



Airport News

From DAA

Dyersville Area Aviation

Not to be confused with DIA – Denver International Airport

January 2010

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Craig Kramer 875-7121

**Vice President, Secretary,
Treasurer**

Dave Kramer 875-8590

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Dave Kramer 875-8590
Fred Lansing 252-3489
Ron Radloff 875-9101
Keith McCarraher 921-3203
Craig Kramer 875-7121

City Representatives

Robert Kramer 875-8012

Website

www.dyersvilleairport.com

Happy New Year



Airport Temporarily Closed again this winter

The twelve inch blizzard that hit Iowa this month has temporarily closed the airport. It will take a tractor with a nine foot blower to blow the drifts off the runway.

The first snow, right before the blizzard was perfect. There was only had an inch and no drifting. Normally, if we can see the grass peaking through the snow, the runway is good to go. The last pilot that flew off the airport the day before the snow said the runway seemed to be frozen. We hope it stays frozen until we can blow it. If the ground thaws the tractor and blower can do damage to the runway. Some years the lush green runway can look like a vast wasteland.

Aviators of the Past



We all knew Cliff Knippel as an officer in the Dyersville National Bank and the American Trust Bank in Dyersville. Cliff was a mild mannered gentleman who spoke quietly. But in his younger days Cliff knew what had to be done and did it aggressively. During WWII, Cliff saw the war from the turret of a B29.

Cliff served in the Army Air Corps as a remote control mechanic and a turret gunner on the B29 long range bomber. At the time, the B29 was the biggest airplane in the world. His responsibilities included checking the electrical system, testing the accurate firing of the guns, and keeping the remote control system operational. His B29 crashed at Tinker Field outside of

Oklahoma City, OK while attempting to make a forced landing. The pilot was killed and the co-pilot and navigator died later. Cliff's eyebrows, eye lashes and hair were burned, but otherwise he was ok. He had the opportunity to leave the service after the crash but his love of flying was so strong that he chose to remain on active duty until the war was ended.



Crew No 9

Pilot Philosophy

Aircraft Identification:
If it's ugly, it's British.
If it's weird, it's French.
If it's ugly and weird, it's Russian.

Without ammunition, the USAF would be just another very expensive flying club.

USA Today Article

should begin by addressing the ovvi- but take say

Small airports are the backbone of our aviation system

USA TODAY's story "FAA low priorities get \$3.5B in grants" distorts the truth about small community airports and the value they bring to Americans nationwide. The national network of small community airports represents the backbone of our nation's aviation system — a network so critical that Congress has long mandated the funding program, which you unfairly criticize, as a recognized national priority (News, Monday).

The kinds of projects your story calls into question often support airports in towns with little or no airline service.

These airports provide a transportation lifeline for small businesses, schools, universities and other organizations. They serve as regional development engines that generate jobs and economic activity.

Equally important, these small airports are essential for providing air transportation access for postal service, firefighting and disaster relief, medical evacuations, law enforcement, homeland security and military operations, patient and organ transport to emergency centers and other services.

It's unfortunate that your story overlooked these key facts and failed to explain the many good reasons why investments in community airports provide a tremendous return to us all.

Ed Bolen, president and CEO
National Business Aviation
Association; Washington, D.C.



Valuable aid

Your report criticizing federal funding of general aviation was misleading and biased.

I would like to remind your readers of a Super DC-3 flown by Glen Hyde and Denny Chiringhelli during the devastation after Hurricane Katrina.

The pilots brought desperately needed medicine, food and water to victims, and they used a general aviation aircraft. At the time, no relief was being sent by the U.S. government.

Also, Pilots N Paws is a general aviation group that transports abandoned animals to new homes.

Romas Povilaitis
Monterey, Ind.

This article was given to me by Fred Lansing. He saw this in the "USA Today" and thought it was interesting. This country would run a lot slower without small airports. How many airports in Iowa have commercial carriers taking on passengers? Not very many. But little airports are bringing business executives (most business aircraft require a 5,000 ft. hard surface runway) and industrial personnel to these communities.