



Airport News

From DAA

Dyersville Area Aviation

Not to be confused with DIA – Denver International Airport

October 2010

Final Days of Summer

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Photo by Clare Kramer

As summer slips away scenes like this will disappear and turn to black and white photos with a chill. It has been an active summer at “Dyersville International”. Randy Schuster built a hangar and is moving his airplane to DAA. That brings the total of aircraft to 4 and next year (hopefully) number 5 (another Ercoupe) will be based here.

We were visited by the Dubuque EAA Chapter 327, Associated Pilots of Iowa for their meetings. The local pilots and EAA pilots helped with our “Young Eagles” flights which gave twenty four young people their first experience with aviation and a flight. The model airplane club had their air show this summer and attracted a couple hundred enthusiasts.

On the business side, we had small business use the airport and some people flew in just to tour and spend the day in Dyersville. Thanks to Tauke Motors, we were able to supply them with transportation when they landed.

The Dyersville Airport is another small asset which helps keep Dyersville vibrant.

A view of the Mississippi from the front window of the "Coupe".
The day was perfect, calm wind, sky clear and time to relax.

Fall is the best time of the year to fly.



Manchester Airport Hosts Coffee and Donuts



Pilots from Eastern Iowa and Wisconsin flew in for the coffee and

Manchester airport hosted the Donut and Coffee weekend October 17. The day was perfect and the donuts were plentiful.



conversation. Fred Lansing's helicopter drew a crowd.



Looking to see what's new in Light Sport.



Pilot Thoughts

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs. ---
President, DELTA Airlines

WINTER CHECKLIST: IS YOUR AIRCRAFT READY?

As cold weather filters in, start [winterizing your aircraft](#). The experts in AOPA's Pilot Information Center recommend packing a winter survival kit with a winter jacket, gloves, and boots to keep in your airplane. Also, remember to use your cowling plugs, and in really cold areas, bring out your cowling blankets. Keep the fuel tanks topped off, switch to a multi-grade or lower viscosity oil (keep a few extra quarts in the baggage compartment), and put new batteries in your flashlights. Remember that cold weather is tough on your battery, so use it sparingly before starting the engine. And, on those cold mornings, make sure the engine has ample time to warm up before flying. For more information, see the AOPA Air Safety Foundation's [Safety Hot Spot: Winter Preflight](#).





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