



8th Annual Flight Instructor Renewal Clinic



Shown above is a crowd from a previous Flight Instructor Renewal Clinic; John Blohm, FAA Springfield FSDO; and Dale Rust of the IDOT's Division of Aeronautics, Bureau of Aviation Safety, who coordinates the annual seminar.

Saturday, Nov. 1, 2003, marks the Eighth Annual Flight Instructor Renewal Clinic (FIRC) jointly sponsored by the Illinois Department of Transportation, Division of Aeronautics, Bureau of Aviation Safety; the Federal Aviation Administration Springfield-FSDO; and the University of Illinois Institute of Aviation.

This FAA-approved FIRC will be held at the Rantoul National Aviation Center (TIP), Rantoul, IL, in the Octave Chanute Aerospace Museum.

CFIs on record who attended last November can renew their certificate by attending this year's series, provided their certificate has not expired by Nov. 30, 2003. This one-day event is part of a two-day FIRC under the FAA approval of the Flight Standards Company - E. Allan Englehardt.

This is the eighth year for the series, alternating between parts 1 and 2.

The location of the event provides the opportunity for CFIs to fly-in and be within walking distance to the conference.

There will be no charge for this clinic. However, there will be a charge for the lunch served at the noon luncheon program held in the museum (attendance required). Please note that recent changes in the economic climate may result in a slight increase in the luncheon fee to cover overall costs.

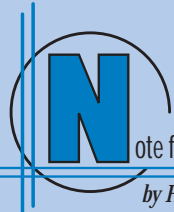
Due to the popularity and acceptance of this one-day event, attendance is limited to CFIs who were past attendees and new CFIs wishing to enroll in the program. The clinics

are being planned annually on the first Saturday of November. Completion of parts 1 and 2 in succession, in either sequence, will fulfill the requirements for FIRC graduation and for CFI renewal.

The clinic also will be available to pilot examiners, FAR Part 141 and 142 chief instructors, CFI applicants who have successfully completed their written examinations, and CFIs with expired certificates planning to reinstate. The subject content will provide an excellent review for CFIs with expired certificates who plan to be reinstated in conjunction with mandatory FAA flight test requirements.

(Continued Page 3)





Note from the Director

by Hugh Van Voorst

The weather must have known it was WINGS Weekend because it was absolutely beautiful. It was the perfect setting for a great weekend of aviation activity. Not only was the weather great; so were the volunteer flight instructors who gave of their time and talent to participate in the 2003 WINGS Weekend at Coles County Airport in Mattoon.

I would like to personally thank the 58 flight instructors who volunteered at WINGS. They are the backbone that make it a success. This year we had more than 250 participants. Two hundred participants received their WINGS Phase Certificate.

The annual Transportation Improvement Program (TIPS) meetings are scheduled during the weeks of Oct. 6 and Oct. 20. These meetings will be held at the Division of Aeronautics offices in Springfield. I look forward to seeing many airport sponsors during these meetings so we can discuss local airport issues, needs and solutions.

Please make plans to attend the Eighth Annual Flight Instructor Renewal Clinic (FIRC) to be held Saturday, Nov. 1, 2003. This is a free seminar that provides you with the opportunity to renew your instructor rating and update your skills.

Take your airplane out of the hangar and enjoy flying in the beautiful fall weather.

It is with deep regret that we note the sudden passing of Rick Weinberg, who had held the position of chief flight instructor for the Pilot Training Department, Institute of Aviation, University of Illinois since 1991. He had been with the Institute of Aviation since 1972. Rick had received numerous awards and honors resulting from his flight instructing career and his teaching abilities within the Institute of Aviation. He had also held joint authorship in numerous aeronautical publications.

Prior to his career with the University of Illinois, he had been a first officer with Britt Airways. Academically, he held a master's of business administration degree in finance and marketing and a master's in education degree in vocational and technical education, both degrees from the University of Illinois. Perhaps to most pilots not directly associated with the Institute of Aviation, he was known as an FAA Designated Pilot Examiner, a position he held since 1986.



Rick Weinberg 1949 – 2003

Rick was well known among employees within the Division of Aeronautics. He had served as a prominent speaker at many of our FAA/IDOT sponsored safety seminars and was a selfless annual contributor and volunteer at our renowned Wings Weekend in Mattoon. He suffered a heart attack at the age of 54. Our condolences go out to Rick's wife, Peggy, his son and daughter, Brent and Lindsay, other family members and loved ones.

Jacksonville Municipal Named General Aviation Airport of the Year

by Rebecca L. Fischer



During a special ceremony at the 2003 Illinois Aviation Conference, Jacksonville Municipal Airport was named *General Aviation Category A Airport of the Year*. This award is based on outstanding work in the areas of airport maintenance, community support and the promotion of aviation.

The airport was established in 1945 and included a terminal and one hard surface runway. Around 1970 hangars were reconstructed and facilities were added for corporate aircraft.

Two years ago runway 4/22 was paved and received runway lighting and signage. Runway 13/31 is awaiting federal funding to be resurfaced and receive new lights. Future projects being planned include a security fence and a new partial taxiway. The airport currently bases 43 aircraft, including several corporate and many private airplanes, and a helicopter used for agriculture. A flight school also makes its home there.

The Division of Aeronautics would like to extend their congratulations to Jacksonville Municipal Airport for all their outstanding efforts.

The Numbers

The Bureau of Aviation Safety reports the following number of pilots, aircraft and landing facilities in Illinois.

Landing Facilities

Airports	114
Residential Airports	16
Restricted Landing Areas	473
Hospital Heliports	137
RLA Heliports	121
Public Heliports	7
Seaplane Bases	9
Balloon Ports	2
TOTAL	879

Registered Pilots and Aircraft

Pilots
19,800
Aircraft
6,300

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Flight Instructor Renewal Clinic from Page 1

If you have been a REGULAR attendee in the past, your attendance at the upcoming clinic is already reserved. If you are a NEW attendee and fall within any of the previously mentioned categories, you should make reservations by calling Dale Rust (IDOT) at (217) 524-5269 or John Blohm (FAA) at (217) 744-1910. If you are an aspiring CFI, who is working diligently on your rating, please call as there is limited space available for those individuals.

In addition to this notice, an FAA flyer indicating the specified times and schedule of instruction periods, along with a map of

Rantoul and location of the meeting place, will be sent to all CFIs within Illinois.

For those traveling to Rantoul on Friday evening, the *headquarters motel* will be the Fan Marker Inn. On Friday from 6 p.m. to 7 p.m., there will be a social hour followed by a from-the-menu dinner at the *headquarters restaurant*, called the Caddy Shack, which is located at the north side of the airport.

The special rate established at the Fan Marker Inn is \$47.39, tax included. The phone number is (217) 893-1234. Other motels in the area are: Days Inn (217) 893-0700, Super 8 (217) 893-8888 and the Best Western (217) 892-9292 or (800) 528-1234.



Flight Instructor Clinic Program Schedule

0900 – 0930	Preventing Administrative Errors
0930 – 1000	Workshop – FAA Form #8710
1000 – 1130	The Instrument Rating Practical Test
1130 – 1200	Using the Garmin 530/430
1230 – 1330	Luncheon Program – Guest Speaker
1330 – 1400	Professionalism as Flight Instructors
1400 – 1430	Examiner Introductions & Comments
1430 – 1600	Using the Garmin 530/430
1600 – 1700	VFR Airspace Review

* Program includes a 10-minute break each hour

Flight instructors should be aware that revised regulations permit renewal of their certificates at any time through attending and meeting the graduation requirements of an approved FIRC. It does not have to be completed within 90 days preceding the CFIs expiration date. The new instructor certificate will expire 24 months after graduation from FIRC – with one exception. If the CFI graduates from a FIRC within three calendar months preceding the certificate expiration, the new instructor certificate will be renewed from 24 months from the expiration of current certificate.

YOUR TRAFFIC PATTERN ALTITUDE

By Dale L. Rust
Flight Safety Coordinator
Bureau of Aviation Safety



As a pilot, do you really know what the official traffic pattern altitude is for your airport? Meaning, what is the official altitude above ground level (AGL) that you should be flying while in the traffic pattern? You may have discovered that there are various publications giving information for your airport, with some showing the traffic pattern altitude (TPA), and some not even mentioning it.

Straight from the government publication, the Aeronautical Information Manual (AIM), Chapter 4, Section 3 – Airport Operations, under *Key to Airport Operations*, the language used is, *enter the pattern in level flight, abeam the midpoint of the runway, at pattern altitude*. The salient point is that the midpoint entry is the *recommended* method of entry and 1000 feet AGL is the *recommended pattern altitude* unless established otherwise. Of course it should be noted, also taken from the AIM, that the published or recommended pattern altitudes give way to the required cloud clearance criteria set forth in Federal Air Regulation (FAR) Part 91.155, if applicable.

The writer has covered the controversial subject regarding traffic pattern entry at numerous evening safety seminars and indeed it is a *hot button topic*. The following discussion will focus on the traffic pattern *altitude* issue, and is directed to airport managers as well as the pilots.

Even though the TPA – traffic pattern altitude – mention of 1000 feet is *advisory* (as in recommended), and not regulatory, one doesn't tell a private pilot applicant that when they are going up for a flight test with an FAA Examiner. For that matter, a fledgling student pilot needs to know a *procedure* for entering the airport traffic pattern, which would include the *recommended altitude* for entry. A flight test with an FAA Examiner means that the flight be conducted in accordance, not only with the FARs, but also with the *recommendations* set forth in the AIM. That is true with any type FAA flight test – i.e., we will always enter the holding pattern on an instrument flight test in accordance with the recommendations set forth in the AIM – even though most pilots don't in a real life scenario, but will still remain within the airspace boundaries that their clearance dictated. Flight instructors rightfully teach in accordance with the FARs and the *recommendations* as stated in the AIM. However, experienced pilots will on occasion deviate from those *recommendations* and still maintain what he/she considers a safe operation. The AIMs recommendations provide procedures for standardized basic airmanship.

Of course, the legal ramifications in the event of an accident in the traffic pattern remains an unsettling issue if it would be determined that one of the parties was not operating in accordance with recommended procedures set forth in the AIM.

Considering the traffic pattern altitude, the resulting problem herein is multifaceted. Newly trained pilots may fly long after they've acquired their private pilot's license – strictly as they were told (trained) by their instructors. Remember, FAR Part 91.103 states that pilots shall, *before beginning a flight, become familiar with all information concerning that flight*. That could be construed to mean that pilots shall, among other requirements, be familiar with all traffic pattern information for the airport(s) that they intend to use.

Assuming their instructor was that brand of individual who followed the *recommendations* in AIM, this pilot could very well be flying at a 1000 feet TPA, if there is none published in the Airport/Facility Directory (A/FD). Other pilots will be flying at 800 feet, because their airport manager or other pilots told them so, while still others may be flying at an altitude they saw written in some publication (but not the A/FD), which was never sanctioned *officially*, meaning the TPA issue had not gone through the FAA airspace analysis process. Needless to say, when a high – wing and low – wing aircraft are in close proximity to each other, but not at quite the same altitude (like perhaps a 200 foot vertical differential), they may be blocked from view of each other.

This discussion is aimed toward the non-towered airports; however, even towered airports should have a TPA published, at least for those aircraft where FAR 91.129 (e) (minimum altitudes for large and turbine aircraft) does not apply. Many towered airports do not have a TPA published – for any type of aircraft. There seems to be some kind of mindset that the people in the tower are supposed to keep everyone separated. As we know, this does not always happen; however, in many cases, one cannot blame the tower personnel for this.

FAR Part 157, which covers when notification (request for change, or other construction or alterations) is required, states that, *change in any traffic pattern or traffic pattern altitude or direction* is one of the situations where an FAA application request, i.e., notification, is required. One might question the FAA's requirement for establishing the official TPA for a given airport – long after it has gone through the initial airspace analysis process and has been an active airport for years. Since the airport had already been airspaced by the FAA for *some* altitude – and the 1000 feet AGL altitude is a legitimate altitude to fly in the event no official altitude is published (as per the AIM), it should seem reasonable to fly (and officially established by the airport manager) an 800-foot AGL TPA – or lower.

It is the writer's opinion that it was an oversight by the FAA to, again, require an airspace study to reaffirm that we can fly in the traffic pattern – at some given *hard* altitude. It could be argued that *things change*, such as an established radar environment or the floor of the controlled airspace over the airport over the years and perhaps a new airspace study is warranted to establish an official TPA, if one never existed.

In my conversation with airport managers, it is the consensus that there should be an official traffic pattern altitude published for every airport. I think we all would agree that pilots should be flying at the SAME altitude when in the traffic pattern. There seems to be an unwritten, unofficial accepted norm that the TPA at most airports is 800 foot AGL. Most pilots, including flight instructors, consider 1000 feet AGL a bit high for normal, repetitive, traffic pattern work. However, it is not official if it does not appear in the Airport/Facility Directory (A/FD). We have the potential

for a mix of traffic, some flying (as they were told by their instructors) at 1000 feet; however, in the case of other pilots who were told or who read it somewhere else, the 800 feet (or lower) pattern is used. One can surmise that there is a problem and a probable safety breach out there.

Of the 114 public-use airports in Illinois that are published in the current A/FD, 50 of them do not have, for whatever reason, an officially published TPA. Airport managers should review their own airport information as it is published in the A/FD, which is the official United States government flight information publication, to determine if there is a TPA published. If not,

the Division of Aeronautics can assist and coordinate in completing the FAA (one page) Form 7480 for submittal to the FAA, requesting a specific traffic pattern altitude for their airport. This is the first and main step in establishing an official TPA.

Reiterating, a 200 foot differential in a pattern may be just enough to create a high-wing/low-wing *I-didn't-see'em* snafu. In addition, an established TPA will provide the student pilot a more standardized mode and one less variable in their operation. Of course this would be true for all pilots.





Center is Charles Edward Taylor II with representatives from the National Park Service.

Taken from EAA Press Release

Illinois Pilot Delivers State Flag to Wright Brothers Memorial

Charles Edward Taylor II, an EAA member-pilot from Chicago, Illinois, officially represented his state in EAA's *50 Flags to Kitty Hawk* program Monday, May 12, when he landed at the Wright Brothers National Memorial and presented the state flag to National Park Association officials.

Taylor was one of 50 EAA-member pilots chosen, one from each state, to participate in the *50 Flags to Kitty Hawk* program, a year-long effort that is part of EAA's *Countdown to Kitty Hawk* initiative, presented by Ford Motor Company, celebrating the achievements of the Wright Brothers and the 100th anniversary of powered flight in 2003.

Taylor was the fourth EAA-member pilot to complete the journey to Kitty Hawk, where he also presented National Park Service officials with a signed proclamation from Governor Blagojevich, declaring May 12, 2003 as *50 Flags to Kitty Hawk Day* throughout the state. Following the presentation, the Illinois flag was raised at the Wright Brothers National Memorial site, where it flew for the entire day.

"I am elated to represent the State of Illinois in this 100th anniversary celebration of flight. My flight recognizes my great grandfather, Charles E. Taylor, who worked for the Wrights and designed the first airplane

engine. The invention of flight is the most significant invention in the history of man."

Taylor, a Chicago computer professional, has more than 400 hours in the air, and has been an EAA member since 2001. His flight of 700 miles took 7 hours to complete.

EAA's *Countdown to Kitty Hawk* program, which is also supported by Microsoft Flight Simulator and Eclipse Aviation, includes construction of an exact flying reproduction of the 1903 Wright flyer, and a six-stop national tour of EAA's *Countdown to Kitty Hawk* pavilion exhibit, which features the Flyer, historic artifacts and Wright brothers correspondence from the Library of Congress, and numerous interactive aviation displays.

The tour will culminate at Kill Devil Hills, N.C., when as part of the Centennial of Flight Celebration; EAA's Wright Flyer

will fly again at 10:35 a.m. on Dec. 17, 2003-precisely 100 years to the minute from when the Wrights made history.

For more information on EAA's *Countdown to Kitty Hawk* program, visit www.countdowntokittyhawk.com.

Update

Please add the following to your Illinois Flight Instruction Location Listing.

Central Illinois Regional Airport (BMI)
Bloomington/Normal, IL
Image Air
(309) 663-2303
www.imageair.com
PP, Inst, Comm, ME, CFI

New Lenox - Howell Airport (IC2)
New Lenox, IL
Howell Flying Service
(815) 485-0577
PP, Inst

Blast from the Past – 50 Years ago this Month



Then Director of the Depart. of Aeronautics, Joseph K. McLaughlin welcomes Max Conrad to Springfield. Conrad, center and Joe Lubin, second from left, are making (in the small Piper Pacer in which Conrad twice flew the Atlantic) what was termed as a Paul Revere flight to all the state capitals of the nation as

part of the observance of the 50th Anniversary of Powered Flight. Also on welcoming committee were Walt Schlobohm, left, representing the Springfield Jaycees and Al Schuster, Chairman of the Springfield Airport Authority. (Taken from August 1953 issue of *Illinois Aviation*.)



alendar of Events

September 19-21

21st Annual Springfield Air Rendezvous Airshow
Capital Airport (SPI), Springfield, IL
Contact: (217) 789-4400

September 20

Youth Academy Program
Poplar Grove Airport (C77), Poplar Grove, IL
Contact: (815) 398-4274

September 20

Fall Fly-In/Drive-In Breakfast
Albertus Airport (FEP), Freeport, IL
Contact: (815) 233-4484

September 20-21

2003 Southern Illinois Airshow
Williamson Co.Reg. Airport (MWA), Marion, IL
Contact: (618) 993-3353

September 21

Fly-In Breakfast
Hinckley Airport (OC2), Hinckley, IL
Contact: (847) 888-2919

September 21

Family Aviation Celebration
Schaumburg Reg. Airport (06C), Schaumburg, IL
Contact: (847) 490-7015

September 21

Aviation Appreciation Day
Foster Field Airport (7A4), Apple River, IL
Contact: (815) 492-2510

September 21

IVFC Breakfast
Illinois Reg. Valley Arpt. (VYS), Peru, IL
Contact: (815) 223-8441

September 21

Meadow Creek Airpark 2nd Annual Fly-In
Meadow Creek Airpark (2IL9) Monee, IL
Contact: (708) 534-9828

September 26-28

Celebrating Grass Roots Aviation
Percival Springs Arpt. (1IS6), Watson, IL
Contact: (217) 536-9990

September 27

Fly-In Breakfast
Mt. Vernon Airport (MVN), Mt. Vernon, IL
Contact: (618) 242-7016

September 27

Wiener Roast
Canton Ingersoll Airport (CTK), Canton, IL
Contact: (309) 647-1345

September 28

Fly-In Breakfast
Zelmer Memorial Airpark (5KI), Palmyra, IL
Contact: (217) 439-7497

October 5

Illinois Pilots Association
Board of Directors Meeting
Contact: (217) 643-2325

October 7

Monmouth Flying Club Meeting
Monmouth Airport (C66), Monmouth, IL
Contact: (309) 343-3951

October 11

12th Annual Chili Day/Young Eagle Flights
Decatur Airport (DEC), Decatur, IL
Contact: (217) 423-0656

October 18

EAA Chapter 1315 Fall Fest
Taylorville Mun. Airport (TAZ), Taylorville, IL
Contact: (217) 824-9313

October 25

Fly-In Breakfast
Mt. Vernon Airport (MVN), Mt. Vernon, IL
Contact: (618) 242-7016

November 2

Illinois Pilots Association
Board of Directors Meeting
Contact: (217) 643-2325

December 17

First Flight Gala Wright Dinner
Renaissance Chicago North, Northbrook, IL
Contact: (847) 215-0460

December 17

Wright Bros 100th Anniversary
Official Commemoration, Chicago, IL
Contact: (773) 686-7496

Mark your calendar to attend our WINTER seminars

January 10

Super Safety Seminar
Illinois Building
State Fair Grounds
Springfield, IL
Contact: (217) 524-5269

January 24

Chicago Aviation Expo 2004
Safety Seminar
Itasca Holiday Inn
Itasca, IL
Contact: (217) 785-8516

February 28

Ultralight Seminar
Illinois Building
State Fair Grounds
Springfield, IL
Contact: (217) 524-5269

February 6 - 7

Midwest General Aviation
Maintenance Seminar
Holliday Inn
Collinsville, IL
Contact: (217) 785-5798

Over 250 Attend 13th Annual WINGS Weekend



WINGS staff include, (shown left are) Gary Stevens, Flight Safety Coordinator, IDOT, Don Cramer, Flight Safety Coordinator, IDOT, Dave Slaybaugh, FAA, John Blohm, FAA and Dale Rust, Flight Safety Coordinator, IDOT.



After a special presentation given by the Wright Redux Association and Packer Engineering, participants look at the engine for the Wright Flyer Replica.



WINGS participants enjoy a break from one of the many safety seminars that WINGS Weekend offers.



WINGS participants enjoying the camaraderie that goes along with the weekend.



WINGS participants listen to a safety presentation given by Terry Ladage, FAA Safety Counselor.



Airplanes fill the ramp at MTO for the popular WINGS Weekend.

ILLINOIS AVIATION

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