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Hoosier Hangar Talk

VOLUME 1 ISSUE 4

NOVEMBER 2007

Another Year in the Books

The who's who of Indiana Aviation along with many others from across the nation convened for the Aviation Association of Indiana's (AAI) Annual Meeting. This year's conference was held at the Swan Lake Resort in Plymouth, Indiana, October 10-12, with over 200 people from all facets of aviation.

The conference began with opening remarks by President Wayne Reynolds; followed by the highly inspirational speech delivered by retired Air Force Captain Brian Udell. Captain Udell spoke of his experience of having to eject from a Strike Eagle traveling 800 miles per hour followed by having to spend four hours in 60 degree water with five foot waves and being 65 miles from shore with numerous life threatening injuries. His story captivated the audience as he spoke of his fight to survive. Captain Udell received a standing ovation at the conclusion of his speech and his story will definitely be remembered by all who were in attendance. The rest of the conference was filled with several informative presentations on topics that varied from updates by the FAA and INDOT, industrial park development on airports, expanding FBO businesses, aviation fuel prices, and several other helpful topics. Each day was concluded with a dinner for all registered attendees. Wednesday evening's dinner was casual and included entertainment that was enjoyed by all. Thursday evening featured the formal Dinner/Awards

Banquet. Several awards were given out. The Airport of the Year was awarded to Michigan City Airport and was accepted by Mayor Charles Oberlie. The Special Recognition Award, given by the current President of AAI, was awarded to Robert Duncan, Airport Director of Indianapolis International Airport. Sue Schalk, the President of Aerofinity, an aviation consulting firm located in

Scholarship was awarded to Bradley Millhouse of Vincennes University. Regrettably Mr. Millhouse could not attend as he is currently serving overseas for the Indiana Air National Guard as an F-16 maintenance technician. Once again the annual conference was a huge success in gathering together many people with a passion for aviation. A special thanks is owed to each and every person associated with the Aviation Association of Indiana who helped to organize this year's event. All of their hard work was evident in the amazing week that was experienced by all who attended.



AVIATION ASSOCIATION OF INDIANA

Indianapolis, was selected as the Aviation Person of the Year. Also, the Aviation Association of Indiana selected four students currently enrolled in an aviation curriculum at an Indiana college to receive scholarships. The Gerald H. Smith Memorial Scholarship was presented to Adam Springmeyer of Indiana State University. The William Mullen Memorial Flight Scholarship went to Jonathon McKinney of Indiana State University. The Aviation Administration Scholarship was awarded to Daniel Yates of Purdue University. This year's aviation administration scholarship was given in honor of Joseph A. Reke Jr. Mr. Reke was the owner and operator of JA Reke and Sons Pavement Marking. Lastly, the James R. Rardon Memorial Maintenance



Feature Airport of the Month

Michigan City Airport (MGC)

Each year, the Aviation Association of Indiana presents an award for the "Airport of the Year". This year's winner was the Michigan City Municipal Airport.

Located in the far northern extents of Indiana, Michigan City airport is located approximately three miles east of the municipality. Boasting a 4,100 feet x 75 feet runway with a full parallel taxiway, the airport serves as a destination for both business travelers and general aviation adventurers.

Aviation blossomed in Michigan City in the 1930's when several aviation enthusiasts started the Michigan City Flying Field. In 1945, Michigan City formed its first Board of Aviation Commissioners (BOAC). In 1948 this board, along with the city, selected a site on the south side of Michigan City for an airport. On this site, a 2400 feet x

60 feet sod runway was constructed. Over the years the city received four Federal Aviation Administration (FAA) grants to build an administration building and pave the runway. This field continued to operate until 1985 when it was sold by the city as development began to encroach upon the airport. In 1986 the BOAC acquired Phillips Field, located on US

20/35, which is the site of the present Michigan City Municipal Airport.

and water of Lake Michigan.

There a plans currently in place to extend the runway to a length of 4,850 feet. The city of Michigan City is also funding the construction of a new terminal building for the airport, to be completed by mid-2008.

For more information about the Michigan City Municipal Airport you can call (219) 872-0121.



Aerial View of the infrastructure on the airport property

-Thanks to Brian Payne, Manager of Michigan City Municipal Airport, for photos and information provided for this article.

Managed by Brian Payne, the airport currently consists of 285 acres of land, 19 executive style hangars, and three T-Hangars housing approximately 50 aircraft.

Michigan City offers many unique opportunities to visitors including two gaming facilities within a 10 minute drive, an outlet mall, a fire station on the Airport grounds, and the beautiful sand



A Falcon-900 sitting on the ramp at Michigan City Municipal Airport



Road sign presented to Michigan City Municipal Airport in recognition of being named the Aviation Association of Indiana's Airport of the Year.

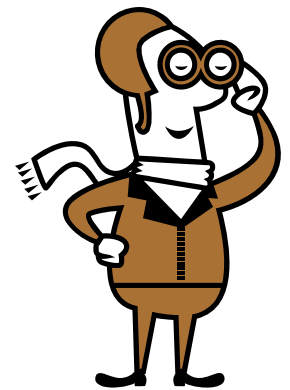
Reaching Out to the Community

As an aviation enthusiast and pilot I have spent many hours at various airports, almost all of them small general aviation fields. I enjoy visiting new airports and soaking in all the new sights and meeting the local airport regulars. Unfortunately there is one problem with this scenario. Most of the time there is not a soul in sight. Personally this disappoints me. When I first started flying it was so exciting getting to drive to the airport and take lessons or just be a fixture on the airport property. As sad as it sounds it does not seem like there are many people that share this sort of passion. A few summers ago a good friend, and fellow aviation lover, decided to try and tackle this issue at the Warsaw Municipal Airport. We began this endeavor by advertising to the general public that ten dollar airplane rides would be available at the airport on a

specified date. The next step was organizing members to make the rides go smoothly. Pilots were needed and found, and other members that would not fly were in charge of getting visitors in an organized line for the rides. Of course, while people were waiting there would be food and drinks available which is also a great starter to get people involved in the local airport. The first summer of the flying experience it was a mild success and brought many new faces to the airport. The next summer it was a huge success. People knew about the rides from the previous year, and the advertising was a little more publicized this time around, and the turn out was incredible. The rides started at 7:00 am and did not stop until it was dark. It brought

hundreds of people to the airport and got many people interested in flying. A few of the people that came are taking lessons today. The greatest success of the event was seeing how much the kids loved to fly. All it takes is one flight to get someone hooked and hopefully that short ride was enough to give a child a lifetime of passion for aviation.

-contributed by Adam Fackler, Chief Airport Inspector INDOT Office of Aviation



Promote General Aviation

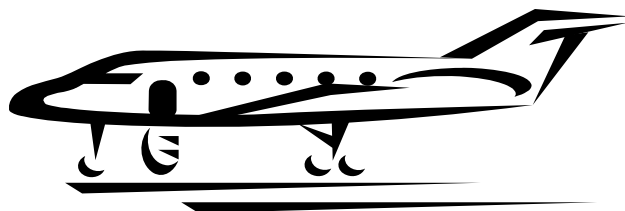
The story above is just one example of how a group of aviation enthusiasts decided to reach out and try to get the community involved at the local airport. For many people, general aviation is a mystery. For lack of interest or just lack of knowledge, many people in our communities do not have any association with the local airport. In many cases, these are the same people who speak badly about airport development and the airport's usefulness to the city. It is for this fact that the burden lies upon each and every one of us that are involved in aviation to reach out to these people and give them a

glance of the wonders of general aviation.

There are several ways that an airport can get the community involved. Obviously, hosting the event featuring inexpensive plane rides worked well for Warsaw Municipal Airport. This may also work for your local airport, but it isn't the only option. Hosting a fly-in event featuring a pancake breakfast or a BBQ lunch/dinner is an option. However, don't advertise this event as simply a "fly-in". Couple the event with something that welcomes the locals to drive to the airport and participate. Maybe have a car show on the field or some other event that attracts people from the community. You could open

your doors to local schools offering to walk a class of young kids around the airport for a field trip, explaining the infrastructure of the airport and the purpose served by the airport. Host an event honoring all members of the local community who have served in a branch of the armed forces.

There are many other ideas that could be talked about here but they all come back to trying to achieve one goal, getting the community involved with that airport. We must serve as educators to our communities. We must promote the importance of the airport so it is not viewed as simply a "playground for the rich".





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If black boxes survive plane crashes—why don't they make the whole plane out of that stuff? -George Carlin

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Indiana Aviation Events (November, 2007)

No events scheduled

