

Airport Advisor

July 2004

CLARE MUNICIPAL AIRPORT - 48D

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Edited by Richard Acker

Clare Annual Breakfast Fly-In



When planning a fly-in at the airport, the weather is the most significant factor affecting the number of airplanes that show up. Unfortunately there is no control over the largest factor. However, on July 3, 2004, the weather couldn't have been better.

The first airplane buzzed overhead at 7:15 a.m. and the event officially started. All morning the sky was dotted with arrivals. The official count reached seventy-two airplanes by the time it was over at 11:00 a.m.

Between the pilots and passengers that arrived by air and the guests that drove in, the Clare Area Pilots Association served 220 breakfasts. No one went away hungry. As a result of some skilled planning, there were very few leftovers and nothing went to waste.

There were many comments about the great food and the efficient way the many airplanes were received, parked, and then set up to depart.

With the success of this year's event, everyone is looking forward to "bigger and better" next year.

Dick Acker Passes CFI Written

It has been over a year since the idea of trying to become an FAA Certified Flight Instructor entered my mind. The end goal is very daunting. Just the thought of having the authority to authorize someone to strap themselves into an airplane and actually fly it, is hard to imagine.

On July 19, 2004 one more step toward becoming a CFI was reached. The policy of not disclosing the test scores will be adhered to. Both tests, the Fundamentals of Instruction and the Flight Instructor Airplane, were passed. This opens the door for the last step, the oral exam/check ride by a FAA designated flight examiner. Hopefully, that can be scheduled in late August or early September.

A loose safety nut is no longer a safety nut.

Sport Pilot Scheduled Sept 1

On Friday, July 16, 2004 the federal Office of Management and Budget signed off on the Sport Pilot/Light Sport Aircraft (SP/LSA) proposed rule, sending it off to the Federal Aviation Administration (FAA) for its final prep before publication in the Federal Register. The OMB approval was the final hurdle for the rule, more than 10 years in the making. Now that the process has started moving again, it is picking up momentum.

At a press conference on July 20, 2004 the FAA officially announced that a set of aviation regulations, significantly reducing barriers to participation in recreational aviation, has been approved. The SP/LSA regulations became official when they were published in the Federal Register. The new regulations affect two areas of general aviation.

Key among the provisions in the new rule is the driver's license as proof of medical fitness. Essentially, almost anyone who has a valid driver's license can legally fly a Light Sport Airplane (LSA.) But there are caveats, some of them legal, some of them moral. On the legal side, anyone who has been denied a third-class medical will not be issued a Sport Pilot certificate even if they have a driver's license. They must satisfy the FAA that the medical condition that prompted the previous denial has been fixed or is under control. But there's also the onus of self-certification on the pilot. Although there's not much the FAA can do to prevent someone with serious health problems who's never applied for a medical from hopping in the left seat, it does ask that prospective pilots use common sense and consult with their doctors before starting to fly.

There are some limitations as to when and where the sport pilot may fly. For example he/she can only fly in the daytime. A sport pilot will still be required to be licensed and receive appropriate instruction from an FAA certified flight instructor. However, the requirements will be somewhat reduced.

The designation given to the specific type of airplane the sport pilot may fly is Light Sport Aircraft. This includes aircraft with a gross weight of 1,320 pounds or less. The airplane may have one or two seats, which means the sport pilot can take a passenger. This would include many experimental home built aircraft and a few standard category airplanes such as a Piper J-3 Cub, Taylor Craft, and Luscomb 8-A.

It is apparent that all of the dust has not yet settled on this issue. There will be changes. One way or the other, the effect this rule will have on general aviation will be enormous.

Clare Area Pilots Association Presents:

**BAND CONCERT &
ICE CREAM SOCIAL**

Monday evening

August 9, 2004

Ice Cream at 6:00 p.m.
Band Concert at 7:00 p.m.

Clare Municipal Airport

It's finally here. The event of the summer season you have been looking forward to. The Clare Area Pilots Association and the Twenty Lakes Antique Tractor Club present the annual ice cream social and band concert.

Plan to arrive at the airport by 6:00 p.m. and have a dish of home made ice cream right out of the tub. Check out the antique "hit-n-miss" engine that runs the ice cream maker.

Bring a lawn chair or blanket and relax and listen to the music as Mr. Claude Lemmer directs the Central Michigan Area Concert Band. This seventy piece band will entertain you starting at 7:00 p.m. If you can make it through the hour or so of band music without tapping your toes or clapping your hands, you will be checked for a pulse!

Don't miss this great evening of entertainment.

Need Fuel? Check Us Out

The aviation fuel sales for the month of June reached an all-time monthly high. It didn't look like that level could ever be reached or exceeded. Then along came July. Yep, even better than the record-setting June sales.

The good news is that we were able to purchase a tanker full of fuel in July at a cost that will allow us to maintain the \$2.55 price established in April when we last filled the tank.

The sort-of-bad news is, at this rate of usage, we will need to re-fill the tank in early September. No one knows what the cost of fuel will be then. We will just have to wait and see.

When at Clare, check out the new look and features implemented at the fuel station. The fuel shelter has been finished off and painted. A few more plants have been put around the area. Cleaning supplies for windshield and wings are supplied along with a box of rags. A new EPA approved container for dumping sumped fuel is now available. Aircraft oil, if needed, is there for pilots who forgot to bring their own. When putting oil in the engine, if a funnel is needed, there are disposable funnels which can be used. While tending the airplane, don't forget to quench your thirst with a complimentary ice cold bottle of water.

Please let us know if there is anything we can add to make your stop at Clare more enjoyable.

Airport Construction Update

Wednesday, July 28, 2004 a pre-construction meeting was held at the airport terminal building. Attending were representatives from the primary contractor, Central Asphalt of Mt. Pleasant, Michigan Department of Transportation — Aeronautics, URS Engineering, and other various sub-contractors and interested parties.

Details of the contract were discussed and clarified. When asked to confirm a start date, Central Asphalt indicated they would begin on August 16, 2004 and be completed within the 30-day contractual agreement.

There was a general feeling of cooperation among all parties and it feels like Clare will be getting a good job done in a timely fashion.

The deterioration of runway 8-26 has made its renovation a high priority. September will be the culmination of several years of planning and preparation to make this improvement to the facilities at the Clare Municipal Airport.

Welcome to Clare



Visitors arriving at the Clare Municipal airport will be treated to a warm and unique greeting. A new floor mat gives the impression, to anyone entering the terminal building, they are making an approach to land on runway 22 at Clare.

Pictured above is one of two new mats adorning the floor in front of the two main entry doors. The other mat depicts an airplane skywriting the message "Welcome to Clare."

It is hoped the new mats will make a very positive first impression on everyone stopping at the terminal building.

Editorial

The opinions expressed in this publication are the opinion and sole responsibility of the editor.

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