



Airport News

From DAA

Dyersville Area Aviation

Not to be confused with DIA – Denver International Airport

November / December 2006

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Pictured are Bruce Troyer of Iowa City and his friend, Tricia Reinhardt. Bruce flew the Cessna 172 to Dyersville to visit and spend the weekend. I was at the airport when he landed. As all pilots do, we struck up a conversation while waiting for his ride. I asked the usual questions, - - name- - where are you from - - etc. Then I asked the question I thought a “non pilot “would ask. “Why did you fly rather than drive? Iowa City is only an hour and a half drive.” He answered with one word, “**Convenience**”.

Airport Ready for Winter

In the past weeks, the sand point water pump was taken out for the winter; the tractor and 360 mower were taken to town for their winter tone up and maintenance.



What do pilots do on weekends?

Pilots are always looking for someplace to fly to or get a good meal. On a Saturday morning this summer, the above pilots and wives flew to the Cassville, Wisconsin airport and were driven to the local restaurant for breakfast. Following a hearty meal everyone was driven back to the airport and flew home.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked: "What was your last known position?"
Student: "When I was number one for takeoff"

AOPA WON'T TAKE 'NO' FOR AN ANSWER ON PILOT MEDICALS

The FAA slammed the door on any further consideration, saying it won't budge on the sport pilot "Catch-22" issue or extending the driver's license medical to pilots exercising recreational pilot privileges. "But we won't give up, particularly because we

think the FAA's position is logically inconsistent," said Andy Cebula, AOPA executive vice president of government affairs. "Too many pilots have lost their medicals, yet they are still fit to fly light sport aircraft and simple aircraft like Cessna 172s safely. We're going to find a way to make that happen." AOPA has petitioned the FAA multiple times to extend the "driver's license medical" to recreational pilots. That would allow pilots to fly a fixed-gear, four-seat aircraft with up to 180 horsepower in day VFR conditions without a medical certificate. "We will keep knocking on this door," said Cebula. AOPA will conduct yet another detailed analysis of the data records, looking specifically at the two years of data from sport pilots flying without medical certificates. "We'll hit them again with the evidence," he added. AOPA also suggested a common-sense way to fix the Catch-22 for sport pilots. Pilots exercising those privileges in light sport aircraft don't need a medical certificate, just a current driver's license, except for pilots who have previously been denied a medical certificate by the FAA. AOPA said that pilots should be allowed to obtain a health statement from their personal physicians. But the FAA rejected it. All pilots, however, have to self-certify before they fly. See [AOPA Online](#).



Fred Lansing entertains Dan Bartlett's children. Dan flew to Dyersville to visit relatives. While here, Fred landed with his helicopter. It was a real treat for the kids. (Dan flies 747's)



Future pilot Matt Laskowski of Dyersville, took to the air in the 1946 Ercoupe. Matt is ready to start flying lessons and will be enrolling in the University of Dubuque Aviation Program.



Luke Kramer, son of Craig Kramer helps Grandpa Kramer replace the windsock.

Single-Lever Skyhawk

Ready for the switch to diesel power? Read on

BY THOMAS A. HORNE (From [AOPA Pilot](#), August 2005.)

Early this year, Thielert Aircraft Engines (TAE) earned both EASA (European Aviation Safety Agency) and Federal Aviation Administration approval of its 135-horsepower Centurion 1.7 turbodiesel engine retrofit for the Cessna 172K, -L, -M, -N, -R, and -S models. FAA approval of a kit for Piper Warrior IIs, IIIs, and Cadets should have been granted by the time you read this. This is a big step forward for general aviation's diesel "movement" — and for Thielert's ambitious designs. So far, TAE has shipped some 405 Centurion 1.7 engines — most of them destined for Diamond Aircraft.

The Centurion 1.7 starts off as an in-line, liquid-cooled and intercooled four-cylinder Mercedes-Benz turbodiesel engine. Mercedes ships these engines to Thielert's Lichtenstein, Germany, plant, where they are stripped of many original components. Crankshafts, camshafts, cylinders, and other high-dollar parts are tossed out and replaced with components designed and built to Thielert's specifications. TAE uses its own state-of-the-art, computer-controlled milling machines to make these parts to very precise tolerances.

The company also builds the engine's reduction gearbox, as well as its full authority digital engine control (FADEC) unit, engine instruments, engine mounts, exhaust components, and cooling shrouds. The three-blade, constant-speed, composite-construction propeller is from MT-Propeller. The engine, its shrouds, gearbox, and other components, by the way, fit within the standard Cessna 172 cowling.

TAE ships the 950-part, firewall-forward kit in three boxes, and its price is currently set at 45,500 euros, or about \$55,055 at the current exchange rate — which was 1.21 dollars to the euro as of this writing in June 2005. The PA-28 kits should run about \$59,220. TAE says that installation time should require approximately 110 hours of labor.

Merry Christmas and Happy New Year



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