



CAJ Quarterly

A Newsletter from your Board of Aviation Commissioners (BOAC)

It's touchdown season!

This football season, touchdowns will be easier and smoother. Not for the guys in the

helmets. But for pilots landing at our airport, touchdowns will be much better. Takeoffs may also be improved too, now that our runway has finished its major reconstruction that started last year.

It all began last September when a smooth, wide ribbon of asphalt was laid on the runway. At that time, drainage was also improved, eliminating puddles and pools during heavy rain. Then this spring, after the runway had seasoned, the new asphalt was grooved. Crosswise slits were cut in the surface, providing increased traction for



"Touchdown!" signals airport manager Bill Cramer as he inspects new markings that complete a major runway reconstruction.

better braking and better control, especially when the runway is wet. Next, the

runway was rolled to make it flat and to eliminate bumps.

Recently, markings were re-painted, placing huge 100-foot-long numbers at each end of the runway and adding new threshold markings, edge lines and taxiway centerlines. Reflective paint makes all these markings light up at night. Black outlines make them more visible by day.

To minimize disruptions during runway work, all resident pilots were given 72-hour advance notice when the runway would be closed, and work was completed as quickly as possible. Official Notices to Airmen (NOTAMs) were issued to advise visiting traffic when the runway was not available. Some work was done at night when there is less airport traffic.

Pilots can now expect to be uninterrupted in their touchdowns until the next major improvement of our runway begins, an extension in runway length, planned for 2012. Read more about our longer runway on the next page. ■



Will we have a mile-long runway?

While a runway extension has been in our future planning for 2012, the length of the runway has yet to be decided. Our current runway, 4,500 feet long, is too short to be used by larger, faster corporate aircraft who want to fly in to Crawfordsville. If these corporate aircraft can come to Crawfordsville, our city will be a much more attractive place to expand business and to create new jobs and economic activity.

To attract these corporate planes, a runway extension is planned that will be either: 1) 501 feet additional length – for a total length of 5,001 feet—enough to satisfy corporate insurance requirements, or 2) 1,000 extra feet – for a

total length of 5,500 feet—enough to provide more than a mile of increased safety and greater attraction for corporate aircraft.

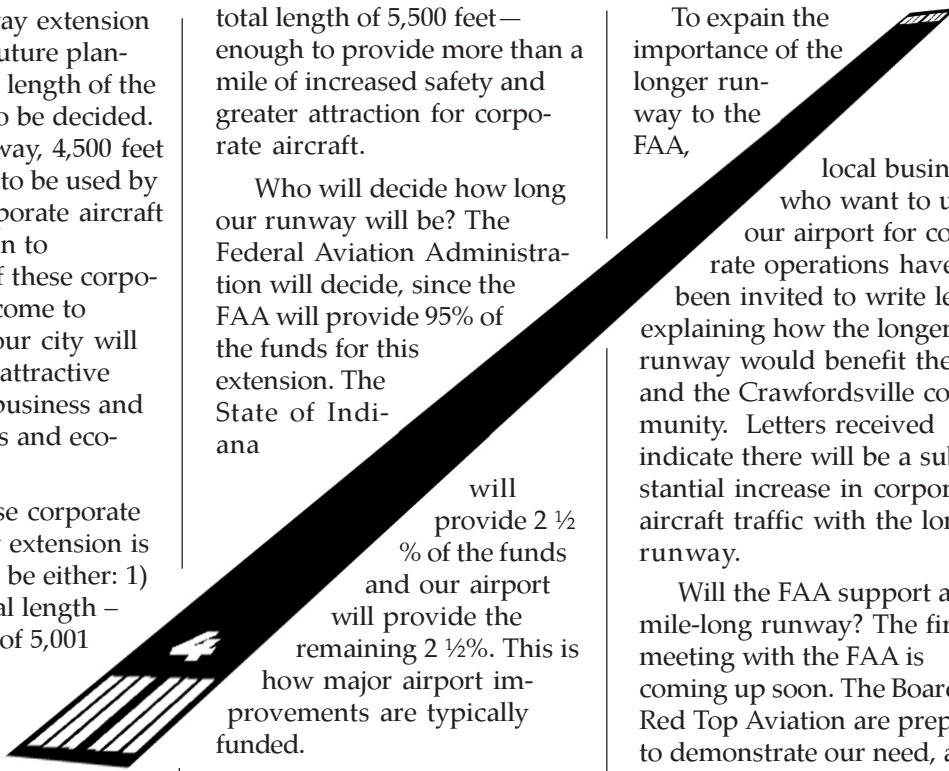
Who will decide how long our runway will be? The Federal Aviation Administration will decide, since the FAA will provide 95% of the funds for this extension. The State of Indiana

will provide 2 ½ % of the funds and our airport will provide the remaining 2 ½%. This is how major airport improvements are typically funded.

To explain the importance of the longer runway to the FAA,

local businesses who want to use our airport for corporate operations have been invited to write letters explaining how the longer runway would benefit them and the Crawfordsville community. Letters received indicate there will be a substantial increase in corporate aircraft traffic with the longer runway.

Will the FAA support a mile-long runway? The first meeting with the FAA is coming up soon. The Board and Red Top Aviation are preparing to demonstrate our need, and they will report the outcome as soon as it's known. ■



Capital Improvement Plan shows continued airport progress

“The past few years have provided for a successful rehabilitation program at CFJ.”

This was our opening sentence to Kevin Rector, INDOT Office of Aviation, on our Capital Improvement Plan (CIP) for the Crawfordsville Airport. This report must be updated yearly and must project ahead five years. We’ve completed our plan through 2015 and would like to share it with you. Of course, it can be changed if necessary or prudent, but it gives a great guideline to follow. Here’s what we’re planning:

2011 This year would begin the design and Environmental Impact for the extension of runway 4-22 and the parallel taxiway.

2012 This year would begin the construction and extension of runway 4-22 and the parallel taxiway.

2013 We are seeking reimbursement for the terminal construction using our Non-Primary Entitlement (NPE) monies of \$150,000 from the FAA.

2014 This project would be a continuation of the previous year’s program, requesting the second phase of reimbursement using NPE funds of \$150,000.

2015 This project would be a continuation of the previous year’s program, requesting the third phase of reimbursement using NPE funds of \$150,000.

Hangars remain a top priority

Board members and Red Top Aviation employees have inspected all buildings on the airport and listed repairs and items of concern that need to be addressed. The buildings range in age from mid-1940's through mid-1990's and vary in size and accessibility. We are beginning to prioritize these needs to ensure that we can continue to properly maintain the buildings.

Additionally, we want to start planning for future hangars that would encourage growth and provide additional space for airplanes and aircraft operations. In 2010, we focused on the maintenance hangar because of the urgent need to repair extensive damage from moisture and subsequent damage to the entire north section of the hangar. This has been addressed and the remodeling has allowed the maintenance

shop to reopen for aircraft repairs in a modern, clean facility.



As we look to the future, what do we need to consider? Although the maintenance hangar is restored, it's still the same size and is inadequate for larger aircraft or multiple smaller airplanes. We have two corporate hangars and have interest in building additional space. On the field are two hangars for twin-engine aircraft and we have a need for

additional twin space. We have a waiting list for hangar space and continue to attract pilots locally and from out-of-town locations.

There are many options for new construction, including privately-built hangars on leased airport property, city-owned hangars, long-term leases and other possibilities. There are examples of these options at numerous airports around the state.

If you are interested in a committee to work on hangar development—either as a member or to offer suggestions or ideas, please contact Bill Cramer, 765-362-0070, or via email, bill@redtopaviation.com. It's imperative that we begin to think ahead and even "outside the box" to keep our airport a viable, modern facility that attracts both corporate and private aircraft. ■

Lookin' good on fuel, traffic and visitors

We all know this has been a tough economy for maintaining the status quo, a difficult time for growth and development. Our new terminal was built at an opportune time and has been a catalyst in improving the airport.

Fuel sales continue to improve, with Jet A volume inching closer to the sale of 100LL. The Diamond aircraft has brought in new students and the flight instructors, Jeff Hampton, Dave Gevers and Chris Budahn are all working with beginning students.

The maintenance shop is open for business with annuals and repairs now being scheduled. We are continuing to see an influx of visitors – both corporate and private, coming to the airport. With a courtesy car available and a friendly greeting upon arrival, we have many repeat arrivals.

The coffee is always on, the flight planning room with internet connection is ready for use and fuel is available 24/7. Stop by and visit your airport or plan a flying outing! ■

AWOS – When?

We've talked and written a lot about this subject! So when is it ever going to get here? Well, we opened bids for the new AWOS on Wednesday, September 15. This Automatic Weather Observation System will be a wonderful way to have our own weather reporting information right here at the airport—instead of at Greencastle, Lafayette or Indianapolis. It will make a big difference in instrument flights (IFR) being able to land in inclement weather at the Crawfordsville airport. We'll keep you posted on progress. ■

Highlights of previous Board meetings

Meetings of the Crawfordsville Board of Aviation Commissioners (BOAC) are open to the public and frequently will have visitors—community members, business representatives, local pilots and others. There is a time for comments and the Board members welcome input during this time. The Board members include: Chuck Fiedler, President; Steve Rasmussen, Vice President; Russ Stath, Secretary; Myra Dunn, Treasurer; and Gary Bradley, member.

Here are some of the highlights of the meetings from January

through June. Complete copies of the minutes are available to view posted on the bulletin board at the airport, in the

office of the Clerk Treasurer and on line at www.crawfordsville.net.

January 2010

- Runway is open and waiting for good weather to complete the project
- CFJ Quarterly and BOAC meeting minutes now posted on line
- Study group being formed to research Airport Rules & Regulations and Airport Standards
- A general scope of work created for repairs to the maintenance hangar
- Election of BOAC officers

February 2010

- Investigate acquiring a standard lock with master key for hangar locks
- Work continues on the repair of the maintenance hangar
- Discussion on maintenance of the NDB

March 2010

- Delinquent notices for hangar rent to be mailed after 31 days, second notice after 61 days, then additional action may be taken by the Board
- A Better Lock Co. to replace all hangar locks with a standard commercial lock for security & maintenance
- NDB shall be published as a non-monitored NDB

April 2010

- AWOS awaiting federal funds
- Aviation Association of Indiana (AAI) meeting held at the airport
- Draft version of Minimum Standards adopted
- Injunction filed against Bi-State Helicopters
- Response to FAA investigation into YouTube videos made at the airport

May 2010

- Grooving, seeding, painting and reflector installation beginning on the runway
- Maintenance hangar repair project is complete
- Final version of Minimum Standards adopted

June 2010

- Discussion of corporate and business letters to support runway extension project scheduled 2012
- Presentation and request to allow turbine jet radio control airplanes at the airport

Recent action on the CFJ apron

A wide variety of aircraft come to Crawfordsville.

