



Illinois Aviation



Volume #69, Issue #3

2017 BIENNIAL FLIGHT INSTRUCTOR REFRESHER COURSE

The 2017 BIENNIAL Flight Instructor Refresher Course will be held Nov. 3-4 at the Harry H. Hanley Building, 2300 S. Dirksen Parkway, Springfield. Doors open at 11 a.m. Friday, and the course will begin promptly at noon. Saturday sessions will run from 8 a.m. to 5 p.m. The 2017 Flight Instructor Refresher Course will be conducted by Aviation Seminars, Inc.

You may renew your flight instructor certificate up to three months prior to your expiration month; CFIs with expiration dates up until February 2018 can renew via this class and maintain the same expiration date.

There is a fee of \$65 for attendance and processing your renewal. This fee will be collected directly by Aviation Seminars at the time of registration.

Meals are not provided; however, there are a number of restaurants nearby. There will be no dinner break on Friday, and there are a limited number of vending machines available. You are welcome to bring a snack or something else to eat during the course. There will be a lunch break on Saturday.

Transportation will be provided from Abraham Lincoln Capital Airport, but **this must be arranged ahead of time**. If you will need transportation, please call Linda Schumm or Carol Para at 217-785-8516.

Full details have been mailed to flight instructors who have previously attended the course. You may register online at the Aviation Seminars website, <https://www.aviationseminars.com/IL-FIRC>. If you need assistance registering, please contact Aviation Seminars at 800-257-9444. Preprinted certificates will be available for those who register prior to Oct. 24; those who register after that date will receive a hand-written certificate.

A block of rooms has been reserved at the Holiday Inn Express at the rate of \$70 per night + tax. Ask for the Flight Instructor Refresher Course (FIRC) room block. You can contact the Holiday Inn Express at 217-529-7771. There are a limited number of rooms at the preferred rate. **Cutoff for reservations at this rate is Oct. 5.**

If you would like further details, please contact Linda Schumm at (217) 785-4215 or email linda.schumm@illinois.gov.

STATE OF ILLINOIS PILOT AND AIRCRAFT REGISTRATION

The 2018-19 cycle begins Nov. 1. However, you may register early using the online registration system. Beginning Oct. 1, you will be able to complete your pilot or aircraft registration online – just go to ppr.dot.illinois.gov. There are no additional fees for registering online.

After Oct. 1, any applications received representing the 2016-17 cycle will be returned to the applicant. The 2018/19 renewal notices will be mailed out between Nov. 1-Dec. 15. There will be a 6-8 week turnaround for sending certificates. If you have not received your renewal notice by Jan. 1, 2018, please notify the Pilot and Aircraft Registration Services at (217) 785-8500.

As a reminder, effective Jan. 1, 2017, Illinois statutes have changed making registration of your pilot certificate a one-time requirement. The one-time fee is \$20.



**MESSAGE FROM THE
INTERIM DEPUTY DIRECTOR
KEN W. MARTIN**

Greetings to all Illinois Aviation readers! My name is Ken Martin, and I am serving as the Interim Deputy Director for the Division of Aeronautics. I joined the Division in February 2017 but have worked for the Illinois Department of Transportation for 37 years in various management capacities. My background includes extensive work with contracts and grant programs managed by the department, including funding from the National Highway Traffic Safety Administration, the Federal Transit Administration, the Federal Railroad Administration and the Federal Highway Administration. In my current role, I am responsible for the oversight of the department's Airport Improvement Program funded by the Federal Aviation Administration. I hold an undergraduate degree in political science/pre-law from Eastern Illinois University and a Master of Arts degree in organizational communication from the University of Illinois Urbana-Champaign. My wife, Jane, and I have a son, Joshua, in Denver and a daughter, Miranda, in Winnebago, Ill. I am an avid woodworker and love to make furniture in my spare time.

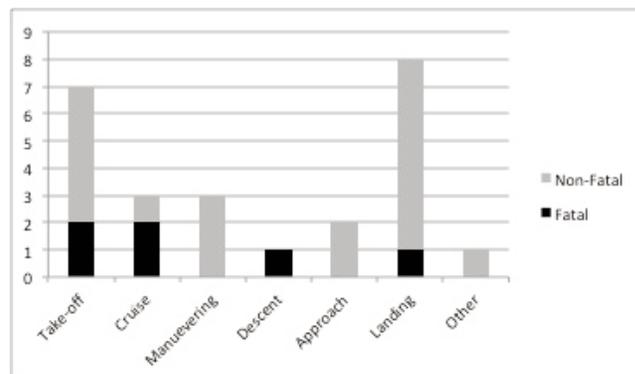
During my short tenure with Aeronautics, I have had the opportunity to meet with many representatives from various airports and from the aviation community in general. I hope to meet many more of you in the near future. I am amazed, on a daily basis, by the many facets of the aviation industry, including the hard work provided by our airports throughout Illinois, as well as my dedicated staff here at Aeronautics.

One of the opportunities I have had while in this role is to welcome the Illinois Wing of the Civil Air Patrol as tenants at Bult Field, near Monee. On June 1, the CAP office was relocated from the DuPage Airport to Bult Field. Aeronautics has a long history of supporting the efforts of the CAP, and we look forward to continuing that working relationship.

As the next newsletter will not be published until after the holidays, I wish you all happy and safe holidays and of course, blue skies and tail winds!

ON TAKEOFFS AND LANDINGS

To experience the joy of flying, we must begin with a takeoff and eventually conclude with a landing. Since these are activities that are included in every flight, they bear special attention.



A review of the NTSB database shows more than two-thirds of the accidents that occurred in Illinois in 2016 were either during takeoff or landing. These also accounted for half of the fatalities.

Takeoff is where everything is happening at once: The aircraft engine goes from idle to maximum power; air-speed goes from zero to takeoff speed; the pilot transitions from ground focus to flying; and all of this happens in a matter of a minute or so. Most of it occurs close to the ground, leaving little margin for error.

Are you prepared for an engine failure or other mechanical failure during takeoff? We practice simulated failures at altitude where there is more time to execute emergency procedures. For takeoff, emergency procedures should be memorized. Do you have a plan for a low-altitude engine failure, a door or canopy coming open, or gear or flaps not retracting? Many professional pilots review emergency procedures with their crew prior to every takeoff. If you are unfamiliar or unsure of the emergency procedures for your aircraft, meet with an instructor and develop a plan. Then, just like the professionals, review the plan prior to every flight. This review can be incorporated into your pre-flight briefing.

Another challenging area during takeoff seems to be crosswinds. As speed picks up and the aircraft begins to generate lift, the effect of a crosswind increases. Generally, additional rudder and aileron will offset the problem, but not always. The crosswind may be too strong, especially in a light-weight or tailwheel aircraft. The accident reports show that pilots waited until the

TAKEOFFS AND LANDINGS *cont.*

aircraft had left the runway before aborting the take-off, resulting in substantial damage to the aircraft. Many pilots select a go/no-go point for takeoff: If the aircraft is not off the ground by this point, the take-off is aborted. Perhaps a similar point should be selected along the centerline: If the aircraft veers past the selected point the takeoff is aborted. At a minimum, it is worthwhile to practice crosswind takeoffs and landings on a regular basis.

One of the takeoff accidents and one of the landing accidents involved failure to perform critical tasks. We all know how easy it is to get distracted. Regular use of checklists, flows, acronyms or some other memory tool will help prevent this type of accident.

Loss of control and just plain bad landings seem to be the biggest contributors to landing accidents. Two air-

craft bounced so hard on landing the nose wheel on one and a main landing gear on the other were broken off. In three cases, the pilot lost control of the aircraft after landing. Instructors know how challenging it is to teach depth perception and how frustrating it is to teach students to “keep flying the airplane” even after landing. In all of these cases, additional practice could have helped.

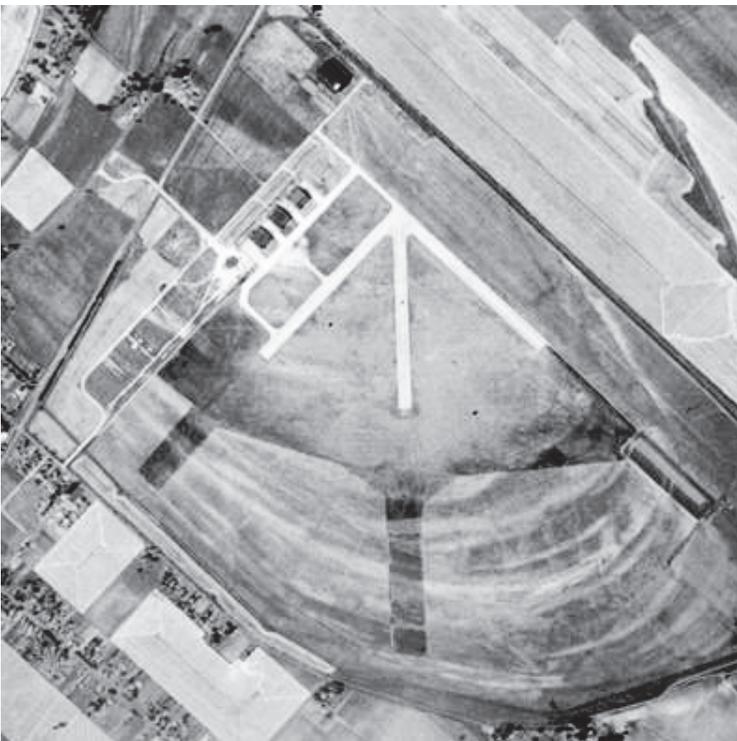
A landing following an engine failure or other mechanical problem will always be stressful. Regular practice on short field, soft field and emergency landings should help reduce some of the stress.

If we could eliminate takeoff and landing accidents in Illinois, we would be well on our way to no accidents. As we move into the beautiful fall flying days, let's all make that our goal.

TRIVIA

TRIVIA – NAME THAT AIRPORT

There were only three correct answers for the last “Name that Airport.” [Congratulations to Curt Lindauer Sr., Brian Anderson and Jim Bildilli](#) for answering correctly.



Curtiss-Parks Airport, circa 1940

Mr. Lindauer shared some of his experiences at the airport: “I made my first solo from this airport in 1955. My instructor was Bill Ryan; I was in a rental C-140, owned by Walston Aviation, the FBO. The airport was closed shortly thereafter, and I then flew out of Alton municipal, where I got my private license. The subject airport was later reopened as Parks Bi-State Airport.”

Mr. Bildilli recounted some of the history of the airport: “Not a real challenge here, but a ton of aviation history including the ‘Who’s Who’ of the aviation pioneers... including some astronauts from the Mercury and Gemini programs. The old ‘ox bow’ of the Mississippi and the smell of malting barley from across the river sort of gives this one away.”

“Except for the three hangars and Runway 4-22, it’s quite different today. The hangars, which are on the National Historic Buildings register, were constructed by Curtiss-Wright on the Curtiss-Steinberg Airport in 1928. Hangars #1 and #2 were completed in 1930 along with three concrete runways that were 100’ wide by 1,600’ long. The airport also had a lighting system that included boundary lights, two floodlights, a revolving beacon and a light for determining cloud ceiling... known today as a ceilometer.

“The airport has been called Bi-State Parks and today is known as St. Louis Downtown Airport. It was closed

from 1959 until 1965 when it was purchased by the Bi-State Development Agency...the same agency that runs the Arch and the public transit system on both sides of the river...hence the name Bi-State Parks Airport. It sort of incorporated the name of Mr. Oliver Parks who owned, but initially leased (1940) and eventually purchased the airport when it closed in 1959. Mr. Parks purchased the airfield from Parks Aircraft Sales and Service and then decided to turn the airfield into a new subdivision called 'St. Louis Gardens.' However, the building boom didn't materialize, and all that remains of the initial start is a small residential community on the south side of the airport. The Steinberg portion of the original name came from Mark Steinberg, a St. Louis financier who developed it in conjunction with Curtis-Wright of the engine and aircraft manufacturing fame, Transcontinental Air Transport Service (TAT), which later became TWA and, of all things, and the Pennsylvania Railroad Company. The connection between aircraft and trains was due to the fact that the early transcontinental flights were performed in daylight VFR, and at night the passengers boarded trains to continue their journey. In the mornings, they boarded another aircraft to travel to their next evening destination. Ford Tri-motors were used extensively for this combination of air and ground travel. The railroad was also developing 'Port St. Louis' nearly adjacent to Parks Air College.

"During World War II, Parks Air College operated a flight school out of the hangars and it became the first federally approved school of aeronautics. Civilian tenants were 'requested' to leave, and the airport was re-named Curtiss-Parks Airport. Over the course of the war, approximately 15 percent of all American pilots (24,000 commissioned pilots from over 37,000 cadets entering) received their training at the airport and other airports under their direction including Cape Girardeau and Sikeston, Mo., Tuscaloosa, Ala., and Jackson, Miss. Of course, the main campus of Parks Air College was located just south of this airport. It also had two runways for training, but Mr. Parks decided to move the training to the current airport due to operational limitations."



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 email 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 Winter 2017 edition of Illinois Aviation.

CALENDAR OF EVENTS

Nov. 3-4

Flight Instructor Refresher Course*

IDOT Hanley Building, Springfield, IL

Linda Schumm (217) 785-4215 • Linda.Schumm@illinois.gov

* Part of Illinois WINGS Workshop. Presentations qualify for all three WINGS knowledge credits.

VIEW COMPLETE CALENDAR OF EVENTS: www.idot.illinois.gov/about-idot/stay-connected/multimedia/index



BE THE FIRST TO KNOW – USE AIRMAIL

If you wish to receive the news even sooner, sign up for AirMail at www.idot.illinois.gov/about-idot/stay-connected/subscription-services/index#3. AirMail is sent about two weeks before the hardcopy is mailed.