



# Illinois Aviation



Volume #66, Issue #2

## CONGRATULATIONS 2014

### ILLINOIS AIRPORTS, HELIPOINT, AND RESTAURANT OF THE YEAR!

Each year, staff from the Illinois Department of Transportation's Division of Aeronautics convenes to determine which Illinois airports should receive special recognition. Selections are primarily based on the following criteria:

- Cooperation and coordination with the Division of Aeronautics and the Federal Aviation Administration by airport management and their staff,
- The facility's safety record,
- The promotion of seminars and aviation events, and aviation in general, and
- The maintenance of the facility.

#### Primary Airport of the Year – General Wayne A. Downing Peoria International Airport (Peoria)



*The Primary Airport of the Year award is given to airports serving more than 10,000 passengers annually.*

General Wayne A. Downing Peoria International Airport has seen substantial growth and benefits from a new airport passenger terminal. In 2013, Peoria set a new all-time enplanement record. It was the second consec-

utive annual record. The new airline passenger terminal opened to rave reviews for architecture, efficiency and passenger comfort. The airport is currently pursuing a new air traffic control tower, and a federal inspection service/customs and border protection terminal building annex.

#### Reliever Airport of the Year – Lewis University Airport (Romeoville)



*The Reliever Airport of the Year award is given to airports designed to serve General and Corporate Aviation in large metropolitan areas, such as Chicago and St. Louis.*

The Lewis University Airport has grown from a single paved 3,000' runway to two runways – one is 6,500' and the other is 5,700.' All of this was done without residential tax revenues. Lewis is home to one of the three largest pilot and aircraft maintenance training facilities in the state – Lewis University. Lewis University Airport is currently pursuing an air traffic control tower.

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2014 Illinois Aviation Conference (L-R) Tom Cleveland, Chairman of IPAA; Peter Bunce, President & CEO of GAMA; Dr. Susan Shea, Director IDOT Division of Aeronautics; and Mike Mueller, Vice President of IATA.

## MESSAGE FROM THE DIRECTOR SUSAN R. SHEA, Ph.D.



We have just returned from the 2014 Illinois Aviation Conference, and I declare it a success. Many wonderful airports were in competition for Airport of the Year. As always, it was a very difficult decision – we have so many great airports, heliports and restaurants in Illinois. In the end, the selections were made and the awards were given. Congratulations to the winners who are featured in this issue of Illinois Aviation.

Conspicuously absent from this year's Conference was the award for the Airport Mascot of the Year. I know there are many of our furry or feathered friends (maybe even scaled ones) hanging out at your airports. We want to make sure we recognize the 'best of breed' at next year's Conference, so please send me your pictures and any other information to help us make the selection.

After a long winter, summer has dawned on us very quickly. With summer come airport improvement projects. I urge you all to exercise caution when operating around construction areas. Your prop wash could blow loose debris causing someone an injury or damage to other aircraft.

As summer moves into full swing with airport construction projects, airshows and fly-ins galore, I encourage you to...

*Fly High... Fly Safe...* **Susan Shea**

## 2014 FLY YOUR PLANE TO WORK DAY

We have found that many of our readers are fortunate to work at a location that allows them to fly to work. Flying your aircraft to work provides an opportunity to introduce your non-pilot co-workers to the wonderful world of aviation. With this in mind, we are initiating a 'Fly Your Plane to Work Day' to be held September 26.

For those of you who can, we encourage you to fly your aircraft to work. Take a few minutes to show your aircraft to your fellow workers, and tell them how much you enjoy flying.

We welcome your stories, or just tell us about your flight. Send your stories to [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov).

## 2014 FAA WINGS WEEKEND AND FLIGHT REVIEWS

The 24th Annual WINGS Weekend at Mattoon will take place on July 11th and 12th this year. Once again, our dedicated group of volunteer flight instructors will provide instruction to participating pilots to meet the flight training requirements for the WINGS pilot proficiency program. Seminars on a variety of aviation topics will be offered on both days. Completing a phase of WINGS substitutes for the flight review required under FAR 61.56.

As an alternative, pilots may also request a flight review, either in addition to or in lieu of their WINGS training. This should be worked out with the instructors on a case by case basis prior to flight. A FAR Part 91 review with an optional endorsement, showing the required ground instruction for a flight review, will be offered as a seminar topic again this year.

Flight instructors may renew their flight instructor certificate through participation in WINGS. Flight instructors must hold a current phase of WINGS and must have evaluated at least 15 WINGS-accredited flight activities. AC-61-91J provides further details.

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This is an excellent opportunity for both instructors and pilot participants to learn more about the WINGS program.

Printed copies of the WINGS flight training syllabi will be available for both participating pilots and instructors along with assistance to guide you through the process of using this program. Past participants have been pleasantly surprised at the ease with which they completed the flight segments of the program. Once again, FAASTeam representatives will be on hand as pilots and instructors return from their flight, to assist with logbook endorsements and also with recording WINGS activity online.

Participation in the WINGS program is open to pilots holding a Sport Pilot certificate or higher. If you do not have your own airplane, rental airplanes are available through Central Illinois Aviation.

WINGS Weekend also offers a variety of seminars that fulfill the Knowledge Elective course requirement for the WINGS program. Once again WINGS pilots will be able to complete all three knowledge activities without completing an online course. For more information on the WINGS program and the requirements, go to [www.faasafety.gov](http://www.faasafety.gov) or see the FAASTeam Representatives at WINGS Weekend.

Flight instructors, please note that flight instructors who provide WINGS training and endorsements do not need to have an email address or be registered on [faasafety.gov](http://faasafety.gov). If you wish to participate, we will assist you. Come join us!

Back by popular demand, an Aviation Trivia Night event will again follow the Friday night dinner. However, this

year the questions will be easier. Bring a CFI, aviation historian, or any other aviation expert and enjoy the competition.

WINGS Weekend is sponsored by IDOT Division of Aeronautics, Coles County Airport, Springfield FSDO and the Illinois FAASTeam.

## 2014 WINGS WEEKEND INFORMATION

**Aircraft Rental:** Contact Central Illinois Air at (217) 234-8146. Call early to reserve the date and time you desire.

**Lodging:** Free ground transportation will be provided for all fly-in WINGS participants. Hotels in the area include:

Baymont Inn (217) 234-2420, Comfort Suites (217) 235-6745, Hampton Inn (217) 234-4267, Holiday Inn Express Mattoon (217) 235-2060, Super 8 (217) 235-8888, Unique Suites Hotel (217) 348-8161, and US Grant Motel (217) 235-5695.

Breakfast snacks will be available in the hangar.

### Friday Events:

0730: Registration opens

0800: Pilot and instructor briefing

0900-1630: Seminars

1200-1330: Lunch in the hangar along with awards presentation honoring our volunteer instructors and speakers.

1800: Friday hangar dinner and Trivia Night

### Saturday Events:

0730: Registration opens

0800 – 1130: Seminars

1200 – 1300: Lunch in the hangar

1400: Flying ends

**Registration and Questions:** Call or email Carol Para (217) 785-4989, [Carol.Para@illinois.gov](mailto:Carol.Para@illinois.gov), for a registration packet or go to [www.faasafety.gov](http://www.faasafety.gov) and locate this event. Pre-registration is not required, but is helpful to speed up processing on arrival.



# Illinois Aviation

## General Aviation Airport, Category A – Vermilion Regional Airport (Danville)



*The General Aviation Airport, Category A is given to airports which accommodate aircraft needing more than 5,000 feet of runway length.*

Vermilion Regional Airport has recently completed several major improvements including taxiway edge lights, a runway overlay and repairs to hangar doors. Vermilion Regional Airport is currently involved in projects to widen a taxiway opening, and improve runway lighting and t-hangar pavement. In June the Airport hosted participants in the Air Race Classic using a terminal building repurposed to a banquet and conference center aptly named, Cloud 9.

## General Aviation Airport, Category B – Benton Municipal Airport (Benton)



*The General Aviation Airport, Category B is given to airports serving aircraft requiring 5,000 feet of runway or less.*

Benton Municipal Airport serves the county of Franklin and the southern portion of the Rend Lake District.

Recently, as a part of the city's on-going facility upgrade, the airport opened one of the nicest looking 10-unit t-hangars. Future plans include a new replacement administration building.

## Private, Open to the Public Airport – Galt Field (Greenwood)



*The Private, Open to the Public Airport of the Year award is given to airports that are privately owned and do not rely on federal or state funds to operate. These airports must meet the same safety requirements as publicly owned airports.*

Nicknamed the “friendliest airport around,” Galt Airport (10C) is located in the middle of a corn field, in the middle of America, and in the heart of McHenry county, Illinois. 10C, once a dairy farm, was founded in 1950 by Arthur T. Galt, Jr. and was immortalized in the 1995 novel by Lawrence Gonzales, “*One Zero Charlie, Adventures in Grass Roots Aviation.*” Recently the airport went above and beyond in removing trees and brush issues around the facility. The new airport management/ownership is very proactive and passionate about making the airport a better, safer environment, for all who might fly in.

## Heliport of the Year – Blessing Hospital (Quincy)

Blessing Hospital is the largest and most sophisticated medical center in a 100-mile radius, with a medical staff of more than 240 physicians and a team of more than 2,000 employees. As the regional leader in patient and family centered care, Blessing Hospital is committed to excellence. Blessing offers quality, compassionate and comprehensive medical care and places a strong emphasis on community wellness. Blessing continues to respond to the changing health care needs of the region's residents by keeping pace with technology and





*The Heliport of Year award covers all categories of heliports, including Public and Private Use Heliports, Hospital Heliports, and Restricted Landing Areas.*

providing services that are convenient, accessible and vital to their mission to improve life. One of those services is patient transport through aviation.

## **Five Prop, Airport Restaurant of the Year – The High Flyers Grille (located at the St. Louis Regional Airport in East Alton)**



*The Five Prop, Airport Restaurant of the Year award is given for fine dining at a restaurant on the airport.*

The High Flyers Grille is located in the newly remodeled Old Terminal Building and features a mix of traditional American comfort food. In the multi-room restaurant, kids can be watching airplanes take off and land in one room, the red hat society can be conducting their lunch meetings in another area, and sports enthusiasts can watch the world champion Cardinals in the large bar area on several big screen televisions.

## **ATTENTION LIGHT SPORT AVIATION ENTHUSIASTS!**



For Light Sport Aviation enthusiasts there is Sebring, and Oshkosh, and then there is Mt. Vernon. Mt. Vernon? Of course, the *Plane & Pilot* Midwest LSA EXPO is a hidden little gem right here in Illinois!

The 6th Annual *Plane & Pilot* Midwest LSA EXPO will be held September 4-6 at the Mt. Vernon Outland Airport. If you own or fly a light sport aircraft (LSA), or are just interested in knowing more about these exciting aircraft, then set aside the time in September to visit the *Plane & Pilot* Midwest LSA EXPO.

The *Plane & Pilot* Midwest LSA EXPO features an assortment of exhibits and activities. A large majority of LSA manufacturers will be exhibiting, and many will offer opportunities to take a demo ride in one of their aircraft. Aircraft manufacturer exhibits will all be located on the main ramp to allow easy ingress and egress for demo flights. There will also be a veteran's reunion and an opportunity to have your aircraft washed.

In addition to aircraft manufacturers, there will be indoor and outdoor vendor areas for providers of LSA related products and services. Vendor exhibits will be open Thursday, Friday and Saturday. There will be opportunities to talk to a wide variety of manufacturers and other vendors as well as forums on assorted light sport aviation topics. Forums will be held daily at 11:00am, 1:00pm and 2:00pm in two climate controlled rooms. Speaker schedules will be available on the program web-site at [www.midwestlsashow.com](http://www.midwestlsashow.com).

This is a great place to learn more about LSA aircraft, and admission is free; camping is free; and ground transportation is free. How can you beat that!



## SAFETY FIRST COCKPIT AUTOMATION VERSUS STICK AND RUDDER SKILLS

We have renamed our Current, Confident, Competent column to Safety First. Welcome to our new column.

Oftentimes cockpit automation and stick and rudder skills are thought of as opposite ends of the scale, but in reality they go hand in hand. Without one or the other, depending on the situation, it could be interesting to say the least. We have come a long way in both navigation systems as well as aircraft management systems. All these new systems should in no way substitute for piloting skills or situational awareness. We often tend to use these new technologies/gizmos as crutches and forget about the old way of doing things... thus setting us up if they were to fail. And you know that anything electronic can and will eventually fail even if it is just the power source.

It is fun and rewarding to use one of these devices to fly directly to our intended destination with precision timing while knowing exactly what the winds aloft are doing to us - all this without using an E-6B, or getting any cross radials. Would we be able to continue with no adverse effects if our new gizmo failed? If it is a good VFR day and our electronic flight bag failed, even without a sectional chart, we probably could continue without too much difficulty. However, we need to remind ourselves that the aircraft still needs to be flown and we need to monitor both inside as well as outside the aircraft. Everyone would agree that our ultimate goal in this aviation endeavor is that in the end we all come out safe and sound with the end result never in question.

This should be true regardless of the weather or which aircraft we are using on this particular adventure. We each know individuals who seem to be so preoccupied with the glass inside the cockpit, and everything it is capable of doing, that they fail to keep themselves oriented on the goings on outside the aircraft. Are we taking a step backward on situational awareness? We might have the latest and greatest fish finder in our ship, but will it really pick up that Cub out for a joy ride with little or no electrical system on board? ADS-B (in)

equipment is nice, but don't let a false sense of security lull you into thinking you are seeing all other aircraft that are around you. Unless there is an ADS-B (out) equipped aircraft close, and everyone else has at least a transponder with mode C, you won't be seeing them... you still won't see the Cub that doesn't have an electrical system.

All will agree that new technology is growing by leaps and bounds, but it should be used to supplement and or compliment the aircraft in which YOU are flying, not substitute for as PIC. In the right hands and situations this new flight data monitoring can be a life saver heading off some pending catastrophic failure of a given system, or just to ease some of your workload on a long flight.

With all of that said, how do we incorporate new technology into our flights while still maintaining situational awareness and basic flying skills? As always, the answer is by making sure you are current, competent and confident with and without all the technology. Being current, confident and competent with the technology means understanding how to use it and knowing limitations of both the technology and you, the pilot-in-command. Are your iPad and GPS databases current? Can you quickly load a new approach into the GPS or pull it up on your iPad if the ILS becomes inoperative halfway through your approach? If your AHRS fails on your glass cockpit, can you still figure out your course?

As PIC you should be current, competent and confident in making the flight without the technology. Can you quickly take over if the autopilot fails half way down the glideslope? Can you keep from busting airspace if you have a total electrical failure while flying around Chicago - no GPS? Can you get yourself setup for an approach without radar vectors if you lose radar coverage and your iPad overheats - no geo-referencing?

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There is a lot of new technology coming into the aviation industry and it should be used to help, not to substitute for piloting skills that are needed on a regular basis and on the occasional urgent situation which calls for all the tricks we have in our respective bags. We are reminded of the old adage: It is better to use our superior pilot judgment to keep from needing to use our superior pilot skills. Let's use good judgment when using technology to enhance the joy and safety of our flights.

## 2014 CALENDAR OF EVENTS

### JULY

**July 4, 7:00AM – 10:30AM**

**Monmouth Flying Club Breakfast**

Monmouth Municipal Airport, Monmouth, IL  
Wayne Duncan (309) 586-6561,  
Believer46@vhtmail.net

**July 4, 7:00AM – 12:00NOON**

**Fly-In Breakfast**

Ogle County Airport, Mt. Morris, IL  
Dr. Glen Orr (815) 732-7268

**July 5, 7:30AM – 11:00AM**

**EAA Chapter 15 Fly-In Pancake Breakfast**

Shumway (IL05) Poff Private Grass Field 09-27,  
Effingham, IL  
Ray Lynn (618) 838-0747

**July 11-12, 8:00AM – 5:00PM**

**WINGS Weekend\***

Coles County Municipal Airport, Mattoon, IL  
Carol Para (217) 785-4989, Carol.Para@Illinois.gov

**July 13, 7:00AM - 11:00AM**

**EAA Chapter 948 Fly-In /  
Drive-In Pancake Breakfast**

Hartenbower Airport, Lostat, IL  
J. Hartenbower (815) 882-2573

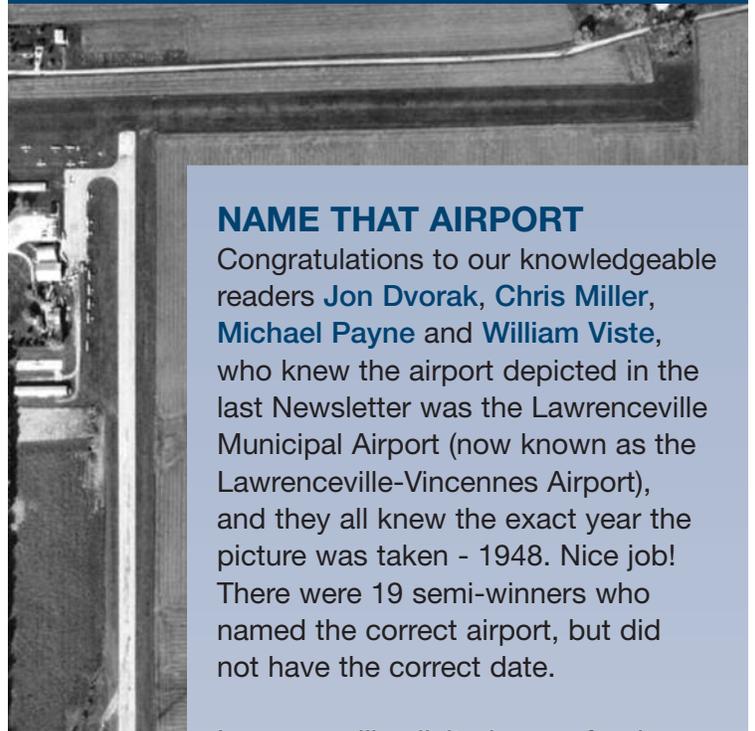
**July 13, 7:00AM - 12:00NOON**

**EAA 1414 Fly-In/Drive-In Pancake Breakfast**

Poplar Grove Airport, Poplar Grove, IL  
Dean May (815) 544-0215, deanmay757@gmail.com

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## TRIVIA



### NAME THAT AIRPORT

Congratulations to our knowledgeable readers **Jon Dvorak, Chris Miller, Michael Payne** and **William Viste**, who knew the airport depicted in the last Newsletter was the Lawrenceville Municipal Airport (now known as the Lawrenceville-Vincennes Airport), and they all knew the exact year the picture was taken - 1948. Nice job! There were 19 semi-winners who named the correct airport, but did not have the correct date.

Lawrenceville elicited some fond memories from our readers. Dr. Robert C. Wiseman wrote: "George Field was a training field for gliders during WWII. I remember as a rather small child seeing the "Bamboo Bombers" flying over my small town pulling either one or two of the gliders that were used in the invasion that became the ending of WWII. I also remember seeing the aircraft flying rather low during the evening hours. It was always a challenge to use our flashlights to try to get a response from the aircraft. It was surprising how many times we could get the aircraft to flash their landing lights back. As I look back, I find it rather interesting to realize that they could see our flashlights. Maybe they couldn't but at least they did turn on their landing lights for a brief "flash.""

Do you know the name of the airport shown in this picture and the approximate timeframe when the picture was taken? If so, send an e-mail to DOT.aero@illinois.gov so we can congratulate you. Those who provide the correct answer will have their names published (with permission), along with the correct answer, in the Fall 2014 edition of *Illinois Aviation*.



# Illinois Aviation

**July 19, 10:00AM – 4:00PM**

**Prairie Aviation Museum Open Cockpit Day**

Central Illinois Regional Airport, Bloomington, IL  
Mike Sallee 309-663-7632, tsgsystems.sallee@gmail.com

**July 20, 7:00AM – 11:00AM**

**EAA Chapter 1315 Fly-In Drive-In Breakfast**

Taylorville Municipal Airport, Taylorville, IL  
Bill Newberry (217) 824-2701, billnewberry@taylorville.net

**July 28-August 3**

**EAA AirVenture**

Oshkosh, Wisconsin

## AUGUST

**August 10, 7:00AM - 11:00AM**

**EAA Chapter 948 Fly-In /  
Drive-In Pancake Breakfast**

Hartenbower Airport, Lostant, IL  
J. Hartenbower (815) 882-2573

**August 10, 7:00AM - 12:00NOON**

**EAA 1414 Fly-In /Drive-In Pancake Breakfast**

Poplar Grove Airport, Poplar Grove, IL  
Dean May (815) 544-0215, deanmay757@gmail.com

**August 16, 10:00AM – 4:00PM**

**Prairie Aviation Museum Open Cockpit Day**

Central Illinois Regional Airport, Bloomington, IL  
Mike Sallee (309) 663-7632,  
tsgsystems.sallee@gmail.com

**August 16, 6:00PM – 10:00PM**

**1940's Style Hangar Dance**

Ogle Airport, Mt. Morris, IL  
Larry Miller (815) 751-5315, lbmewm@msn.com

## SEPTEMBER

**September 1, 11:00AM – 2:30PM**

**EAA Chapter 15 Pull Pork Lunch**

Shumway (IL05) Poff Private Grass Field 09-27,  
Effingham IL  
Ray Lynn (618) 838-0747

**September 4-6**

**6th Annual Plane & Pilot Midwest LSA Expo\***

Mt. Vernon Outland Airport, Mt. Vernon, IL  
(618) 242-7016, www.midwestlsashow.com

**September 14, 7:00AM - 11:00AM**

**EAA Chapter 948 Fly-In /Drive-In Pancake Breakfast**

Hartenbower Airport, Lostant, IL  
J. Hartenbower (815) 882-2573

**September 14, 7:00AM - 12:00NOON**

**EAA 1414 Fly-In /Drive-In Pancake Breakfast**

Poplar Grove Airport, Poplar Grove, IL  
Dean May (815) 544-0215, deanmay757@gmail.com

**September 14, 7:00AM – 12:00NOON**

**Fly-In Breakfast**

Ogle County Airport, Mt. Morris, IL  
Dr. Glen Orr (815) 732-7268

**September 20, 10:00AM – 4:00PM**

**Prairie Aviation Museum Open Cockpit Day,  
Cruise-In and EAA Chapter 129 Young Eagle Flights**

Central Illinois Regional Airport, Bloomington, IL  
Mike Sallee (309) 663-7632, tsgsystems.sallee@gmail.com

**September 21, 7:00AM – 11:00AM**

**EAA Chapter 1315 Fly-In Drive-In Breakfast**

Taylorville Municipal Airport, Taylorville, IL  
Bill Newberry (217) 824-2701, billnewberry@taylorville.net

**September 26**

**Illinois “Fly Your Plane to Work Day” 2014**

## OCTOBER

**October 12, 7:00AM - 12:00NOON**

**EAA 1414 Fly-In /Drive-In Pancake Breakfast**

Poplar Grove Airport, Poplar Grove, IL  
Dean May (815) 544-0215, deanmay757@gmail.com

*\* These Seminars qualify for WINGS Credit*



## BE THE FIRST TO KNOW – USE AIRMAIL

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