



Airport News

From DAA

Dyersville Area Aviation

Not to be confused with DIA – Denver International Airport

November/December 2014

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Our Visitor leaves for home



The Cessna 140 that was parked here this summer was finally trailered to Ankeny, Iowa for its new engine. The owner and crew took off the wings, put it on a trailer and left for home. The 140 hit a snow drift last winter and damaged the engine. We don't know the reason it was here so long - - maybe they were waiting for an insurance settlement. It is nice to know that it will be flying soon.



The 2015 Airport Calendars just got back from the printer. 2015 will feature Dyersville's three airports and local pilots. I thought we would have a dozen or so pilots, but now we're over 50 and every time I think the calendar is finished, we find another pilot and the calendar has to be reworked. The calendar should be ready and anyone that wants one, send me an email. All we are asking for then is a donation to cover the cost of the printing. djkramer@hotmail.com



Dave, Bud, Jim and grandson Mitch

Bud Ross By Dave Ross

My Father, Bud Ross, began his flying career with an introductory flight on 10/13/67 and started formal lessons one week later in Dubuque, Iowa. His first solo flight occurred eleven hours into training and he earned his ticket in a Cessna 152 in January of 1968. Almost immediately thereafter he successfully “checked out” in a PA-32-260.

In June of 1968 Bud flew to Canada on a fishing trip, the first of forty-plus Canadian fishing trips, this time VFR with less than 100 total flight hours under his belt. The round trip encompassed 17 hours of flight time.

In 1977 Bud achieved his instrument rating at approximately 540 hours total time. He continued to rent a variety of aircraft from Dubuque, increasingly for business purposes, until 1983 at which time he had amassed 1400 hours. Due to the increased need for business travel, Bud bought a Cessna 210—*Centurion 2110 Uniform*. Bud was beginning to travel extensively to give insurance seminars and increased airplane capability became a priority. The Centurion was a turbo-charged speedster capable of traversing mountainous terrain while the pilot used supplemental oxygen. From 1983 to the end of 1985 Bud accumulated an additional 530 hours of flight time!

In 1985, it was clear Bud’s business travel needs would increase dramatically. Bud began both marketing and teaching agents to sell EF Hutton’s Universal Life as both an insurance and investment vehicle. He would fly out to anywhere in a 14 state area on short notice to give a talk, and often be home for pizza that same evening. His kids would give chase in an extended van with overhead projectors, slides and a hanging bar with suits to support him at the meetings while cutting their teeth in the business world. Later they would be trained to give the seminars as well. This was a wild and expansive success for both Bud and EF Hutton. Many may remember EF Hutton’s slogan; “When EF Hutton talks...people listen”. Our family got Bud a plaque that read “When Bud Ross speaks, EF Hutton listens”. How could Bud continue to pull off such an agenda? On 12/21/1985 he purchased *Malibu 9220 Tango*; a fast, six-seat pressurized single which had a serious ramp presence as well.

Bud flew *9220T* all over the Midwest and more remote locales including Yuma, San Diego, Austin, Dallas, Vero Beach, Nashville, Orlando, Indiana, Minneapolis, Council Bluffs, Newark, Des Moines, Green Bay, and Denver to name but a few. Recreationally he flew annual trips to Canada to go fishing; one year to the Northwest Territories above the tree line. Always an adventurer, Bud flew to the Bahamas one year via Atlanta, Fort Lauderdale, and over Cuba.

In 1988, Bud’s widespread business needs contracted to a mid-western focus and *Malibu 9220T* was sold with sorrow in Bud’s heart. At this point Bud had accumulated 2750 flight hours. Amazing to me is what those hours mean in distance covered given the speed of the Centurion and the Malibu; truly staggering.

In April of 1988 Bud “checked out” in a Cherokee Six-300: *N90289*. This plane was owned by Kuhlman Construction but no one else flew it such that Bud was the only pilot in the log book. I can’t remember

the “wet” rates other than that they were absurdly cheap. He and I talked about how he shouldn’t ask any questions...just fly. Bud flew N90289 for both business and pleasure accumulating an additional 1200 hours, finishing with a total of 3931 total flight hours. As a kid, I worked ATC radios and had my hands on the controls for take-offs, landings, and in-flight maneuvers in *Centurion 2110U*, *Malibu 9220T*, and *Cherokee 90289*. Many times I was Bud’s right-seat pilot and have many stories to relate as a result; Bud was always a teacher. His last fishing trip to Canada was in 2008, and it was an honor to be picked up in Minnesota and hand-fly N90289 from the right seat most of the way. I have to admit, however, that the Old Man was still further ahead of the airplane than his son who flies a Mooney Ovation II. I don’t know a better pilot than Bud Ross.



Happy New Year



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