

The Flight Line

Jackson County Airport – Reynolds Field Newsletter

Editor: Amy L. Godfrey

April 2009

2009 SPRING ISSUE

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Runway 14-32 Dedication

A brief ceremony will be held to dedicate the new Runway 14-32. The event will be held in Aviation Heritage Park and will feature music, a T-6 flyover, comments by Local, State, and Federal officials, and light snacks catered by the Airport Restaurant. This is an opportunity to give thanks to everyone who worked so diligently to make this project possible.

Come join us and enjoy the festivities!

***Tuesday, June 2, 2009
11:00 a.m.***

Future Flight Line Issues Registration

If you want to be notified when future issues of this newsletter are published, follow the link provided below which will take you to the County of Jackson home webpage. Enter your email address, click the search button, check the boxes next to the newsletters you wish to receive, then click save.

<http://www.mygovhelp.org/JACKSONCOUNTYMI/cs/MCOptInOut.aspx?sSessionID>

If you don't wish to have the newsletter sent to you via email, you can also periodically check the Airport web site at www.co.jackson.mi.us/airport to view our quarterly newsletter. The airport is no longer able to mail the newsletter in printed form or maintain a separate email list for newsletter distribution.

JXN Aviation Services Directory

Food and Catering

Airport Restaurant and Spirits
517-783-3616

Aircraft Maintenance and Repair

Jackson Aero
517-780-0343
<http://www.freewebs.com/jacksonaero/index.htm>

Solo Aviation
734-323-0031
<http://www.soloaviation.aero/>

Aircraft Fueling and Ramp Services

Skyway Aviation
517-787-2460
<http://www.skywayjxn.com/>

Car Rental

AVIS
517-782-8218
<http://www.avis.com/car-rental/avisHome/home.ac>

Enterprise
517-783-3331
http://www.enterprise.com/car_rental/home.do

Pilot Training and Education

JCC Flight School
517-787-7012
<http://www.jccmi.edu/FlightCenter/>

ProFlight Training Academy Inc.
517-768-9020
<http://proflightacademy.com/>

Aviation Clubs

EAA Chapter #304
<http://eaa304.com/>

Airport Administration Building Modifications

The Airport Administrative Offices are located in the two-story brick building that was constructed in 1934 to serve as the passenger terminal, airport manager's office, pilot's lounge, and building that housed weather monitoring devices and airfield lighting controls. The building served as the airport's terminal until 1961 when the new terminal building was constructed. In its history, this building also served as a credit union, Consumer Energy Flight Department office, and FAA offices, along with several other private aviation businesses.

A recent "designed on a dime" renovation has restored the former administrative assistant's office to a lobby/entrance area and the administrative assistant's office has been moved to an adjoining area. Original plans were to restore this room to its original condition until research revealed the furnishings included a wooden bench, a pinball machine, and a pop machine. It was decided instead to add furniture and plants for a more welcoming atmosphere to the building. Over the next several months, historical photos and other memorabilia will be displayed with the intention of making this an additional feature of the Aviation Heritage Park experience.

Kudos are in order to John Feldvary for volunteering his painting prowess to this office plus two other downstairs offices and to Alan McCardell who will be cataloguing, scanning, and framing the many historical items that are contained in our archives.



**Newly decorated lobby in
Airport Administrative Building.**

Airport Profile

Mike Bartholomew Jackson Community College Flight Center

Mike Bartholomew has been responsible for maintenance of the fleet of JCC Flight Training Center aircraft for 18 years. A native of Jackson, Mike saw an advertisement in Mechanics Illustrated for the Spartan School of Aeronautics in Tulsa Oklahoma and knew immediately that aviation mechanics was his career choice. Graduating from the 18-month program in 1980, Mike received his A & P (airframe and power plant) certificate and first worked rebuilding Beech Stager Wings for Eastern Aircraft based at Detroit City Airport. In 1981, Mike returned to his hometown and began working for Gimball Aviation, a certified Cessna repair station and dealer that was then responsible for maintaining the JCC aircraft fleet. Mike worked there until 1991 when Dave Frazier, then Director of Aviation at JCC, hired him. Mike had to build the maintenance shop up from scratch since there were no tools of any significance in the hangar.

Mike Bartholomew has continued to improve his knowledge of aircraft repair with an IA (Inspect and Authorize) rating, a high performance and complex pilot rating, Textron Lycoming training, and Cessna factory training. Mike also serves at the Operations Manager at the Flight Center and is responsible for day to day operations.

Mike is married to Jill and they have two children: Emily, 14, and Adam, 11. Mike's father, three brothers, and one sister are all living in the Jackson area. The biggest change Mike has experienced during his career with the JCC Flight Center is the need to now recruit flight students – where before they just kept coming through the door. Now it is a challenge to keep the doors open because of the current economy combined with the other negative factors from recent years affecting general aviation. Mike feels fortunate to be working in a general aviation job that he enjoys and to do so in his hometown.



Mike Bartholomew at JCC Flight Center

Airport Attempts to Make Hay

Jackson County Airport is receiving proposals from area farmers to harvest approximately 200 acres of natural grasses as hay. The grass grows naturally in fields that surround the runways and taxiways of the airport. Traditionally, the airport staff expends a considerable amount of time and money cutting these fields with a field mower. The current proposal is to have an outside entity cut and bale the grass at least twice a year. This would save the airport staff time, fuel, and equipment costs which are usually incurred while also generating some revenue to the airport coffers. Several area farmers have expressed an interest in this project which has an April 15, 2009 deadline for proposals to be submitted.



2009 Airport Calendar of Events

Date	Location	Time	Event
May			
28	Airport Picnic*	5:00 p.m.	EAA Hangar
June			
2	Runway 14-32 Dedication	11:00 a.m.	Aviation Heritage Park
4-6	Jackson Blues Festival	Varies	Front Airport Lawn
7	EAA Pancake Breakfast	7:00 a.m. – Noon	EAA Hangar
11-14	Michigan Intl. Speedway	Varies	Airport
July			
9-12	Aerobatics Competition	Varies	Airport
17-19	Hot Air Jubilee	Varies	Airport
August			
13-16	Michigan Intl. Speedway	Varies	Airport

*Open to hangar owners, based business owners, based pilots, and employees.

Runway 7-25 Safety Area Project on Course

On April 10, 2009, the County Board of Commissioners approved contracts with Mead and Hunt of Lansing, Michigan that will provide consultant services for fee or easement acquisition of twenty-four separate parcels of land associated with the Runway 7-25 RSA project. A “fee” acquisition simply means that the land, along with any structures, is purchased outright by the Airport with the intent that all structures will be demolished and, in most cases, the trees will be cut to ground level. An “easement” purchase means that limitations are placed on the height of structures, trees become deed restriction for that parcel, and the owner is compensated for that restriction. In many cases, this will result in tree clearing or topping. In some cases, current local, State, and Federal restrictions already apply to the parcels in question.

The twenty-four parcels are all privately owned and are in, or near, the future approaches for Runway 7-25. Each parcel must be surveyed and appraised and is subject to an environmental assessment. The owners of these parcels are contacted by a professional land consultant who will explain the process of land acquisition as prescribed by Federal and State law with the overall goal of reaching an agreement for the purchase of the easement or parcel of land. The airport is eligible to apply for FAA Discretionary funds that would cover the actual costs of the easements or land purchases later this year. Generally speaking, all parcels and easements must be owned by the airport before actual construction can begin which amplifies the importance of these first steps.



Runway 7-25 Parcel Acquisition in Progress

Economic Luncheon Held at the Airport

Spring Arbor University and the Greater Jackson Chamber of Commerce sponsored an economic luncheon in the Patrick Energy hangar on April 8, 2009. The keynote speaker was Tim Patton, CEO of Patton Holdings (Ann Arbor) and founder of a new charter air service, Flagship Private Air. Flagship Private Air offers charter service to both business and private customers. The focus of Mr. Patton’s message was entrepreneurship with a focus on Michigan’s current economy and the challenges and opportunities that are present.



Tim Patton’s Remarks

The luncheon was attended by 90 representatives from the local Jackson area business community. Tours of two of the corporate aircraft were available after the luncheon.



Flagship Air Fleet

For more information about Flagship Private Air, visit their website:

<http://flagshipprivateair.com/>.

On Final for Runway 14-32

As spring unfolds this year, only a few tasks remain in order to close the books on the Runway 14-32 Safety Area project that started almost two years ago. Other than the normal punch list of small items, all that remains is grooving the runway, restoration and seeding of areas adjacent to the runways and taxiways, and application of the final coats of pavement paint markings.

From the outside, runway construction appears to be a simple process. In reality, it is not. Runway construction is complex when considering electrical systems, storm drainage systems, runway navigational aids, airfield lighting control systems, etc. Lastly, all of the construction occurs while the airport is open for business.



Overall, the Runway 14-32 construction project progressed in a smooth fashion due to the cooperative spirit that was exhibited by and among all of the entities who worked on the



project. Included in this group are the employees of the various construction, engineering, electrical, tree cutting, ground restoration, and government entities who worked on the project. Dave Flynn and his staff of experienced air traffic controllers (Midwest Air Traffic Inc.) did a remarkable job of permitting construction activities while avoiding any project-related runway or taxiway incidents.

ATADS : Tower Operations : Standard Report

From 01/2008 To 12/2008 | State=MI

Facility	IFR Itinerant					VFR Itinerant					Local			Airport Operations	Tower Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total		
ARB	0	195	3,509	2	3,706	0	1,003	19,168	40	20,211	40,991	2	40,993	64,910	67,347
AZO	1,401	11,051	9,607	28	22,087	0	535	14,620	59	15,214	23,083	0	23,083	60,384	61,115
BTL	22	624	12,046	811	13,503	0	202	30,402	1,454	32,058	58,932	974	59,906	105,467	106,200
DET	14	2,183	7,180	24	9,401	0	165	19,819	24	20,008	32,611	42	32,653	62,062	67,653
DTW	241,144	211,239	8,851	104	461,338	18	247	856	61	1,182	5	4	9	462,529	462,971
FNT	11,137	13,226	15,477	96	39,936	142	164	8,672	143	9,121	19,470	171	19,641	68,698	71,247
GRR	15,826	31,253	23,067	1,427	71,573	0	760	11,680	103	12,543	11,958	1,570	13,528	97,644	101,147
JXN	80	200	5,900	46	6,226	23	420	20,984	104	21,531	20,426	88	20,514	48,271	49,154
LAN	5,022	11,830	9,348	578	26,778	30	154	8,327	185	8,696	10,739	325	11,064	46,538	49,001
MBS	8,504	3,586	7,083	118	19,291	11	483	5,196	80	5,770	7,196	56	7,252	32,313	36,965
MKG	59	4,842	9,696	126	14,723	1	248	17,066	264	17,579	25,023	317	25,340	57,642	59,037
PTK	901	9,241	31,668	35	41,845	378	1,155	43,429	79	45,041	73,704	428	74,132	161,018	162,161
SAW	26	10,398	752	95	11,271	1	596	6,322	150	7,069	6,522	781	7,303	25,643	26,144
TVC	7,509	9,155	11,130	1,140	28,934	120	2,007	17,786	2,568	22,481	31,174	5,464	36,638	88,053	88,466
YIP	2,550	11,329	14,771	71	28,721	43	417	16,546	34	17,040	32,626	121	32,747	78,508	81,139
Total:	294,195	330,352	170,085	4,701	799,333	767	8,556	240,873	5,348	255,544	394,460	10,343	404,803	1,459,680	1,489,747

Report created on Wed Apr 8 09:02:58 EDT 2009
Sources: Air Traffic Activity System (ATADS)

Recommended Security Action Items for General Aviation Aircraft Operators

The Transportation Security Administration (TSA) has issued the following Security Action Items (SAIs) for general aviation operators. They are intended to provide guidance to aircraft operators as they implement security measures best suited to their particular circumstances. SAIs should not conflict with federal regulations and, if in question, follow the existing laws. Aircraft operators should decide which SAI recommendations are appropriate for them based on their particular situation. For more information about these SAIs, view the entire document at the following website: http://www.tsa.gov/assets/pdf/ga_ao.pdf.

Aircraft Security

The main goal of enhancing GA aircraft operator security is to prevent the intentional misuse of GA aircraft for terrorist purposes and illegal activities. Proper securing of an aircraft is the most basic method of enhancing GA security of aircraft operations. While an effective layer for aircraft security, a lock is simply a delaying device and not a complete bar to entry. Pilots should employ multiple methods of layers of securing their aircraft to make it as difficult as possible for an unauthorized person to gain access.

Aircraft operators can employ multiple methods of securing their aircraft to make it as difficult as possible for an unauthorized person to gain access to it. Some basic methods of securing a GA aircraft include: 1) Ensuring that door locks are consistently used to prevent unauthorized access or tampering with the aircraft; 2) Storing the aircraft in a hangar, if available, and locking hangar doors; and, 3) Ensuring that aircraft ignition keys are not stored inside the aircraft.

Aircraft operators are encouraged to use auxiliary locking mechanisms to further protect aircraft from unauthorized use. Commercially available options for auxiliary locking mechanisms include locks for propellers, throttle, and tie-downs.

Hangar Security

Use of an aircraft hangar is encouraged at locations where available. Storage of aircraft in hangars is one of the most effective methods of securing the aircraft. Additionally, when storing an aircraft in a hangar: 1) Ensure that all hangar/personnel doors are secured when unattended; 2) Avoid hangar locks that have keys that are easily obtained or duplicated; and, 3) Ensure that keys to hangar locks are accounted for at all times.

Passenger/Visitors

Aircraft operators and/or the pilot-in-command should verify the identification of crew and passengers prior to departure. GA passengers are generally known to GA airport and aircraft operator employees; however, it is important that all passengers are identified, with a particular focus on passengers that are not well known to the aircraft operator.

The aircraft operator should provide advance notification to passengers that they may be asked to provide a valid personal identification. Prior to passenger boarding, and aircraft operator should request from each person who appears to be 18 years of age or older a valid governmental-issued ID or corporate ID issued by the aircraft operator. Ultimately, the aircraft operator or pilot-in-command should ensure that the identity of all passengers has been verified, all occupants are on board at the invitation of the owner/operator, and that all baggage and cargo is known to the passengers.

Reporting Suspicious Activity

The operator should immediately report to the Transportation Security Operations Center (TSOC) any threat information, as well as any suspicious incidents and activities that could affect the security of U.S. civil aviation by calling the GA Secure hotline at 1-866-GA-SECURE (1-866-427-3287). The reports should include information on all threats, suspicious incidents, and activities provided to the operator by Federal, State, or local government agencies, foreign governments, operator employees or authorized representatives, airport operators, private individuals, or fixed base operators. The following information should also be supplied to the GA Secure hotline, when available: name of the reporting aircraft operator; affected aircraft's flight number and tail number; name/location of the affected airport; current location of the affected aircraft; description of the incident/activity; and, the names and other biographical data of individuals involved in the threat, activity, or incident. An aircraft operator should immediately notify local law enforcement of any breach of security, including but not limited to the following: aircraft with unusual or unauthorized modifications; unfamiliar persons loitering for extended periods of time; pilots who appear to be under someone else's control; person who appear to be posing as pilots or some other type of individual to gain access to the airport; persons who appear to have false or altered credentials; pilots who make threats or statements inconsistent with normal uses of aircraft; and, any other events or circumstances that do not fit the pattern of lawful, normal activity at an airport.

Used Merchandise Sale

A used merchandise sale will be held at the Jackson County Airport. There will be a variety of used items for sale, including used aircraft parts. All revenues received from the sale will benefit the airport by being used toward public improvements, including maintenance and landscaping around Aviation Heritage Park, EAA, and the Airport Terminal Building. Other events taking place that weekend include the Blues Festival and the EAA Pancake Breakfast. The sale will be held during daylight hours on Friday, June 5, 2009 through Sunday, June 7, 2009 in Aviation Heritage Park.

*Come join the fun and support the
Jackson County Airport!*