



SEPTEMBER 2012
AIRPORT NEWS
VOLUME 12 ISSUE 8

AIRPORT EVENTS

Sep. 2: Beware of Fireworks at Grizzlies' Ballpark

Sep. 2: Attu Warrior Visit
 (See page 2)

Sep. 3: Labor Day—Airport Office Closed

Sep 4: EAA Chapter 64 Mtg., Airport Fire Station at 7 pm

Sep. 6: Gateway Area Ultralight Assoc. Mtg.
 Hgr. 2, 7 pm

Sep. 8: Youth Gateway to Aviation Event

Sep. 15: Gateway Eagles Event (West Ramp Hgr 2)

Sep. 29: Parks College Pancake Breakfast

Oct. 6: Greater St. Louis Air & Space Museum Fly-in

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

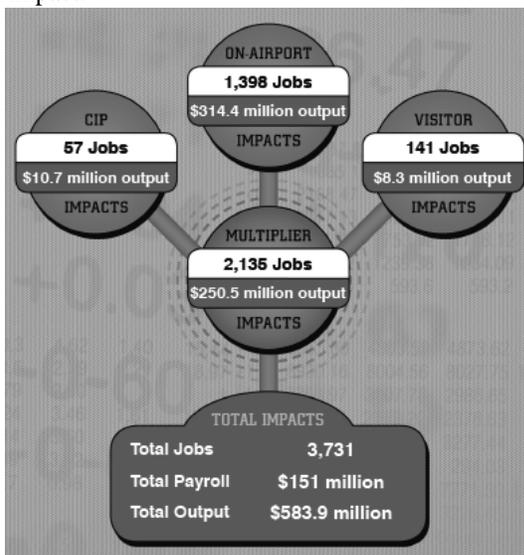
ATC Tower Hours	0630-2200
ATIS	121.45
CLNC DEL	118.275
Ground Control	121.8
Tower/CTAF	119.925
Tower UHF	379.3
Unicom	122.95

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.

ILLINOIS AVIATION'S ECONOMIC IMPACT

The Illinois Department of Transportation (IDOT) Division of Aeronautics recently completed a Statewide Aviation Economic Impact Study. Illinois has one of the largest and most diverse airport systems in the United States. The study found that the Illinois Aviation System of 116 airports supports more than 337,000 jobs with a combined payroll of \$12.8 billion and an economic output of \$40.9 billion.

Our airport ranked among the top five in the State with a total economic impact of \$583.9 million. As a point of reference, the St. Louis Regional Chamber and Growth Association (RCGA) measured the annual economic impact of the St. Louis Cardinals baseball team to be \$322 million, only 55 percent of the airport's impact.



SEPTEMBER EVENTS AT NEARBY AIRPORTS

Sept. 6-8: Mount Vernon's (MVN) Midwest Light Sport Aviation Expo

Sept. 14-16: Forest Park Balloon Race

Sept. 14-16: Scott Air Force Base Open House and Air Show featuring the USAF Thunderbirds

Sept. 29: St. Louis Regional Airport's (ALN) Annual Fly-in



AIRCRAFT OWNER MAINTENANCE RULES

St. Louis Downtown Airport is fortunate to have a wide array of aircraft services available to aircraft owners and operators. Two full-service FBOs provide Phillips or AeroShell products and AeroPerformance offers a wide variety of aircraft parts and pilot supplies.

Complete aircraft maintenance services are provided by A&S Helicopters, Ideal Aviation, and Ozark Air Services, and Jet Aviation can handle all your "big jet" service needs. Ozark also has a full-service avionics shop capable of providing everything from a quick transponder certification to a complete "glass-cockpit" retrofit.

For those of you who maintain your own aircraft but need a little bit of experienced advice, our EAA Chapter 64 has several technical counselors willing to share their knowledge with members who are aircraft owners or builders. They won't do the work for you, but they'll keep you headed in the right direction, saving costly mistakes.

Our businesses have made substantial investments in their people, equipment and facilities; they back their services with warranties and multiple types of insurance coverage; and they are approved to offer their services on our airport.

Aircraft owners and their employees have the right to service and maintain their own aircraft in their own hangar. But, beware of those offering freelance services. Many carry no insurance, which can expose aircraft owners to great risks and liabilities. (Did you know that if a freelance mechanic smashes a finger while working on your aircraft you could be held liable for damages? And that smashed finger could result in a long-term disability that could be very expensive!)

Airport management must enforce established rules and regulations in order to remain compliant with federal requirements. Be prepared to provide proof of aircraft ownership interest and/or proof of employment, if asked. (Unless you operate a business and are withholding payroll taxes on an individual, they are NOT your employee.)

In the rare event that a highly specialized service is unavailable from an airport business and is needed on your aircraft from an outside source, send them to the airport office so we can verify their insurance coverage and authorize them to work on airport property.

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 office@cps.aero mx@cps.aero arff@cps.aero Fax: (618) 337-7578

AIR TRAFFIC CONTROLLER FLIGHTS

Have you visited our air traffic control tower, met our controllers, and seen the traffic pattern from their vantage point? If you haven't, you should. Give them a call and go for a visit. You'll probably learn something.

Have you ever offered one of them a ride so they can see the pattern from YOUR point of view? Very few controllers are pilots and most have little or no experience in the air.

Did you know the FAA specifically prohibits controllers from mentioning that they'd like to go for a ride? They can't even mention it during a casual off-duty conversation? They CAN go for a flight with you but they cannot ask—you must make the offer. And keep asking. The answer may be "no" one day due to staffing or other reasons, but "yes" another day. I'll guarantee you that if you offer one of them a ride and they take you up on it, you will both learn something.

(NOTE: The above information did not come from the FAA or any of our ATC controllers. It's something I recently learned that I think should be shared with our pilot population.)

BIKES, SCOOTERS, GOLF CARTS AND OTHER VEHICLES

Many pilots keep bicycles, golf carts, scooters, segways, and other assorted vehicles in their hangars for use as quick transportation to visit a neighbor in a nearby hangar or to make a quick trip to and from the FBO to pay their gas bills, buy a soda, or use the restroom. These convenient modes of transportation make life easier while on the airport, but they can become significant hazards if not used properly and safely.

All vehicles operated inside the airport perimeter fence are to be used with extreme caution and trips should be limited only to essential transportation needs—NOT for joy-riding! We have seen an increase in these vehicles travelling around the west ramp in areas where there is no need to travel and making trips more for the enjoyment of the rider than for the necessity of transportation.

Limit your trips to only those necessary and use extreme caution when operating around blind corners or in the vicinity of aircraft. Self-enforcement of common sense use and safety precautions will be much better than strict enforcement of rules limiting traffic to essential airport service vehicles only. Vehicle operators who do not have current insurance on file

Many years ago, this airport experienced a fatality when a motorcycle rider collided with a propeller. That tragic event must never occur again.

NEW ATC PROCEDURES AFFECT IFR FLIGHTS

Due to confusion at another airport, two airplanes taking off and landing in opposite directions ended up with less than the required 3 miles or 1000 feet vertical separation. As a result, new rules require extra coordination between tower and approach control and additional separation must be given between IFR operations. Don't hesitate to ask. Opposite direction will be approved, if practical.

Don't let these new rules deter you from making a request; the worst that can happen is you'll be told "unable."

The new rules don't apply to VFR aircraft unless they are requesting "flight following."

"ATTU WARRIOR" IS COMING TO TOWN!



The Warbird Warriors Foundation is bringing their fully restored 1945 Lockheed PV-2 Harpoon and will be visiting Ideal Aviation at St. Louis Downtown Airport on September 2nd in the afternoon. Scheduled to arrive at around noon, "Attu Warrior" will be open for the public to come out and see this historic aircraft for about 4 hours.

Built in 1945 at the Lockheed / Vega factory in Burbank California, this Harpoon was accepted by the Navy just after the end of WWII and was then used as a training and pool aircraft until the late 1950s. Sold off to be used as a mosquito and fire ant sprayer, she finally sat in a field for over 20 years until being purchased and restoration began in 2006. To see the complete history of this great aircraft, visit their website www.warbirdwarriors.org

Today, "Attu Warrior" is the only completely restored Harpoon flying in the world. Several others with various levels of completion are out there, and soon will be joining 'Attu Warrior' in the air. 'Attu Warrior' represents all the Harpoons that the US Navy flew in defense of our country in the Aleutian Campaign. Flying from Attu Island across the North Pacific, they went out in search of enemy shipping and with their long range could reach the Japanese home islands. Harpoons were also used by the Navy in various South Pacific island campaigns.

Don't miss this brief chance to come out and visit this historic aircraft. For a small donation that goes to the maintenance fund, you can even climb inside and see what a genuine WWII bomber is like.

ALSO, Kevin Kegin will be on hand with his magnificent red and white open cockpit Waco bi-plane, offering rides for hire; Ideal Aviation will have hot dogs, popcorn, and cokes for those who are hungry; and the Greater St. Louis Air & Space Museum will be open from 10 to 4.

Come join us, this Sunday afternoon, September 2nd.

