



Quarterly

A Newsletter from your Board of Aviation Commissioners (BOAC)

Airport becomes an official weather station

It's like having a full-time weather staff that measures weather conditions and reports 24/7. And it's here at the Crawfordsville Municipal Airport.

It's called AWOS (pilots pronounce it "A-wahs"), which stands for "Automated Weather Observing System". It talks on the radio in a human voice to pilots approaching or departing the airport, giving them the weather



On-airport AWOS station measures weather and broadcasts to pilots.

information they need to operate safely, like: wind direction and speed, altimeter setting (barometric pressure), cloud height and density and visibility distance. It also displays all this on a screen in the terminal building and even answers the telephone to give out the information.

Our new system is the highest-quality AWOS, giving the most complete and accurate weather data available. With it, a pilot approaching our airport will know the exact conditions at our specific location—not from another place miles away—and can make good judgments of how to proceed.

The heart of the AWOS is our own official weather station, now in place on our airport, which constantly



Airport Board members check out data on the AWOS display: Russ Stath, Myra Dunn Abbott and Gary Bradley.

monitors weather conditions. It's also a radio station, broadcasting weather reports to anyone who tunes in.

This new system is the result of years of planning by the airport Board, who coordinated with St. Clare Medical Center, which will also use this AWOS for mercy helicopter flights that often need to fly patients into and out of the hospital in challenging weather.

The system is now in place and will become fully operational in coming weeks after we receive a radio frequency and telephone number, along with an FAA inspection. ■

“Old Man Winter” finally won a victory! While the Red Top Aviation weather beaters have been plowing and keeping the runway and taxiways clear through all snowfalls, the recent freezing rain ice storm finally stopped them cold. Despite a call-out for the reserves, the Crawfordsville Street Department with their 8-ton truck fully loaded could not remove the ice. Our airport finally had to close operations, joining neighboring airports at Greencastle and Terre Haute. The 30-plus-mile swath of heavy ice accumulated so quickly and then snowfall on top of this made the runway treacherous. To add to our misery, we lost all electrical power at the airport.



The big truck that couldn't

Because airplanes landing at airports are mostly made of aluminum, no salt, brine or any corrosive materials can be used on any of the airside portion of the airport. The depth of the ice was 3 to 5 inches and covered the runway, taxiways and apron.

The airport remained closed for ten days until Old Man Winter began to treat us all more kindly.

As the sun shined, temperatures warmed and the winds subsided, the thawing began. We quickly began plowing the slush and clearing the area.

The airport Board and Red Top Aviation appreciate the support of the City Street Department, along with local and visiting pilots and businesses for their understanding and

patience in those frustrating days. This long closure was a first for our airport and, hopefully, will not be repeated. ■



Three to five inches of ice was not nice!

Tree harvesting is set to begin

Three sealed timber bids were submitted for the tree harvesting to be done in the wooded area on the southwestern edge of the airport property. Mike Baird, Baird Sawmill, was selected for the job.

The sawmill is located near Rockville, Indiana, and Mike's own crew will do the cutting and logging. The harvesting will be done this fall, after the crops have been removed. The staging area for this operation will probably be from County Road 500 South and should pose no problem for pilots or aircraft.

Baird has marked 256 trees consisting of cherry, cottonwood, hard and soft maple, poplar, sycamore, walnut and white oak. The trees vary in quality from A



through D and those of even lesser value are numbered 1 to 4.

This planned harvesting is good for the woods, allowing the smaller trees to continue to grow. The wooded area is being treated as a wetland, therefore no stumps will be removed and no

low areas will be filled in.

Baird recommends another harvesting in perhaps 15 to 20 years. The revenue from the trees of approximately \$23,000 will be placed in a non-reverting fund and will be used for the planned runway extension project scheduled for 2012. ■

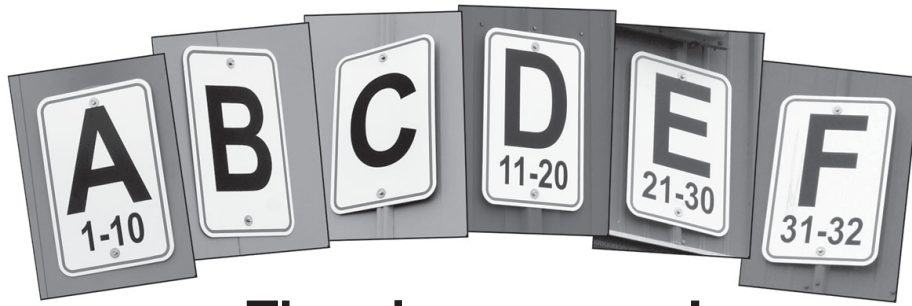
Red Top to the rescue!

When this Piper Cherokee Archer dropped down to land at Crawfordsville, it had a problem: While headed for Alaska, the carburetor heat had stopped working.

But Red Top's head of maintenance, Dave Gevers, quickly came to the rescue. He found a loose carburetor heat cable, reconnected it and readjusted it, and got the plane back in the air with very little delay.

Isn't it great to have maintenance available? ■





The signs are up!

We told you about the new hangar identification signs in our last *CFJ Quarterly*. They were quickly ordered, made and installed. Thanks to Bill Cramer and his group of helpers, all the signs were hung with stainless steel hardware and are visibly located at either the east or south ends of all

hangars. They are easy to spot and provide directions and locations for pilots and visitors. The new lettering with a number system is being used by the Clerk Treasurer's Office when they send out monthly billing statements, by the insurance company in identifying the

insured property, by Fairmount Doors maintenance crews when they are inspecting and repairing electric hangar doors, and in verbal directions given to visitors and pilots. We're all now wondering why we didn't think of this idea a long time ago! ■

Trees will be removed from 22 approach

As you turn from base leg to final approach for Runway 22, have you noticed the trees on the west edge of the plowed field? As you continue your descent, do you sense they are getting taller in your windscreen? Those trees will soon disappear!

They are located on property on the north side of County Road 400 South, which is not owned by the City of Crawfordsville. However, the property owners gave their approval to remove this outcropping of trees.

This same area was cleared many years ago, but the scrub trees have returned. We are

planning to clear this land to allow it to be used for farming, and not to have this problem ever reoccur again.

We are anticipating the removal of the trees as soon as the ground is solid enough to bring in the necessary equipment to remove them. ■



"Big iron" traffic continues to increase at the Crawfordsville Municipal Airport. Sometimes it's for business, sometimes for fun. This planeload arrived for a weekend football game at Wabash College. Our airport grows more and more attractive to these important visitors.

Nothing runs like a deer...

...a John Deere, that is! With acres of grass to mow and aging mowers, Board member Gary Bradley was given the challenge of finding a mower that could be used around the buildings, numerous lights, and many yards of concrete and asphalt.

Gary sought bids for a mower that could serve the needs of the airport. After careful scrutiny, he recommended a 2011 John Deere model 997 outfitted with a strobe light, Tuff-Top canopy and a suspension seat. The mower was purchased from Wright Implement.

We will still be using our large mowers with batwing cutting decks on the long straight line grass cutting. However, the new mower should simplify the cutting and improve the looks of the grounds around the most visible business side of the airport. Look for our bright green state-of-the-art new mower zipping about during the mowing season. ■



Airport Board member Gary Bradley checks out the new mower he recommended.

Maintenance hangar hosts business meetings



Agricultural product distributors hear updates on aerial application technology in our newly restored maintenance hangar.

For three days in January, our maintenance hangar was the meeting place for distributors of agricultural products and services throughout Central Indiana. While bitterly cold weather swirled around outside, on the inside the business men and women sat in warm comfort to hear updates on the latest techniques in aerial application of crop protection products.

Since our airport has become a focal point for agricultural aerial application, it's a convenient place to bring together the people who are now planning for the upcoming summer season. And our newly restored maintenance hangar—with an attractive, clean interior, a handy rest room, and even a catered lunch—was an elegant facility. "The maintenance hangar just worked great," said Brent Milhon, whose Milhon Air aerial application service hosted the meetings. "And every one of the guest presenters was impressed with the building."

Guests heard updates on techniques to assure application accuracy, including computer mapping, which uses onboard GPS technology to place the product in exactly the right location. ■