



Airport News

From DAA

Dyersville Area Aviation

Not to be confused with DIA – Denver International Airport

September 2010

President

Craig Kramer 875-7121

**Vice President, Secretary,
Treasurer**

Dave Kramer 875-8590

Board Members

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

Bern Heimos visits Dyersville



Bern Heimos visited Dyersville this month via Southern California, southern United States, New York, Statue of Liberty, Antique Aircraft Fly-Ins at Blakesburg, Iowa and Brodhead, Wisconsin. This year Bern's flight took him around the Statue of Liberty and down the Hudson River. When asked how difficult it was, he said, "Not difficult at all." Bern had to go on line, get instruction of the regulations, take a test and away he went. Now back in California, Bern has flown over 100 hours and covered over 6,000 miles on this year's adventure.



Bern's second career is photo-journalism. He has produced documentaries of his flights, wrote articles in national flying magazines and has a web site, www.vintageflying.com. While here he spoke at the Associated Pilots of Iowa meeting at the Manchester Airport. We were treated to his presentation of "Always on Final". (Airplanes on final fly 70 mph at 500 ft. agl - - Bern and the Cub fly that speed and height all the time), "When you know you are low and slow" (a power point presentation of humor) and his video "Journey Home" (his first trip across America to fly the Cub to its birthplace, Lock Haven, PA).



Land being prepared for the new Western Dubuque School.

The land between Farm Tek and the Ellen Kennedy Center is the location of the new Western Dubuque School. In the background, Farm Tek grading is complete for their new facility.

Luxemburg, Iowa Holy Trinity Church was struck by lightning. The top of the steeple burned and fell to the street.



Pilot Thoughts

New FAA Motto: We're not happy 'till you're not happy.

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

Home Town Pilots

LIEUTENANT COLONEL MARK E. "Pacman" SCHLICHTE

A native of Dyersville, Iowa, Lieutenant Colonel Schlichte is a 1986 ROTC graduate of Iowa State University. Colonel Schlichte completed Pilot Training in December 1987. After survival training and B-52 Initial Qualification, he reported to his first duty assignment at K.I. Sawyer AFB, MI in July 1988 and began sitting nuclear alert. It was also there that he met his future bride, Maureen. In June 1990, they were married and given a Joint Spouse assignment to Wurtsmith AFB, MI where he continued to fly and sit alert while Maureen was an active duty nurse. In January 1991, Colonel Schlichte flew his first combat sortie in Desert Storm from Wurtsmith and landed in Jeddah, Saudi Arabia where his crew led 24 of 26 combat sorties. After Desert Storm, he was selected as 8th Air Force's top combat crew for 1991. Colonel Schlichte was selected for the B-1 and they moved to Dyess AFB, TX in 1993. He made a quick impact as the top scoring aircrew in the 1994 Air Combat Command (ACC) Bombing and Navigation competition and flew the 50th Anniversary D-Day flyover in Normandy, France. His crew was also recognized as the 1994 Curtis E. LeMay Award as the best combat crew in the Air Force. While at Dyess, Colonel Schlichte upgraded to Instructor Pilot, was Chief of Training, graduated from the Air Force Weapons School in 1996, and served at the B-1 "School House" as an Instructor Pilot in the Central Flight Instructor Course. In 1998, Colonel Schlichte was assigned to ACC Headquarters at Langley AFB, VA. There, he served as the B-1 Weapons and Tactics Program Manager, the Air Force Weapons School Program Manager, ACC Tactics Team Chief, and Executive Officer to the Director of Operations. It was also there that Colonel Schlichte coordinated with USAFE leadership to include the B-1 into combat plans for Operation Allied Force. After securing approval for B-1 operations, he coordinated the setup of B-1 strike planning at the Combined Air Operations Center in Italy where he planned over 130 combat sorties. After Allied Force, Colonel Schlichte was tasked to develop a Bomber Concept of Operations. His briefing was subsequently given to congress and set the stage for the future bomber roadmap and the next generation bomber. In the summer of 2002, Colonel Schlichte moved to Ellsworth where he was assigned as Chief of Safety and deployed shortly thereafter for Iraqi Freedom. There, he flew 18 combat sorties and was awarded the Distinguished Flying Cross for Heroism while attacking two heavily defended airfields. At Ellsworth, Colonel Schlichte's safety program was recognized by the 12th Air Force commander for having the largest accumulation of safety awards ever seen. He was also recognized as the best Chief of Safety in 12th AF two years in a row and won ACC's top individual safety award. He also held positions as the 28th Bomb Wing Director of Staff, 28th Operations Support Squadron Director of Operations, and the Inspector General. Colonel Schlichte was recognized as leading the best IG Complaints office in ACC for 2007 and 2008. Mark and Maureen have three beautiful and talented children, Mark 14, Meghan Anne 13, and Mary-Katherine 8.



Lieutenant Colonel Mark Schlichte
28th Bomb Wing
Ellsworth Air Force Base, SD



Article taken from Lieutenant Colonel Mark E. Schlichte Retirement Ceremony

Coffee & Donut Sunday at the Dyersville Airport (Sept 26)



The day started with ceilings broken, 5 miles visibility with ground fog. A beautiful morning to say the least. As Dick Anderson landed with his Luscombe, the fog moved in and ceilings became 200 ft. with 2 mi. visibility. Dick, his lonely Luscombe and I sat down for our coffee and donuts. As the morning moved on, airplanes flew over the field and radioed their dismay of not being able to come down through the fog and land. But as the morning passed, pilots and friends started coming by car. There was a lot of "hangar talk" and "tire kicking" throughout the morning.

Later in the morning, the weather cleared and Dick Anderson fired up the Luscombe and headed for home. Dick is a FAA Flight Examiner from Dubuque.



Top – Ron Radloff and Bill Burger.
Rt. – Tom Welch and Dick Anderson.



Dick Anderson, Dick & Sue Bartholomew

Fall Color Fly-In Breakfast

**Sunday Oct. 17
8-Noon**

**Palmyra Airport (88C)
Palmyra, WI**