations are experiencing shortages as well. Corporations, charter & fixed base operators, and flight schools are having difficulty filling their needs.

Iowa Pilots	STU	SPT	REC	PVT	COM	ATP	TOT	FLT
	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	US PILOT	INSTR
January-07	804	21	1	3035	1259	697	5817	844
February-07	799	29	1	3006	1256	697	5788	841
March-07	780	33	1	3007	1252	700	5773	844
April-07	789	33	1	2991	1260	700	5774	845
May-07	768	33	1	2994	1259	700	5755	844
June-07	758	33	1	2985	1260	708	5745	851
July-07	760	34	1	2983	1252	708	5738	850
August-07	751	34	1	2980	1247	710	5723	847
September-07	773	35	1	2993	1245	710	5757	852
October-07	768	36	1	2983	1232	703	5723	850
November-07	757	37	1	2971	1222	712	5700	853
December-07	735	39	1	2946	1212	710	5643	845

Our three aviation college programs have noted that retention of flight instructors makes it difficult to help feed enough new pilots to the industry.

All these points miss the basic need for flight training for business and recreational pilots. Studies funded by the Iowa Department of Transportation have shown a great economic benefit to the state due to aviation, and many of those pilots are not corporate or airline based, but contribute significantly to Iowa’s economy. We also need to grow the number of non-airline, non-corporate pilots to help our economy grow.

Although the number of pilots needed may be argued, the fact that the industry needs more pilots is not in dispute. On the supply side of the equation, we have very good data showing trends. The FAA publishes monthly pilot numbers, but keeps no formal trend data. I have been tracking these numbers for a while, and the trend is sobering. As of December 2007, Iowa has 845 flight instructors. Unfortunately, most of them are not teaching. We are not even overcoming attrition. If you look at the table above, you will see that Iowa lost 174 pilots in 2007. Worse, we have lost nearly 500 pilots since 2005.

Perhaps more telling is the drop in student pilots, a bad sign for the future if we don’t change course.

Iowa is not alone. The trend holds true across the country. This clearly is an emergency situation for the aviation industry.

Iowa Pilots

There is good news in the data. One area that is definitely growing is the Sport Pilot. We believe that there is a lot of interest by people wishing to start with the Sport Pilot license and work up. It will take some time to get more Light Sport Aircraft into flight schools. Also, there are many great next generation aircraft coming online such as Cirrus, Diamond, and Columbia (now Cessna), and potential pilots want to fly these new airplanes.

There are many ways we help change the trend, grow more pilots, and help grow Iowa’s economy. To start, set a goal. How many pilots would you like to have in your community? Be aggressive. You might double the number of pilots in your county. Publicize your goal in your aviation community so everyone will buy in and work toward that goal. My goal for Iowa is to double the pilot population in five years. That would

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be nearly 12,000 pilots by the end of 2012. We can do it if we work together.

How do you reach your goal? The first step is education. Most people are not aware that it is even possible for them to become a pilot, or what steps they must follow in order to earn a license. Gleim makes an excellent brochure that I hand out to anyone willing to read it. Gleim wants to see these out in the field and will send you a box of 100 free if you call and ask. You can hold "Learn to Fly" events at your local community center and spread the word with flyers posted around town. I prefer to hold these events away from the airport, because the airport is unfamiliar territory and often not very friendly for newcomers. Once they understand what it's all about, then I bring them in and they see a friendly face they have seen before.

I have found that ground school classes are a great way to get potential new students immersed in the aviation culture. Often, flight instructors don't like to teach ground school classes. If you have trouble getting an instructor to teach ground school, please let me

know. I teach weekend classes all over the state.

For most people, aviation is a completely new culture. It is unfamiliar and a bit scary because they don't understand what it's all about. The airport is a fun place to be, if you make it fun. Give them a reason to come and see what it's all about and they will be more likely to think of aviation in their personal and professional lives. You can host flight breakfasts, type club fly-ins, aviation day camps for kids, swap meets, EAA Young Eagle flights, chili dinners, etc. to help draw people to your field. Your best promoters are your students and new pilots. They talk about what they're doing and how much fun they are having.

You might consider adding Sport Pilot training to your airport. With Sport Pilot, you provide a low-cost entry point to aviation, and these pilots will upgrade over time. Also, you will have twice as many new pilots for the same effort due to the 20 hour minimum requirement versus the 40 hour Private Pilot requirement.

The Iowa Aviation Promotion Group is a non-profit organization

whose mission is to grow aviation by increasing the number of pilots, aviation users, and aviation supporters within the state. IAPG offers a number of programs intended to: increase awareness of the benefits of aviation, educate the public, increase the activity level of current aviation enthusiasts, increase the number of pilots and aircraft within the state, and provide opportunities for young and old to experience aviation in Iowa. We have set measurable goals to monitor the benefit of each of these programs.

One of our new programs at IAPG is the Blue Skies pilot growth program. We hope to help grow the number of pilots in Iowa with new advertising, local speakers, and more organized and visible training programs across the state. We will help connect airports, FBOs, flight schools, and flight instructors with pilots and new students. I hope you will consider joining IAPG to help us help you succeed. You can join online at www.FlyIowa.org. If you have questions, feel free to contact me at Tim@IowaFlightTraining.com or by phone at 319-373-3971. ✈



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