



MAY 2013
AIRPORT NEWS
VOLUME 13 ISSUE 4

AIRPORT EVENTS

May 7: EAA Chapter 64 Meeting, Old Tower Club House, 7 pm

May 16: Gateway Area Ultralight Assoc. Mtg. Crusoe's at 6 pm

May 27: Memorial Day, Airport Office Closed

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.



BOEING 727 BECOMES STATIC TRAINER

A FedEx Boeing 727-200F aircraft completed its final flight April 19th, as it landed here and was officially donated to the airport to serve as the centerpiece of a new training site.

Although the aircraft's primary purpose will be to train firefighters and other emergency response force personnel, it will also serve as a classroom and a ground trainer for future pilots and aircraft maintenance technicians, and be made available to researchers and educators for use in their air safety and educational programs.

The pilots' cockpit will remain intact, just as it was when the pilots stepped out of it, however, changes will be made throughout the rest of the aircraft. The front half of the fuselage will be configured as a standard passenger airliner, complete with a pull-down screen and overhead projector for use in classroom-style presentations to tour groups visiting the airport and the Greater St. Louis Air and Space Museum, and to youth flying with Experimental Aircraft Association (EAA) Chapter 64 in their Young Eagles program. The rear half of the fuselage will be outfitted to contain a maze of hanging hoses, wires, and other obstructions with cargo containers, boxes, and jumbled seats. During training sessions, non-toxic smoke generators will fill the aircraft with smoke as if the aircraft had made a crash landing. Area firefighters will be able to don their gear and enter the aircraft to search for survivors and complete a myriad of real-world training scenarios.

Our airport fire department continues to lead the way in safety and training initiatives, and this fabulous training tool will enable us to provide valuable, hands-on experience that is rarely available anywhere.

Upon completion of the work, the Boeing 727 will be the centerpiece of a new training site to be located on the northwest side of the airport between Vector Drive and the railroad tracks. In addition to the 727, the site will include smaller general aviation aircraft and other hands-on training aids.

The aircraft was originally one of just two Boeing 727s purchased back in 1979 by Ozark Airlines, which grew out of Parks Airlines, an operation that got its start right here in Cahokia.

The plane was subsequently sold to Pan American World Airlines before becoming part of the FedEx fleet in 1993. Before its final flight, the aircraft provided FedEx with 20 years' service transporting packages to destinations throughout the United States.

FedEx is retiring its 727s as part of an aircraft fleet modernization program to introduce new, more efficient, lower emission airplanes.



B-17 RIDES AVAILABLE HERE IN JULY

The Experimental Aircraft Association's B-17 Flying Fortress, "Aluminum Overcast," is coming to our airport again this summer. It will be operating from the Greater St. Louis Air & Space Museum, July 2nd through 4th, and will be offering flights, ground tours, and memorabilia. Start saving your dimes now to fly in this beautiful historic aircraft.

The B-17 will also appear in the Fair St. Louis Fourth of July Air Shows at the Gateway Arch Riverfront and in our private Special Needs Air Show here, on July 6th. See www.b17.org for more information now and watch for additional details in our June Airport Newsletter.

WHICH DOES NOT BELONG ON THIS LIST?

Lakeside Airport; Collinsville Downtown Airport; Weiss Airport in South St. Louis; St. Charles Municipal Airport; Arrowhead Airport in Creve Coeur; Lobmaster Field in Chesterfield; Wentzville Airport; Bonne Terre Airport in Missouri; and Parks College Airport in Cahokia.

See the backside of this newsletter for the answer.

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

IF YOU SAID “BONNE TERRE AIRPORT,” YOU’RE RIGHT!

All airports on that list have been closed. However, after more than 30 years of closure, the airport at Bonne Terre, MO is reopening on Saturday, May 11th at 10:00 a.m.! Fly 43 miles from CPS on a heading of 207 degrees and drop in for an “airport-warming party.”

Bonne Terre Memorial Airport (formerly 77K)
37.92 North / 90.58 West (South of St. Louis)
Rwy 14/32: 2,800’ asphalt with turnarounds at each end and a large paved aircraft parking ramp at the NE end
UNICOM: 122.975 Field Elevation: 910’ MSL



Steve Vogt, the former manager of Festus Airport, is reopening the airport and is building a new FBO and restaurant building housing the “Runway Café.” Their Saturday morning special will be Belgian waffles. They’ll also have picnic tables and a BBQ area.

Fly in to Bonne Terre on May 11th for their Grand Re-opening and Ribbon Cutting from 11 to 2 and mark your calendars now for their Aire Festival and hot air balloon exhibition on Sept. 7, 2013. See <http://bonneterairport.com> for more airport information.

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 your “big jet” maintenance, repair, and overhaul needs. Ozark also has a full-service avionics shop capable of providing everything from a quick transponder certification to a complete “glass-cockpit” retrofit. These aircraft maintenance businesses have made substantial investments in their people, equipment and facilities. They back their service with warranties, carry multiple types of insurance coverage, and they are approved to offer their services most anywhere on our airport.

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.

The FAA guarantees an aircraft owner’s right to maintain their own aircraft or use their own “employees” to do so. According to the FAA, unless the aircraft owner is withholding payroll taxes on an individual, they are NOT an employee. Be prepared to provide proof of aircraft ownership interest and/or proof of employment for anyone performing maintenance on your aircraft, if asked.

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 gets hurt while working on your aircraft you could be held liable for damages? That injury could result in a long-term disability that could be very expensive for you!) Occasionally, a freelance technician offering specialized services may operate as a subcontractor through one of our permanent maintenance businesses, but that is rare. There are currently no freelance contractors authorized to perform aircraft maintenance anywhere on our airport.

Airport management must enforce airport rules and FAA regulations to remain compliant with our federal requirements.

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.

AOPA recently wrote an article about cheap fuel. The point of the article was that if pilots fly away from their home airport seeking cheap fuel, cheap fuel will just get farther away and eventually there may not be any fuel available at their home airport. The same goes for aircraft maintenance. If pilots shy away from commercial aircraft maintenance businesses that provide quality work at fair prices to save a few bucks by using freelance mechanics, it won’t be long until there’s no one around when you have a flat tire, dead battery, or rough-running mag.

VISIT US ON:

