

# North East Pilots Association

## May 2009 Newsletter

Published by the North East Pilots Association, a Chapter of the Illinois Pilots Association.  
Pres: Jim Wertz Vice Pres: Ken Keifer Sec: John McConnochie Treas: Ruth Frantz

General Membership meetings are held at the Schaumburg Airport (06C), in the lower-level conference room, on the first Thursday of each month at 7:30 PM. Visitors are always welcome!

For information about NEPA membership, meetings, activities, etc. call Jim at: (630) 306-3219  
Newsletter Editor: Steve Hill Direct email or newsletter submissions to: [nepanews@yahoo.com](mailto:nepanews@yahoo.com)

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- NEPA Meeting – May 7, 2009
- Bob Frantz' IPA/USPA Updates & Contributions
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### NEPA General Membership Meeting

The next NEPA General Membership meeting will be held on Thursday, May 7, 2009. It will be at 7:30 PM in the lower-level meeting/conference room at Schaumburg Airport (06C). This month's program will be a video, "Air Power After World War II" (part 3 of series), presented by Bob Frantz

As usual, several of the members will be getting together for dinner at Pilot Pete's (upstairs) around 6:30 before the meeting. Please feel free to join them and participate in the conversation(s) and hangar flying. Hope to see you there!

*The following Updates were provided by Bob Frantz:*

### USPA EMAIL NEWSLETTER

### USPA LEGISLATIVE REPORT

Greetings! First, Here is an update from Washington, D.C. A pilot, a labor relations consultant, and the former president of the Air Line Pilots Association (ALPA), ATP-rated Randy Babbitt is now officially President Barack Obama's choice to serve as FAA Administrator. Babbitt's nomination must now pass the Senate before he can set to the present priorities of (and problems posed by) air traffic control modernization and funding authorization. The FAA has been operating since 2007 without official funding reauthorization, but under temporary funding extensions. Hot-topic issues yet to be resolved revolve mainly around funding plans and the possibility of user

fees that go beyond current taxation methods and do not exclude general aviation operations. Babbitt will also walk right into the long-brewed enmity of FAA/air traffic controller relations. AOPA offered a statement, on Friday April 3, 2009, welcoming the announcement of Babbitt's nomination and looking forward to working with the new administrator, once confirmed. Babbitt's nomination is viewed as "labor friendly" and is supported by ALPA, and the Air Transport Association whose president James May called Babbitt "a superb choice."

Secondly, In its annual forecast, released on Tuesday April 6, 2009, the FAA said it expects U.S. aircraft operations to decrease almost 6 percent this year compared to 2008 levels but then start to rebound in 2010. Operations overall will then grow at about 1.5 percent per year through 2025, with general aviation growing slightly faster at 1.8 percent per year. The total GA fleet should continue to grow at the rate of about 1 percent per year. "A vibrant, efficient and green aviation system will play a key role in our nation's economic recovery," said United States Secretary of Transportation Ray LaHood. The report noted that GA operations at combined FAA and contract towers were down 5.6 percent last year, the steepest decline since 2003. GA activity at consolidated traffic facilities (FAA TRACONS) fell 6.3 percent, while the number of GA aircraft handled at FAA en-route centers decreased 7.6 percent. The number of student pilots decreased 4 percent in 2008, the fourth consecutive year of decline in this category.

Thirdly, following is an update concerning Missouri Aviation. Here is the only list of current Bills as follows:

# Missouri House of Representatives

95th General Assembly, 1st Regular Session  
(2009)

## Bills Indexed by Subject AIRCRAFT AND AIRPORTS

[HB 737](#) --- Sponsor: [Schaaf, Robert](#)

Decreases the percentage of an aircraft's true value in money to 7% when assessing personal property tax on certain aircraft [HB 1018](#) --- Sponsor: [Komo, Sam](#) --- CoSponsor: [Flook, Tim](#)

Authorizes a state and local sales and use tax exemption for purchases of aviation jet fuel by air common carriers for immediate consumption or shipment on transoceanic flights [HB 1140](#) --- Sponsor: [Schoeller, Shane](#)

Allows airports to retain sales taxes collected on enplanements at the airport for marketing purposes

[SB 535](#) --- Sponsor: [Days, Rita D.](#)

Creates the crime of breach airport security

Last Updated April 6, 2009 at 7:37 pm

NOTE: Your Web site address for Texas Legislation: [www.texas.gov](http://www.texas.gov)

Look for Transportation-Aviation, to search all aviation bills.

Web site address for Illinois legislation: [www.illinois.gov](http://www.illinois.gov)

Look for Transportation-Aviation, to search all aviation bills.

All other states should follow this same format, to search your specific state's aviation and airport bills.

Remember, that as members of **USPA, MPA, TPA, TXAA, NMPA, NPA, IPA, EAA, AOPA**, or other pilot associations of which you may be a member, we have a powerful voice, in Missouri, Illinois, Indiana, Texas, or whatever state you may represent. Every group of taxpayers and pilots carries a strong voice to Washington, D.C., as well as at the state and local level.

We need to learn how to use our voices, and speak up for **general aviation**.

So let us not forget to exercise our rights and privileges, so we can continue to make a *"Difference for General Aviation"*.

**UNTIL NEXT TIME!  
SAFE FLYING!**

Larry G. Harmon  
Vice President  
Government & Technical Affairs  
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## USPA EMAIL NEWSLETTER NY TIMES ON BBG

In Missouri, Investors Seek a Profit in Branson Airport

By [CHRISTINE NEGRONI](#)

Published: April 20, 2009

[Branson](#), Mo., is remote and has a tiny year-round population. But it also has the kinds of outdoor activities and family-friendly theater productions that attracted eight and a half million visitors last year, earning the city the unofficial nickname "Vegas without the gambling."



Mark Schiefelbein for The New York Times  
Jeff Bourk, executive director of Branson Airport, outside the terminal building. The airport is set to open in May near Branson, Mo.



The Branson Airport will have ticket booths for downtown performances.

And it is because of all those visitors that investors have placed a bet on Branson, spending \$155 million to build the only privately financed commercial airport in America. Steve Peet, the chief executive of the airport, is a Connecticut businessman who concedes that he could not find Branson on a map nine years ago. By 2004, he was persuaded that there was money to be made flying tourists there.

“If you were ever going to think about building a private commercial airport, this would be the place to do it,” he said recently, as planes began test flights on the recently completed Branson Airport airfield. “It seemed like an incredible opportunity.” Every one of the 552 airports providing commercial air service in the United States receives some kind of federal money, according to the Federal Aviation Administration, and these airports are owned by public entities, municipalities, transportation districts or airport authorities. The closest airport to Branson was 44 miles away in Springfield, Mo. Mr. Peet’s idea was to build a new commercial airport eight miles south of Branson’s theater district, with private financing.

Randall Fiertz, director of airport compliance and field operations at the [F.A.A.](#), said the agency had no problem with a privately financed airport. “We encourage airport development by whoever is financing it,” he said. “If the private sector wants to do that, it leaves more money available for other airports.”

In 1996, Congress passed legislation allowing a limited number of public airports to solicit private investors. Only two airports have tried going private, and both have encountered problems.

Stewart International Airport in Newburgh, N.Y., was purchased by the National Express Group of Great Britain in 2000. The British company, unable to make a profit, sold the airport to the [Port Authority of New York and New Jersey](#) in 2007. In Chicago, a consortium of investors agreed to purchase Midway Airport for \$2.5 billion, but the [credit crisis](#) threatens the completion of the deal. The city of Chicago earlier this month granted the purchasers an extension on the due date for their next payment.

For Branson Airport, however, all has gone smoothly. The owners bought 925 acres in the Ozarks and constructed a runway, control tower and

58,000-square-foot terminal building in less than two years. Commercial passenger flights are scheduled to begin May 11.

“I think it’s some kind of record,” Jeff Bourk, executive director of the airport, said of the speed of the construction. “On other projects I’ve been involved in, there’s a lot more red tape.”

Because Branson eschewed federal assistance, it was free of the restrictions that accompany government aid. That allowed the owners to offer exclusive contracts to [AirTran](#) and Sun Country airlines on certain routes to Branson.

“We don’t want suicide fares, two or three airlines bashing each other over the head until someone says ‘uncle’ and leaves,” said Mr. Peet, explaining why the airport agreed to protect the airlines from competition. “We want to build real service, sustainable service.”

Restricting competition could result in higher prices, said Richard L. de Neufville, an engineering systems professor at the [Massachusetts Institute of Technology](#), who specializes in airports. He has seen it happen before. “At first, local people are glad there is something where there was nothing,” Mr. de Neufville said. “As people get used to it there will be a concern about a monopoly jacking up the prices.”

Mr. Peet insists the airport has nothing to gain by that. “If we don’t provide a good product at a reasonable price, we’ll cut our nose.”

As a money-making venture for Mr. Peet and his fellow investors, the airport has a limited life span. In a deal to finance the airport with tax-free bonds, his Branson Airport L.L.C. gave the airport and the 420 acres on which it sits to Taney County, retaining the right to operate the airport for 45 years.

“Saving us money on the cost of debt service was more valuable than owning the airport,” Mr. Peet said.

With the clock set to start ticking next month, every possible way is being considered for maximizing the profit-making potential of the airport. Airlines are being wooed with a range of services so complete that the carriers need not hire a single employee. Security at checkpoints, of course, is provided by the [Transportation Security Administration](#).

“We’re trying to make it as easy as possible for the airlines, with no station set-up costs, no installation of computers,” Mr. Bourk said. “You come up to

the counter and it's a Branson airport employee who will process your ticket and get you onto the flight." The airport also negotiated an \$8.40-a-head fee from the city of Branson for every tourist arriving by air, a revenue stream that could bring in as much as \$2 million a year. Ticket booths for downtown performances will be found in passenger arrival areas, and even the right to name the airport is up for sale.

Mr. de Neufville, who studies the issues involved in privatization of public properties, said airports as private for-profit enterprises that continue to receive federal money face unique challenges. "Governments do not permit their privatized major commercial airports to engage in practices that are routine in most other industries," he noted in a study he conducted several years after the privatization trial program began in the United States. For example, they cannot set their own prices or restrict access to their products.

That is why Branson Airport is so intriguing. It is in the singularly liberating position of being able to ignore some of the business restrictions that every other commercial airport must follow.

"The airport industry doesn't know what to make of Branson Airport," said Steve Steckler, a transportation development consultant in Maryland. In this time of transition, it is the airport itself that put Branson, Mo., on the maps of aviation insiders. As Mr. Steckler put it, "It's show time."

Jan Hoynacki, Executive Director  
USPA

## Unintentional King Air pilot: An interview with Doug White

By Dave Hirschman



*Doug White realized the only thing he  
Could do was "Fly the plane."*

Doug White was having a tough week.

He and his family were returning home to Monroe, La., from Marco Island, Fla., where they had just attended his brother's funeral.

White, 56, a private pilot with about 230 hours flight time in single-engine Cessna 172s sat in the right seat of a chartered King Air 200 with his wife and two teenaged daughters in the passenger cabin. White, owner of an equipment leasing company, had learned to fly in 1991 but set flying aside immediately after obtaining a private pilot certificate.

### Audio Recording

[Click here](#) to listen to the ATC audio recording.

In January, he'd resumed flying and had logged 150 hours in preparation for an instrument rating he plans to earn this spring. Joe Cabuk, a charter pilot, was in command of the King Air during the Easter Sunday flight and guided it north from Marco Island.

"I'd only been in the King Air once before," said White who had recently bought the aircraft and leased it back to an air charter firm. "I was interested in listening to air traffic control and looking out the window and learning about the IFR system. And I don't know why I did this, but I remember asking Joe what button to push to use the radio."

Less than 10 minutes after departure, Cabuk was finishing the climb checklist, and the airplane was on autopilot. The aircraft was rising through a thin layer of clouds over the gulf when the former U.S. Air Force pilot was suddenly stricken.

"I looked over and his chin was on his chest," White said. "He made a loud, guttural sound, kind of a groan, and his eyes rolled back, and his hands never left his lap. It was quick, it was sudden, and it was final."

The airplane was climbing about 1,500 feet per minute, and White saw that 10,000 feet appeared to be selected on the autopilot display on the instrument panel. White anticipated the King Air would level off at that altitude, but it kept climbing steadily.

White pushed the radio transmit button and called Miami Center. "King Air Five Five Nine Delta Whiskey, I'm declaring an emergency," he remembers saying. "I need to stop this climb, and I need a King Air pilot on the line."

Controllers at Miami Center and Ft. Myers Approach got a qualified King Air pilot on the telephone and relayed information to White telling him how to disengage the autopilot and fly the twin-engine turboprop.

White clicked the autopilot off at about 17,000 feet and tried to level the airplane, but it was trimmed to climb and required an extraordinary amount of forward pressure on the yoke. White tried to trim the airplane using the manual elevator trim wheel, but it was partially blocked by the deceased pilot's right leg. Once he got that task accomplished, ATC asked White to descend to 11,000 feet.

He reached out with his left hand and pulled the throttles back slightly.

"I didn't know anything about torque or rpm settings," he said. "I had an attitude indicator, an airspeed indicator, and a directional gyro in front of me, and that's all I used to fly the airplane. The rest I didn't pay much attention to."

The King Air was travelling about 220 KIAS, and White started a left turn as directed by ATC.

He yelled for his wife Terry to come to the cockpit and let her know what was happening. He was concerned the deceased pilot might slump forward against the control yoke and asked her to try to remove him from the left seat. But there was no way she could lift his more-than-200-pound body from the cramped confines, so she tried to cinch his shoulder harness tight to keep him upright.

White told her to "pray real hard" with their daughters as he tried to land.

White had never flown any airplane from the right seat. He gradually descended to about 5,000 feet in clear air well out over the ocean as controllers guided him toward Fort Myers and its 12,000-foot-long Runway 6.

"I don't know if they were getting everyone out of my way, or getting me out of everyone else's way," he said.

The King Air's indicated speed varied between 220 knots and 140 knots as White made throttle adjustments. At one point he sought to re-engage the autopilot but changed his mind when it began to turn toward a pre-selected heading.

"Heck with that," he remembers thinking. "I'm just going to hand fly."

White saw the airport about eight miles away.

"ATC told me 'It's all yours.'"

White lowered the landing gear and got three green lights. He added approach flaps then full flaps, and controllers warned him to avoid slowing too much. White remembers being surprised that there were only two flap settings.

The Cessna he flies has four.

"They said do NOT get below 110 knots," he said.

Automated warnings told him the plane was 500 feet above the ground, and White ignored a series of other cautions and alarms.

"There were buzzers, amber lights, horns: It was like a circus. The only thing I was concentrating on was keeping the airspeed up and the wings level. You know, just fly the plane."

A large group of emergency vehicles had gathered near the runway, and White said he was surprised at the cluster of brightly blinking lights as the runway came into view.

The landing itself was one of White's best.

"It was a greaser, to be honest," he said. "It didn't jump or skip. It just set down and stopped in 3,500 feet or less. I asked which taxiway they wanted me to use."

The King Air was quickly surrounded by emergency vehicles, and White said he didn't know how to stop the engines.

"I'm surrounded by cops, ambulances, and firemen in protective suits – and I didn't know how to shut the plane down."

He got advice over the radio and soon had the props feathered and the fuel supply cut off. His wife and daughters were shaken by the hour-long ordeal, but otherwise unharmed.

"My wife was shaking the whole time," White said. "My baby squalled, and my 18-year-old threw up."

White said he plans to finish his instrument training in the next few weeks, then get some experience in a complex, single-engine Bonanza before moving up to a piston twin such a Baron.

"Eventually, I'd like to fly the King Air again – but only with the proper experience and training," he said.

White deflects praise for his handling of the emergency.

"You just focus your fear and go into a zone," he said. "There's no time to chit-chat, or lock up. Just 'git er done.'"

White also said Cabuk, the deceased pilot, set an excellent example.

"He was a real professional pilot and a great guy," White said. "If I could be half the pilot he was, I'd be tickled."

# *Illinois Pilots Association*



## *Annual Membership Meeting Saturday, May 16, 2009*

*(8 AM -5 PM Flying events follow guest speaker presentations)*

## *DeKalb Taylor Municipal Airport*

*Register by Noon - Trophies for Winners*



*Air Activities Include  
Flour Bombing, Spot Landing  
and Balloon busting  
contests and Judging*



*Event Schedule: Registration and signing up for the Flying Competition is 8:00 AM to 9:30 AM. Carolyn Remol introduction and presentation will commence at 9:30 AM on current status of Presidential TFRs and the Class B changes, followed by Bob Schmelzer's presentation until 12:00 noon on Emergency Procedures, followed by a 10 minute break. Dr. Shea will present her program during lunch followed by Dennis Harlow at 1:00 PM until 2:00 PM on "What's New at Flight Service" including info on TFR briefing, and info on picking up clearances from FSS- and what services they can and can't provide.*

*The flying activities will begin as soon as the speakers are finished and the time consumed will depend on how many contestants sign up. After the Flying Activities, the Illinois Pilots Association will hold its Annual Member Meeting and election of Directors. The announcement of the 1st place winners of the flying competition will be made at this time. This will be followed by the Board of Directors Meeting to elect the new Officers for the following year.*

*(WINGS QUALIFIED by FAASTeam)*

*Keynote Speaker, Dr. Susan Shea,  
Director - Division of Aeronautics*

*Lunch will be available  
for purchase at  
the hangar cookout*

*FBO  
DeKalb Aviation  
DeKalb, IL  
(Low Fuel Prices)*



*For information please contact: Bob Frantz  
e-mail address: [landings8e@aol.com](mailto:landings8e@aol.com) or call 847-669-3821*

# NEPA Meeting Minutes

## April 2, 2009 (Thursday)

### Schaumburg Airport (06C)

The meeting was called to order at 7:38 pm by President Jim Wertz.

Attendance: Ruth & Bob Frantz, Ken Hermach, Steve Hill, Ken Keifer, John McConnochie, Rob Strickland, Jim Wertz

Minutes of the Last Meeting, March 5: The minutes were prepared by the secretary and published in the NEPA Newsletter for April, 2009. A motion by Hermach (2nd Keifer) to accept was passed.

Treasurer Ruth Frantz

- Treasurer's Report for February, 2009: Motion by Hermach (2nd Hill) to file for audit. Passed
- Bill for Speaker's Dinner for Safety Seminar: \$85.74 submitted by McConnochie. Approved

#### Committee Reports

Programs:

- May 7: Video: "Space Power" (part 3 of series), Bob Frantz
- June 4: OnTop IFR Computer Simulation, John McConnochie
- July 18: The program is Washington Island.
- Aug. 6: (To be determined)

Outings:

- Apr. 08 (Wed) 7:00 pm: Join the Schaumburg Pilots Association (SPA) at Schaumburg Airport (06C) in the Pilot Pete's Conference Room to welcome the new restaurant manager.
- May 16 Saturday) 12:00 noon: IPA @ DKB. The programs include:
  - ◊ Bob Schmelzer Emergencies
  - ◊ Carolyn Remol, TFR's

◊ Susan Shea, Airports

- June 6 & 7, 7:00 am to Noon: Charlie Wells Memorial Aviation Scholarship, SPI See [www.WellsScholarship.com](http://www.WellsScholarship.com)
- July 18 (Sat), 11:00 am to 01:00 pm: Washington Island (2P2)

#### United States Pilots Association (USPA), Bob Frantz: Meeting May 10 at Branson, MO

- There will be a huge air show.
- The meeting will be joint with the Missouri Pilots Association
- The main event is the dedication of the new privately-owned commercial airport with service to Atlanta (ATL)

#### Outings: Comment by Ken Hermach

- There should be a sponsor for every outing. The sponsor functions as follows:
  - ◊ Make weather decision
  - ◊ All attendees must call the sponsor.
- Ruth Frantz will resend her list of members with contact information to all NEPA members.
- Hermach made a motion (2nd Bob Frantz) to change the default day for outings from Saturday to Sunday. The motion passed.

#### Illinois Pilots Association (IPA)

- The meeting day has been changed from Sunday to Saturday.

Next NEPA General Meeting: May 7, 2009 (Thursday) at Schaumburg Airport (06C)

Motion to adjourn by Bob Frantz (2nd Hermach ) at 8:26 PM

Minutes submitted by Secretary McConnochie

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**NEPA, IPA and USPA annual membership/renewal. Please check one:**

[ ] \$10.00 for **NEPA**            [ ] \$24.00 for **IPA/USPA**            [ ] \$34.00 for **NEPA and IPA/USPA**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIPCODE: \_\_\_\_\_

HOME PHONE: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ WORK PHONE: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

EMAIL: \_\_\_\_\_

RETURN TO: Ruth Frantz, 40W297 Apache Lane, Huntley, Illinois 60142 (NEPA Treasurer)