



**NOVEMBER 2011  
AIRPORT NEWS  
VOLUME 11 ISSUE 11**

**AIRPORT EVENTS**

**Nov. 1: EAA Chapter 64 Meeting, 7pm, Hgr. 2 rear**

**Nov. 3: Gateway Area Ultralight Assoc. Mtg. Hgr. 2 rear at 7:30pm**

**Nov. 6: Daylight Savings Ends**

**Nov. 24-25: Airport Office Closed for Thanksgiving**

The airport is open and attended 24-hours daily.  
JetAviation 618-646-8000  
Ideal Aviation 618-337-3400

ATC Tower Hours 0630-2200  
ATIS 121.45  
CLNC DEL 118.275  
Ground Control 121.8  
Tower/CTAF 119.925  
Tower UHF 379.3  
Unicom 122.95

Airport Firefighters On-Duty  
Every Day 0800-2100  
(Other times by request)  
618-337-7478 or 410-0188  
Call "Rescue" on 121.8  
Dial 911 for emergencies

For Airport Administration after hours, contact the firefighter on duty.

**THE RUNWAY OPENS THIS WEEK!**

Runway construction is finally nearing an end and all runways will be open the first week of November. Runway 12R/30L is now 7,001' X 150' and can support aircraft up to 200,000 lbs.

There will be two more short closure periods to put the finishing touches on the runway. Grooving will begin Nov. 30<sup>th</sup> after a month-long pavement curing period and should take no more than about 5 days. We will have a final short 2- or 3-day closure in the spring to paint the top-coat on the runway markings.

**WINTER WEATHER WILL COME SOON**

Winter weather is fast approaching. Here's a quick summary of our winter operations plan.

Anytime the runway is contaminated with ice or snow, an airport staff member will test the braking action using our Bowmonk friction tester and report the braking action in units of Mu.

The following chart compares MU to the more general terms pilots are familiar with:

<u>General Term</u>	<u>Mu Reading</u>
Good	40 or more
Medium to Good	36 to 39
Medium	30 to 35
Poor	26 to 29
Nil	0 to 25

Anytime a Mu reading less than .26 is observed, we must publish a NOTAM closing the runway to commercial air carriers. We will attempt to improve runway conditions through plowing, de-icing, sanding, or whatever means is the most appropriate and effective. The NOTAM does NOT close the runway to aircraft operating under FAR Part 91.

Pilots should use MU information with other knowledge such as known aircraft performance characteristics, landing weight, previous experience and wind conditions to determine runway suitability.

Typically, our snow removal and deicing efforts will be concentrated on runway 30L/12R and associated taxiways B, B1 and B7, leading in and out of both ramps. Unless unusual winds or traffic require their use, runways 5/23 and 30R/12L will remain untreated until after the storm has passed and time permits their clearing.

**RED TAG PRE-INVENTORY SALE AT WICKS**

Wicks Aircraft Supply will hold its first annual Red Tag Pre-Inventory Sale November 18-19 from 9 a.m. to 5 p.m. at its store at 410 Pine Street in Highland, Illinois. Discounts will be available on the entire warehouse inventory, and those who pay with cash will receive an additional 2 percent savings. There will be special bargain bins for building materials, vendors will be on hand to demonstrate products, and our own EAA Chapter 64 will provide lunch for donations.

Those who want to fly in can land at Shafer Metro-East (3K6) in St. Jacob, Illinois, where shuttle vans will be available for the 10-minute drive to the factory. Everyone who makes a purchase will automatically be entered in the daily grand raffle for a new Dynon DX-15 handheld transceiver.

**A NEW FLIGHT SCHOOL IS NOW HERE**

We are very pleased to introduce a new member of our airport family, St. Louis Flight Training, LLC, owned and operated by Mr. Corey Tomczak.

STL Flight Training currently offers aircraft rental and flight training in an IFR-certified Cessna 152 from the east ramp and will be expanding their fleet soon to include a Cessna 172. You can find them on the web at [www.stlflight.com](http://www.stlflight.com) or you may contact Corey via e-mail at [Corey@flywny.com](mailto:Corey@flywny.com) or via phone at 618-670-5782.

**DID YOU KNOW IT IS ILLEGAL TO...**

...give a dog whiskey or to fish while sitting on a giraffe's neck in the city of Chicago? Why are these and other dumb laws on the books? Because someone actually did those things!

What dumb things have pilots done here at our airport that have recently resulted in an FAA enforcement action? See the other side of this newsletter for more information.



The Airport Administration Office is located in the Fire Station at 6100 Archview Drive, Cahokia, Illinois 62206-1445

Office Hours: 8 a.m.- 4:30 p.m., Mon.-Fri. (Closed most holidays) Phone (618) 337-6060

The Airport Operations Center operates from 8 a.m. - 9 p.m. daily Phone (618) 337-7478

E-mail: [director@cps.aero](mailto:director@cps.aero) [office@cps.aero](mailto:office@cps.aero) [mx@cps.aero](mailto:mx@cps.aero) [arff@cps.aero](mailto:arff@cps.aero) Fax: (618) 337-7578

**RUNWAY SAFETY IS SERIOUS BUSINESS—DON'T VIOLATE MOVEMENT AREA RULES!**

Recently, a pilot and passenger whose aircraft is based at another towered airport parked their aircraft on the west ramp and walked across runway 5/23 while it was in use to get to Oliver's Restaurant. When the pilot was asked if he saw the yellow and black movement area markings, the double yellow and black hold line, the red boxed surface area holding position markings, the red lighted holding position signs, and the white runway markings, his response was that he saw them but thought they only applied to aircraft and vehicles. (That pilot is now defending his right to continue to exercise his private pilot privileges with the FAA.)

On another occasion, two mechanics who had been trained to drive on the movement areas drove a golf cart across an active runway without radio contact or permission from the control tower, not once, but twice as they went back and forth to look at an interesting aircraft. (Those mechanics went looking for new jobs at other locations.)

Runway safety is serious business. To legally walk or operate a vehicle in the movement area of our airport, an individual must have: (1) a valid need to be in the movement area; (2) approval from airport management; (3) passed both a written and practical driving test administered by an authorized member of the airport management staff within the past 12 calendar months; (4) be in contact and have approval from the ATC tower controller; (5) and if operating a vehicle, that vehicle must be properly equipped for operations in the movement area.

The FAA and airport management have a no-tolerance position on movement area violations. However, we are here to help. If you have a need to be in the movement area, let us know and let us give you the proper training and authorization. And if you simply need transportation from one side of the field to the other, give us a call and we'll see that you get a ride. I'd much rather take the time to give you a ride than to fill out the paperwork resulting from a runway incursion or worse yet, an accident.

Be safe and follow the rules!

**WICKS RED TAG  
PRE-INVENTORY SALE  
NOV 18TH-19TH**



- EVERYTHING PRICED TO SELL
- BULK DISCOUNTS ON 4130 TUBE
- BARGAIN BINS(4130 TUBE),(PLYWOOD),(SCAT),(HARDWARE)
- DISCOUNTS AVAILABLE ON ENTIRE WAREHOUSE INVENTORY
- PAY WITH CASH AND RECEIVE AN ADDITIONAL 2% OFF
- RAFFLE ENTRY WITH EACH PURCHASE-DYNON DX15
- SHUTTLE AVAILABLE FROM LOCAL AIRPORT 3K6
- LUNCH PROVIDED ON SAT 19TH BY LOCAL EAA CHAPTER 64
- VENDORS ON HAND WITH SPECIAL PRICING

**COME BY AND SAVE!!!!**

**800-221-9425 618-654-7447**

**WWW.WICKSAIRCRAFT.COM**

**410 PINE ST HIGHLAND IL 62249**