



# CFJ Quarterly

A Newsletter from your Board of Aviation Commissioners (BOAC)



**When you hear sleighbells in the music, see frost in the mornings, and daylight gets shorter and shorter, you know it's time for one thing: aircraft maintenance.**

Now that winter is limiting your flying, this is a great time to take a break from this uncomfortable cold weather and get your plane over to the toasty warm maintenance shop for the fixes it needs.

Good idea! Especially now that the Red Top maintenance shop is fully staffed, fully equipped, and ready to do anything from annual inspections to major or minor repairs. Maintenance Director Dave Gevers and his staff of highly-qualified mechanics can pull your plane into the warm, newly-remodeled maintenance hangar and treat it to first-rate care.

Dave Gevers heads a staff of four Airframe and Powerplant (A&P)-rated



Dave Gevers recommends giving your plane an annual inspection for the holidays.

mechanics: Scott Martin (IA), Rex Parker and Brian Harris. These men hold a host of certificates and ratings—too many to list here. For example, Dave holds an Inspection Authorization (IA) and is himself a high-time pilot with thousands of hours and a long list of pilot ratings including Certified Flight Instructor (CFI)

(Yes, he can also give you flying lessons if you like!). The other men are also well-qualified, both in the shop and in the air. And with four people to accommodate you, there's bound to be help at hand when you need it.

To schedule an inspection—or any other work—contact Bill Cramer. You can call him at (765) 362-0070 or drop by the control desk at the terminal. ■

#### Red Top Aviation Maintenance Capability

- Remodeled, heated maintenance hangar
- State-of-the-art tools
- Four qualified aircraft technicians
- Currently doing annual inspections and major and minor repairs
- Recent annuals: Cherokee, Seneca twin, Tomahawk, Cessna 414 twin



Dave Gevers looks inside an engine with his state-of-the-art flexible bore scope. Colonoscopy anyone?



The maintenance staff (minus one) lines up, ready to handle any challenge. Left to right: Rex Parker, Dave Gevers, Brian Harris. (Scott Martin wasn't available for this photo).

## Flight school is in session!

Sooner or later every pilot needs flight training. Maybe it's a biennial flight review, a brush-up on skills, adding a new rating, or even getting a license. All of this is available right here at the Crawfordville Municipal Airport. Now the Red Top flight training department is fully staffed, fully equipped, and in the air.



Jeff Hampton, CFI

Let's face it; with a staff of four certified flight instructors who have nearly every qualification that's available, you can get any rating you might fancy: Commercial, Instrument, Multi-engine,

Glider, maybe even seaplane or helicopter. If you really want it, these men can help you get it.

Led by Jeff Hampton, the flight instruction staff includes Chris Budahn, Brian Harris and

Dave Gevers (who is also the head of maintenance). It would



Brian Harris, CFI



Dave Gevers, CFI

be hard to find a flight school with as much experience and knowledge as these men.

It would also be hard

to find a better training aircraft than is available right here at CFJ. The Diamond DA-20 is a modern, stable, forgiving airplane with fixed gear, excellent for anyone from a new student to an experienced flyer wanting to build time. It's available for training or for rental by qualified pilots.

Now there's no need to travel to another airport for flight training, adding several hours to the task. To schedule training or aircraft rental, contact Bill Cramer at the terminal or call (765) 362-0070.



Chris Budahn, CFI

All the training you need is available right here at our airport! ■

## Sam Horn makes his first solo flight

Is your first solo flight one of the biggest events of your life? Just ask Sam Horn.

"It's a blast!" Sam exclaimed after his recent first solo. "I wish I'd have done this ten or fifteen years ago!"

During a recent session with instructor Jeff Hampton, Sam reports that he taxied down to the end of the runway. "Then Jeff opened the hatch, shook my hand, climbed out, and said, 'Have fun!'"



Sam Horn flashes that first-solo smile.

Sam took off, alone in the Diamond DA-20 for the first time. "I made three perfect landings," he reports. I was more nervous on my second and third than on the first one."

As Sam flew, he continued to hear Jeff's voice on the radio. Unknown to Sam, Jeff had jumped into another airplane and was following him in the air.

Sam is now busy with more solo flights, improving his proficiency and having the time of his life! ■

## The Board plans needed maintenance and repairs

At both the November and December BOAC meetings, the Board members and Red Top Aviation management discussed maintenance and repair at the airport. Here are ten areas of concern or items that would improve the airport. They are not listed in order of priority, but a checkmark is placed by points of greatest concern.

✔ **Overhead electric doors** - The Board has engaged Fairmount Door Corporation of Lafayette to inspect all electric hangar doors. Because of age, we are starting to see some deterioration.

This preventive maintenance program will include door inspection, adjustment, lubrication and tightening of the doors, openers and dock levelers.

✔ **Corporate hangar doors** - Beginning with corporate hangar F-32, a complete section replacement will take place. Even though the doors are out of warranty, Raynor is offering extremely discounted replacement parts. Through Fairmount Door Corp., a replacement is scheduled for this month, December.

✔ **Lighting** - The Board is examining all lighted areas of the airport. This includes the runway, taxiways, apron, car parking lot, hangar interior and exterior lighting and any other areas that are lighted. With new higher efficiency bulbs available, considerable savings can be made both environmentally and financially. Additional advantages are: 1) a better security profile for all aircraft and 2) better visibility for aircraft owners and transient pilots. This project may be done in sections over a period of time. We are working in coordination with

Michiana Contracting, our provider for all airside lighting including runway, taxiway, REIL's and PAPI systems, and lighted wind indicators, and with Brian Purcell, C&E Electric, and Chad Fiedler, Enreco USA.

✔ **Roof leak** - During the major repairs to the north end of the maintenance hangar, it was noticed that the west wall had a section of soft drywall. It has been determined that there is a leak between the tractor shed and the maintenance hangar and water is able to

**Painting** - There are several areas on hangars that need paint and, perhaps, repairs. On the southwest hangar, all electric bi-fold doors need painting as well as the service doors. The oldest hangar, built in the mid-1940's, needs cleaning and repainting on the roof and exterior walls. The fencing behind the maintenance hangar also needs a coat of paint.

**Southwest hangar** - An inspection of all support posts is needed. Those posts of concern will

be replaced or repaired.

**Cameras** - For security purposes, two cameras with storage capability can be placed observing the front entrance and apron area. This would enable anyone working at the control desk to

observe the car parking area and apron area.

**Lift** - We continue to rent a scissor lift each time a light bulb needs changing in the maintenance and corporate hangars and outside lighting. And each time we examine or repair electric doors, a lift is needed. The Board is looking for a good, used scissor lift. Any thoughts? Give Bill Cramer a call, (765) 362-0070.

The above items are certainly not the only repairs that may be needed. We welcome all input from users and visitors of the airport. Our goal is to be more proactive so as to repair areas before they break down or become an imminent danger! It takes all of us to notice the small things that might become a large issue. Please notify any Board member or Bill Cramer if you notice any area of concern, even small ones! We want our airport to be well maintained, attractive and fully utilized. ■

### Deer crossing

You may have seen coyotes, dogs, or an occasional fox on the airport. Now we have an established deer path that starts at the wooded area toward the end of runway 4, crosses the runway and goes into the corn field on the east. Numerous deer have been sighted migrating back and forth during the



early morning, evening and at night. The airport manager, Bill Cramer, has requested that we all document and photo, if possible, any animals we see at the airport. We all need to be aware of this situation, be cautious and vigilant in watching and observ-

ing any animal activity. ■

run down the outside wall of the maintenance hangar and then puddle on the concrete floor. This repair will be made as soon as weather permits.

**Shelter** - The shelter on the east side of the car parking lot is in need of repair. The shingles on the roof need replacing, as well as some boards on interior wood trusses. The entire building needs to be stained, including the picnic tables and seating fixtures. Additionally, the Board would like to place stone around the grill areas for better mowing allowance.

**Drainage** - An assessment of drainage issues needs to be made around all hangar areas. Additionally, cleaning out the drainage grates (trench grates), gutter replacement or repairs, downspout replacement or repairs and drainage tile replacement or repairs is needed.

## What's up with the trees?

No. Bill Cramer, airport manager, and Myra Dunn, Board member, are not searching for mushrooms. They're looking at trees on the southwest corner of the airport. They're also searching for old fence lines that mark the edges of airport property.



will aid in developing the runway extension that we are anticipating in the next few years.

It's been twenty years since trees were harvested in this wooded area of the airport, and Bill and Myra found tree stump reminders of this event. Harvesting benefits the forest by encouraging further

growth, and it benefits the airport by providing some extra funds.

The money from the last "tree crop" was used to purchase air rights at the end of runway 4, which included private property on the south side of County Road 450. That purchase of air rights long ago

the legal portion and, hopefully, bids will be opened at the January Board meeting. Then the Board is planning to place any tree harvest money in a fund to help pay for the planned runway extension. Local funds are required to pay 2.5% of the total cost, while the balance will come from federal and state sources. ■

## Signs of progress

We talk a lot about the old hangars, southwest hangar, north hangar, big hangar, single hangar and maintenance hangar. Visitors to the airport are clueless to some of these "fond" references. So...we are in the process of eliminating the mystery of navigating through the hangar maze! All hangars will be



given a letter name, which will be posted on the east end of each building. The signage will

include the letter and the hangar numbers that are included in that hangar. They are being lettered in order of age, elders first! Like this:

- A - Old hangars (1-10)
- B - Single old hangar
- C - Maintenance hangar
- D - Southwest hangars (11-20)
- E - Northwest hangars (21-30)
- F - Corporate hangars (31-32)
- G - Tractor shed ■

## Hangar doors are repaired

If you have read the adjacent article on signs for the hangars, you already know that Hangar A is the old hangar. Maybe you didn't know that often in the winter, some of the hangars in this building—numbers



2,3,4 and 5—could not be opened due to freezing and heaving ground or concrete. This is certainly an aggravation and, even worse, an airplane wanting to fly but encapsulated in a hangar!

Mark Davidson and crew from Davidson Greenhouse & Nursery excavated under the

hangar doors, poured concrete and curbing, placed metal guidance posts for the doors and will be adding topsoil and seeding (as weather permits).

This should eliminate any problems in opening and closing doors during the winter months. ■