



## THE OSU AIRPORT NEWS

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### Inside This Issue:

Cover Story	1
Notes From Around The Airport	2
EAA9 / Young Eagles	3-4
Tower Talk	5
Aviation Department	6
Meet The Staff	7
Advertisers	8

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## Consultants explore noise reduction measures

Even though the aircraft noise from Don Scott field is considered, by the FAA, EPA, and other regulatory agencies, to be compatible with the land uses around the airport, the University has asked its noise consulting team to explore further steps toward reducing noise in the neighborhoods. Recommendations could also address land use for areas outside of airport boundaries.

The consulting team has solicited input and received feedback from airport staff and other stakeholder groups as well as residents from the neighboring communities. In addition, the team is looking at industry and airport best practices that could be evaluated for application at this airport.

Ultimately, the University and/or FAA will need to approve and implement the measures suggested by the noise consulting team.

The general categories that the consulting team will review include:

- Aircraft Operational Procedures
- Land Use Measures
- Administrative Measures

The consulting team will consider several criteria in reviewing the above categories, and has stated that any adopted measure should:

- Be part of a balanced and cost effective program for reducing noise without limiting airport utility, aviation efficiency or adversely impacting safety;
- Improve the overall noise environment, while not shifting noise from one community to another;
- Provide the highest priority to those measures that reduce the highest noise levels affecting the greatest number of people, without adversely affecting one community over another;
- Be technically and legally feasible, and approved by the FAA (flight procedures) and local governments (land use measures).

The results of this study are expected to be available this spring. A final open house, including a public hearing, will be held after the results have been made public.



# NOTES FROM AROUND THE AIRPORT

- Please welcome the following new employees at the airport;
  - **Matthew Hein** - Student Assistant, Dispatcher
  - **Jay McDaniel** - Line Service
- 

<b>OSU Flight Education would like to congratulate the following students on their recent accomplishments:</b> <i>January 2009</i>	
<b><u>Solo</u></b> David Haag	<b><u>Commercial</u></b> Kyle Ong



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## President's Message

*I receive many emails and phone calls from prospective new members. Each one receives a personal response. Following is one such letter about our active EAA chapter (edited to remove personal information). I think you will agree it is worthwhile belonging to EAA Chapter 9.*

EAA Chapter 9 is a group of nearly 100 with varied aviation interests. We have a homebuilder subgroup that focuses on that activity. We have about a half dozen project visits each year and they have provided energy to the builder to keep plugging along.

We have a large Young Eagles program that brings kids and the community to a short duration Saturday event 6-8 times a year. This is a hit because so many people have a hard time committing a large chunk of time, but they can commit to part of a day. It also helps our airports with positive community relations. We offer rides at OSU, MRT, UYF, TZR, and sometimes at DLZ. We even operated out of CMH once. (That was interesting!)

We have an interesting speaker at each meeting. Meetings are generally the 3rd Thursday at OSU, but often we have special events that preempt a formal meeting. We have an active volunteer effort at OSH AirVenture photographing over 1,000 planes in the judging arena. We have an award winning web site and an award winning newsletter. We have brought EAA's B17 and Ford Trimotor to Columbus for a total of five occasions. Those are great community events that involve a large number of the members.

Our Chapter tours included CMH tower, AirNet, NetJets, FlightSafety, AF Museum, Hartzel Propeller and more. We even had a special presentation of banner towing at TZR. Many of us were on the ground volunteering for the Gathering of Mustangs and Legends (What an amazing, once in a lifetime event). We sponsor and coordinate FAA Safety Seminars.

Like many Chapters, we have dining events, our fly-in breakfast at MRT, our summer/fall hog roast and a winter holiday gathering.

Of course, we look for excuses to fly to dine, to fly to MERFI at I74, I73 Funday Sunday and other locations. We sometimes fly just to burn up gas. One time, we even talked a twin turboprop owning member into taking us to Southern KY to see P-38 Glacier Girl as restoration was being completed. We have gone through the B17 project at I74.

Networking is a critical component of Chapter 9, and above all, we work hard to keep the fun in recreational flying. We hope you will find kindred spirits at EAA Chapter 9.

Please look at past newsletters to get a flavor of the Chapter. [www.eaa9.org](http://www.eaa9.org). Click on "Members", "Newsletters". Newsletters are just above the button to "Join EAA9". Official joining can be done on the website using PayPal, in person at a meeting or via US mail to EAA Chapter 9, OSU Airport, Suite 14, Columbus, OH 43235. Our annual dues is the princely sum of \$9. We don't want cost to keep you from joining in the fun. We welcome you to Chapter 9.

~ *Contributed by Dick Wetherald, President, EAA Chapter 9*





# Young Eagles Activity

EAA9 Inc. Young Eagles program is active in the off season-we're just not actively flying yet.

What is happening is coordination with others to get the schedule and other resources developed and, more rewarding for all those who make the program happen, still fielding compliments and sincere thanks for what we do, and answering inquiries about the program for the next season.

Ours is an all volunteer program. There must be a reason why some keep returning and here it is-it's fun to enjoy the company of other aviation enthusiasts and to see the wonder of the youth we serve and be rewarded with the expressions of gratitude from them and their parents.

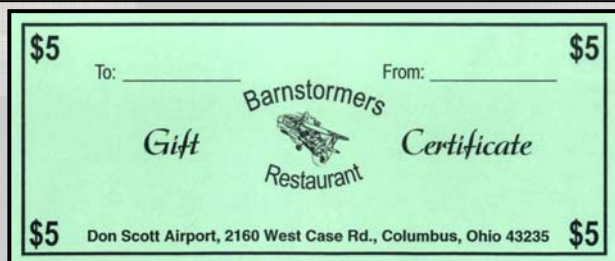
Help wanted-Please consider helping with this effort to promote general aviation by being a volunteer. Certainly in today's climate general aviation needs support. We need people on the ground team for various duties, and pilots to take the youth aloft. Pilots need comply with the FAR and, for insurance purposes, be members of the EAA and have liability insurance of \$100,000 per passenger seat.

Questions? Let me know. I hope to see some new faces alongside the regulars soon.

**Chuck Hoisington**  
**Young Eagles Coordinator**  
**EAA9, Inc.**  
**Phone 614.888.0885**



M-Sa: 7:00AM - 3:00PM  
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## Tower Talk

### Termination of Satellite Monitoring of 121.5 MHz ELT's. - ARE YOU READY?

Notice Number: NOTC1518

Termination of satellite monitoring of 121.5 MHz ELTs will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat [1][1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs

after that date will have to depend on pilots of over-flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

**Protect each other:** Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

**Protect yourself:** Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, **the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.** Protect yourself and your passengers and get the Fix Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over-flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov) contact **Switch-to406@noaa.gov** with any questions.

#### Address SARSAT inquiries to:

NOAA SARSAT NSOF, E/SP3 / 4231 SuitlandRoad / Suitland, MD 20746 / Phone: 301.817.4515 / Toll free: 888.212.7283 / Fax: 301.817.4565

~ Contributed by Deral Carson - OSU FAA Contract Tower Manager

## AVIATION DEPARTMENT

Timothy E Heron recently earned his Master CFI accreditation. Tim is a flight and ground instructor with the OSU flight education department ([www.OSUAirport.org](http://www.OSUAirport.org)) as well as the Capital City Aviation flying club at Ohio State University Airport (OSU). He specializes in primary, instrument, and flight instructor training.

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Timothy E Heron, a flight instructor at Ohio State University Airport and a resident of Columbus, Ohio. Recently, Tim was accredited as a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation education association.

To help put this achievements in its proper perspective, there are approximately 92,000 CFIs in the United States. Fewer than 700 of them have achieved that distinction thus far. The last 13 national Flight Instructors of the Year were Master CFIs while Tim is one of only 34 Ohio aviation educators who have earned this prestigious "Master" title. In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Tim will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to **303-485-8136** or [NAFIMasters@aol.com](mailto:NAFIMasters@aol.com) Additional information is available at <http://www.NAFIMasters.org/> and [www.NAFInet.org](http://www.NAFInet.org)

G Alexander "Sandy" Hill, MCFI  
Phone: 303-485-8136  
Vice President, Dir of Education  
Nat'l Association of Flight Instructors  
[www.NAFIMasters.org](http://www.NAFIMasters.org)



## MEET THE STAFF



### Luke Stouffer

#### *Flight Instructor*

As a flight instructor, there is nothing Luke enjoys hearing more than that one of his students passed their check ride. He graduated from OSU in Aviation through the College of Arts and Sciences in 2006, was an instructor for NetJets before returning to OSU Airport last fall.

Luke is a native of Leetonia, in northeast Ohio. When he's not in an airplane, Luke enjoys wakeboarding, snow skiing and any other outdoor sports. He also enjoys spending time with friends and family.



### Alan Kelpé

#### *External Relations Student*

Alan Kelpé works as a student assistant in the External Relations office while he is completing his aviation degree and working towards his instrument rating with hopes of being an airline pilot. Alan is from Montgomery, just northeast of Cincinnati. Alan enjoys all sports, mainly swimming, tennis, and golf. Alan also follows the Cincinnati Reds. He has attended their games since he was young. Movies, especially horror films, round out Alan's interests.

His duties at the airport are varied and include complaint processing, conducting tours, and assisting with outreach projects. A few of Alan's most memorable moments at the airport are: flying the Cirrus SR22; touring the cockpits of corporate jets; developing outreach programs; and educating the public about aviation through tours of the airport.

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