



Virginia Aviation

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Pilots complete aviation ambassador program

The Virginia Department of Aviation (DOAV) recognized 28 pilots (see page 8 for a list of names) for completing its Virginia Aviation Ambassadors Program (VAAP) at the Virginia Regional Festival of Flight in Suffolk on May 30.

The VAAP encourages people to experience all of Virginia's public-use airports, visit the aviation museums, participate in at least one safety seminar

and attend the Virginia Regional Festival of Flight. To participate in the program, pilots must get their Virginia Aviation Ambassador passport stamped at each location, earning recognition along the way. Bronze recognition for 25 airports, 4

aviation museums, a safety event and attendance at the Virginia Regional Festival of Flight is an Ambassador Cap and lapel pin. Silver recognition as the Ambassador reaches 50 airports is condora flight bag. The Gold recognition for visiting all 66 airports is a leather flight jacket with the Virginia Aviation Ambassador logo embroidered on the front.

for pilots, aviation enthusiasts and the general public to see the valuable economic assets in our system of airports," said Randall Burdette, director of DOAV. "It gives pilots and riders alike an opportunity to set and meet goals in their flying and sightseeing, experience all that Virginia aviation has to offer and all this while having fun with friends and family."



Twenty-eight pilots were recognized for completing DOAV's Virginia Aviation Ambassadors Program at the Virginia Regional Festival of Flight in May.

Since the program's start in 2005, 191 people have become gold level Virginia aviation ambassadors. A special thanks goes to Heart of Virginia Aviation, Hanover Airport and Virginia Aeronauti-

cal Historical Society for their assistance in sponsoring the Virginia Aviation Ambassador Program.

To see the entire list of Gold Level Aviation Ambassadors or learn more about the Virginia Aviation Ambassador Program visit us on our web site at www.doav.virginia.gov.

"This program is an extraordinary opportunity

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Director's Corner



I just returned from our annual trip to Oshkosh, and the only word I can use to describe this year's EAA AirVenture is BIG! Big aircraft, Big names, Big crowds and of course the Big smiles, From the big aircraft in both size and numbers that landed to the big name guest speakers to the big and small business participation to the big excited crowds that walked through the gate every day—it was a great to see, hear and feel the aviation enthusiasm.

According to EAA AirVenture spokesman Dick Knapinski, attendance was up 12 percent from last year's event with about 578,000 visitors, who created filled-beyond-belief car parking lots, overflowing aircraft campgrounds, and a filled-to-capacity Camp Scholler with camping in every style imaginable, tents, vans, tow behinds, motorhomes and everything in between. Attending AirVenture for me in years past consisted of camping under the wing of our Cessna 206, staying in a dormitory or staying at a distant hotel. This year, my wife Linda and I decided to try the motorhome camping in Camp Sholler. We had a great time. From our perspective EAA did an excellent job of accommodating record breaking campers. Linda and I had a wonderful time. So far, I haven't found a bad way to be at AirVenture. For those who drove in, I remember hearing rumors that Saturday morning's numbers reached 100,000 before 10:30 a.m. Amazing!



I spoke with numerous aviation businesses that exhibited in the hangars and on the grounds, and they reported high traffic and high sales in their booths. The Virginia Department of Aviation exhibit was no exception! Staff members and I handed out tons of information, charts, directories, bumper stickers, Virginia tourism guides and much more. The staff and I talked with folks from all over Virginia about everything aviation and then some. I talked with several of you that I hadn't seen since last year. We also had a great deal of interest in Virginia aviation from people around the nation who were interested in relocating, tourism attractions, business opportunities and some just visiting family in Virginia. Of course the fact that we were giving out samples of Virginia peanuts may have helped bring in the crowd. I think some of the people were talking to me just to get to the peanuts.

There were more than 2,600 showplanes, 750 commercial exhibitors and nearly 2,200 international visitors this year. The biggest showplane to land at AirVenture this year was, of course, the Airbus 380. Pictures do not do this 1.2 million-pound aircraft justice. Its wing span is nearly 262 feet, its length is about 238 feet and its height reaches 79 feet. It has standard seating for 555 passengers on two decks in a three-class arrangement.

See 'AirVenture' on back

Virginia Aviation Board allocates funds to state airports

The Virginia Aviation Board (VAB) approved tentative allocations of Commonwealth Airport Funds for Fiscal year 2009 at its meeting on Thursday, May 21 at the Holiday Inn Richmond Airport. Approved Air Carrier/Reliever Discretionary funding was \$102,428 and General Aviation Discretionary funding was \$242,153.82. Total Commonwealth Airport Fund discretionary funds allocated were \$344,581.82.

Projects addressed ranged from taxiway and taxi-lane rehabilitation in Manassas, to drainage rehabilitation in Suffolk, to auto parking rehabilitation in Danville, as well as land acquisition services at Mountain Empire and taxiway and drainage rehabilitation at Middle Peninsula. Also, 13 airports received funding for storm water pollution prevention plan and/or spill prevention control and countermeasures plan updates.

The next VAB meeting is Aug. 26-28 at the Virginia Aviation Conference in Roanoke.

The VAB has eight members representing seven regions of the Commonwealth. The Board approves funding requests brought to it by the Virginia Department of Aviation (DOAV).

Be aware of fish spotters on the Chesapeake Bay this summer

To most people, summer means warm weather, open swimming pools and barbecues. But to a certain group of pilots in Virginia, summer means fish spotting.

This summer will mark the 90th anniversary of the use of aircraft to spot menhaden for fisherman in the Chesapeake Bay. Menhaden are small, oily fish used for Omega-3 oil in nutritional supplements, paints, cosmetics and food additives. Once the fish are spotted, boats encircle them with a giant net, dragging them back into a nearby larger ship's refrigerated hold. Next, the fish are delivered to a processing plant, where the fish are ground for animal feed or squeezed for their oil.



Photo courtesy of Bill Corbett

Fish spotters work with boats like this one on the Chesapeake Bay to catch menhaden, which are used for their oils and as animal feed.

Currently the menhaden industry employs ten Cessnas (Cutlass RG or 172) that run operations from May to mid-December. The fishing grounds in the Bay are south of the Virginia-Maryland line, including Tangier and Pocomoke Sounds, the Rappahannock River east of the bridge, Mobjack Bay, and the mouth of the York River.

According to Bill Corbett, a fish spotter, air traffic advisories from either Norfolk Approach Control or Pax River are the best tool for avoiding concentrated activity.

“The spotters are in contact with Norfolk any time they are

south of a line of New Point comfort and the town of Cape Charles,” he said. “They will respond to avoidance vectors or altitude changes to resolve conflicts.”

The most common altitudes for spotter aircraft in the Chesapeake Bay are from 1,500-3,500 feet using Norfolk's altimeter setting updated hourly. The spotters separate themselves by altitudes and are equipped with altitude alerters.

Corbett said the fish-spotting Cessnas are easy to identify because they are seldom wings level for long. Enroute to a new location, they are typically rolling left and right, Dutch roll fashion, while over water. The wing-up attitude makes them easier to see in

the distance.

“Should you see an aircraft that you think is a fish spotter at your cruise altitude, keep in mind the spotter aircraft is apt to change direction or reverse course,” Corbett said. “If you decide to change altitude to increase separation, there is a good chance other aircraft are operating 500 feet below or above, and the split altitude is a good option while maintaining visual contact.”

New Transformers filmed at Hazy Center

One of the summer's most anticipated films Transformers: The Revenge of the Fallen opens June 24 and promises to be as big a blockbuster as original Transformers film. One of the pivotal scenes at the end of the movie was shot at the Steven F. Udvar-Hazy Center in Northern Virginia which is a part of the Smithsonian's National Air and Space Museum. The two museums house thousands of aircraft, spacecraft, and associated artifacts and together form the largest museum of its kind in the world.

Festival of Flight called 'most successful ever'

During the weekend of May 30, more than 320 aircraft flew in from as far as New York, Florida and Ohio to the Virginia Regional Festival of Flight in Suffolk. Many people remarked on the wide mix of rare and unusual aircraft parked along the two closed runways. Powered parachutes, ultralights, prize-winning homebuilts, careful restorations among them a P-51, two SNJs and a YAK were in the mix.

Scott Huff, aircraft registration chairman, reports, "For the first time we met the pilots as they tied down. The Aircraft Registration volunteers used a golf cart and a cadre of volunteers to welcome the arrivals. Pilots said they appreciated the 'on the

spot' service allowing them to register, get fuel and judging prop cards, a "Goody Bag" and have their questions answered immediately upon arrival." The plan is to expand this service next year.

This year the more compact field layout worked really well. Paved roads allowed vendors, forums, workshops, the pancake breakfast, RV camping and the youth tents to logically flow together. Underground electric service, as well as fresh water hydrants and a grey water tank were welcome parts of the infrastructure.

On a rise adjacent to the main display area 60 Boy Scouts with 25 supervising adults held a weekend Camporee, many working on their aviation merit badges as well as performing volunteer duty.

Two John Deere tractor-drawn shuttles serviced a five-stop route from the ultralight headquarters to the terminal and Fighter Factory on the far side of the airport. By riding the shuttle attendees could stop at the terminal for an FAA National Capital Region Air Security briefing or continue to tour of the Fighter Factory maintenance hangar, a rare treat.

Nearby, kids packed the two Youth Tents. Janie Fowler, the Youth Area Chairman said, "Stomp rocket construction and wing rib building were particularly popular. We had probably 150 kids who participated in our activities this year. Next year we hope to expand and have use of the NASA flight simulator." A new addition for the kids area were talks by two NASA engineers explaining basics of flight.

The wide range of forum presentations drew many attendees. The VFR Chart Seminar, with 40 attendees, broke the all-time attendance record for any forum in the history of the fly-in. For serious techies, Don Bennett of DB Aero-Tech repeated his popular engine overhaul workshop answering technical questions about this major expenditure for aircraft owners.

Although a helicopter slated to sell rides canceled due to mechanical difficulties, Staggerwing Beech and a PT-19 pilot hawked

rides in their antique aircraft during the weekend.

Many photos as well as judging and drawing results are now available on the fly-in web site, www.VirginiaFlyIn.org. Next year's event will be held May 22-23.



Photos courtesy of Dee Whittington



More than 320 aircraft flew in to the Virginia Regional Festival of Flight May 30-31 in Suffolk. Highlights include workshops, antique aircraft rides and kids' activities.

Hanover hosts Chick-fil-A second annual cow drop

Chick-fil-A held its 2nd annual Operation Cow Drop at Hanover County Airport in May. More than \$74,000 was raised to support the efforts of 50 local non-profit organizations in the Richmond area.

More than 3,000 people attended the event. Highlights included the celebrity toilet bowl races, appearances by stilt walker Too Tall Torrie, magician Brad Matchett, games, inflatables, face painting, balloon animals, spin art and more.

The non-profit organizations sold 12,340 Operation Cow Drop tickets and \$6 from every ticket went back to support the participating non-profit organizations. Glen Allen Youth Athletic Association sold the most Operation Cow Drop tickets, so they received an additional donation of \$1,500. Goochland Youth Athletic Association received an additional donation of \$1,500, because the winner of the Flat Screen TV from Best Buy purchased their ticket from GYAA. In addition, a \$1,000 Chick-fil-A scholarship, to benefit a Hanover County student, was presented to the Hanover Education Foundation.



The 2nd annual Operation Cow Drop took place at Hanover County Airport in May

Department of Aviation announces scholarship recipients

The Virginia Department of Aviation (DOAV) recently announced the 2009 recipients of the John R. Lillard Virginia Airport Operators Council (VAOC) Scholarship and the Willard G. Plentl, Sr. Scholarship.

Matthew Anderson, this year's \$3,000 John R. Lillard VAOC Scholarship award winner and a graduate of Freeman High School in Richmond, has enrolled in Embry-Riddle Aeronautical University's aerospace engineering program. He wrote in his application essay about his longtime dream of building and designing aircraft.

"I am fascinated by the maneuverability and speed of modern aircraft," Anderson wrote. "I want to be on the cutting edge of their development, designing the next generation of aircraft which will fly more than six times the speed of sound, yet turn on a dime."

The John R. Lillard VAOC Scholarship is named in honor of John R. Lillard, an aviation enthusiast and great humanitarian that served in several leadership positions with the Capital Region Airport Commission, Chesterfield County Airport and Eastern Airline

This scholarship is made possible through the kind and generous support of the members of the VAOC and is awarded to a Virginia high school senior that has maintained at least a 3.75 un-weighted grade point average; plans a career in the field of aviation; and must be enrolled or accepted into an aviation related program at an accredited college.

Tyler Wright, this year's \$1,000 Willard G. Plentl, Sr. Scholarship award winner and a graduate of Deep Run High School in Glen Allen, has aspirations of becoming a commercial pilot.

"Ever since I first came in contact with an airplane as a kid, I have had a passion for high-flying planes," Wright wrote. "I feel my heart beat every time I take off in a plane."

The Willard G. Plentl, Sr. Scholarship is named in honor of Willard G. Plentl, Sr., a military combat pilot veteran and former Director of Aeronautics for the Commonwealth of Virginia. Mr. Plentl retired from the Virginia Department of Aviation in 1984 and was elected to the Virginia Aviation Hall of Fame that same year. This scholarship is awarded to a Virginia high school senior with at least a 3.5 un-weighted grade point average; plans an aviation career in a nonengineering area; and has been accepted into a non-engineering, aviation-related post-secondary education program.

Two new hangars come to Luray

Submitted by Dick Mazziotti
W45 Airport Commission

“Hummmmmmm”

A sudden streak of light appears at the bottom.

The light along the bottom gets brighter. Triangles of light appear at either end, growing, widening.

We stand inside one of the brand new T-hangers at Luray Caverns Airport (W45), watching for the first time from the inside as the magnificent bi-fold doors climb up, up and away.

Some of us are used to our airplanes sitting outside, tied down to the tarmac, whistling invitations to every type of nesting bird in the spring, baking in the hot sun in the summer and crusted with snow and ice in the winter. Some of us are used to fighting sectional hanging doors that blow in the wind even when we are lucky enough to keep them on their roller coast track system.

Then again, some of us are lucky enough to be the first to acquire one of the new hangers recently completed at Luray Caverns Airport. What a joy it is to be the first.

We cobble together an acceptable landing, turn the plane around on the runway and announce for the very first time, “Luray, six eight delta whiskey taxiing to the hangers.”

We taxi past the old ramp, past the old maintenance hanger, past the old beacon. We peer wonderingly out the front and side windows because this is new. We’ve never taxied to a hanger at Luray before.

Bright yellow lines invite us to turn off the runway. We are wide-eyed with excitement, all the while trying our best to appear nonchalant, as pilots must, of course, do. This first taxi is exacting. Must watch out for the corners of buildings where there were none before.

There, past the first set of hangers, we turn right, engine ticking over just enough to keep us moving up the alley between two sets of hangers. There it is. Towards the end. Off to the left. Hanger number “C-5.” Pull the throttle and mixture. Yank the key out. Swat the master switch. Push the door open. We are home.

We scabble out of the plane, smiling for some reason as we face the enormous blankness that is a closed and latched bi-fold hanger door. Here is our brand new hanger.

For the very first time, we open the access door and step into



our virgin hanger. It’s been swept, of course. Note even a single drop of oil on the pristine floor. No junk has yet accumulated except for an easy chair in one corner.

And we’ve been schooled on the exceedingly simple procedures for operation of the door, i.e., unlatch both ends and the middle, press the “up” button. Stand aside. There are, of course, dire warnings festooned about the switch warning of things like, “Don’t stand under the door while it’s raising or lowering.”

“Hummmmmmm.”

A sudden streak of light appears at the bottom of the door.

Once the door is all the way up, the motor stops automatically and what was a huge blank wall is now an inviting doorway. We jockey about with a tow bar. Must line up exactly right this first time. It would simply not do to bang up a wing on a new hanger. Hanger rash works both ways. Carefully, carefully, and with surprisingly little effort, the plane glides into its stall. Our concerns about the amount of room are mocked by the wide expanses between wing, tail and wall. We are home.

Luray Caverns Airport, a joint venture between the town of Luray, Page County and Luray Caverns, has recently completed a set of 28 brand new hangers. Open only a month or so, the hangers are already mostly rented. The lure of a brand new hanger, soon-to-be-completed AWOS and instrument approaches coupled with small town charm and relatively inexpensive fuel has enticed aircraft owners from as far away as Manassas.

Free local airport transportation brings W45 visitors to the Luray Caverns (5 minutes away), golfing (three minutes away), and quaint downtown Luray (7 minutes away). For more information, call Kenny Painter, Airport Manager, at 540-743-6070.

Delicious Destinations: Ms. Crockett can cook

Hilda Crockett's Chesapeake House
Restaurant and Bed & Breakfast
PO Box 232 - 16243 Main Street
Tangier Island, Virginia 23440
757 891 2331



If you ask pilots why they fly into Tangier Island Airport, odds are Hilda Crockett has something to do with it.

Hilda Crockett's Chesapeake House is the place to visit for a good, home-cooked meal. Open seven days a week, the restaurant serves an all-you-can-eat breakfast from 7-9 a.m. featuring scrambled eggs, bacon, Chesapeake-style fried potatoes, homemade fried bread, cheddar cheese, preserves, juice and coffee. Prices range from Breakfast: \$9.00 per adult; \$6.00 for children, ages 6-12; and \$5.00 for children under 5.

Lunch and dinner are both served family-style. Served daily from 11:30 a.m.-5:00 p.m., both meals include homemade Chesapeake Bay crab cakes, Chesapeake-style clam fritters, Virginia ham, potato salad, coleslaw, pickled beets, apple sauce, green beans and hot corn pudding. Homemade rolls, fresh daily-baked butter pound cakes and beverages come with each meal. Prices range from \$22.00 per adult; \$10.00 for children, ages 6-12; and \$5.00 for children under 5.

To full to leave? Hilda Crockett's Chesapeake House is also a bed and breakfast. The Crockett family has been providing visitors to Tangier Island with meals and lodging since 1939. Upon making overnight reservations, the staff can pick you up either at the dock where the Tangier Tour Boats come in, the Tangier Airport or the Tangier Marina.

Dinwiddie holds open house

Dinwiddie Airport held an open house this summer. The event was put on for the public by Commonwealth Aero Club with support from the Petersburg Pilot Association.

A variety of conventional, homebuilt and antique aircraft were on display. Commonwealth Aero Club provided free hamburgers, hotdogs and drinks, and the Glory Bound Singers provided the music.

EAA Chapter 231 provided 27 local kids with their first ride in a plane

Commonwealth Aero Club spokesman, John Milano, estimated attendance at about 175 people. Airport manager David Hahn was pleased with this event as it gave the citizens of Dinwiddie County an opportunity to see their airport up close.



Studley gets marker

Earlier this summer the Studley Ruritan Club paid tribute to early airmail flight with a new historical marker on the site of Delta Airmail Beacon #47.

The beacon, built in 1927, was one of 50 such markers in Virginia that helped early airmail pilots navigate the air routes from Atlanta to New York. Airmail service was initiated by the U.S. Post Office and the Army on May 15, 1918.

Early flights were often dangerous, and there were more than 6,500 forced landings during the first 10 years. Because of the danger night flying posed, airway beacons such as Studley were erected along the airmail routes between the East and West coasts and Georgia and New York. By 1922, towers with flashing beacons were placed along designated civil airways.

The Studley beacon was located near the current Studley post office and is believed to have been removed in the mid-20th century.

The historical marker is a result of a four-year effort sponsored by the Studley Ruritan Club, with support from members of the Virginia Aeronautical Historical Society. The historical highway marker program is managed by the Virginia Department of Historic Resources.

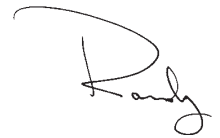
Ambassadors recognized at Festival of Flight

- Shannon and Tessa Beebe of Invergrove, Minn.
- David A. Bernarckt of Gates, N. C.
- Robert C. Brammer of Roanoke
- Joyce Chewning of Partlow
- Peter Coen of Poquoson
- Hubert Compton of Orange
- Wayne Derrington of Gates, N.C.
- Richard Dykes of Culpeper
- Dale Fowler of Smithfield
- Debbie and Chuck Gallaway of Fairfax Station
- David Grow of Gloucester Point
- Greg Hermanson of Alexandria
- Martin and Alexander Hobson of Clifton
- Clifford Jordan of Woodbridge
- James R. Maliwauki of Mechanicsville
- Brian McKeehan of Mechanicsville
- Kevin Moore of Oakton
- Mary C. Mott of Chesapeake
- Jennifer Price-Singleton of Salem

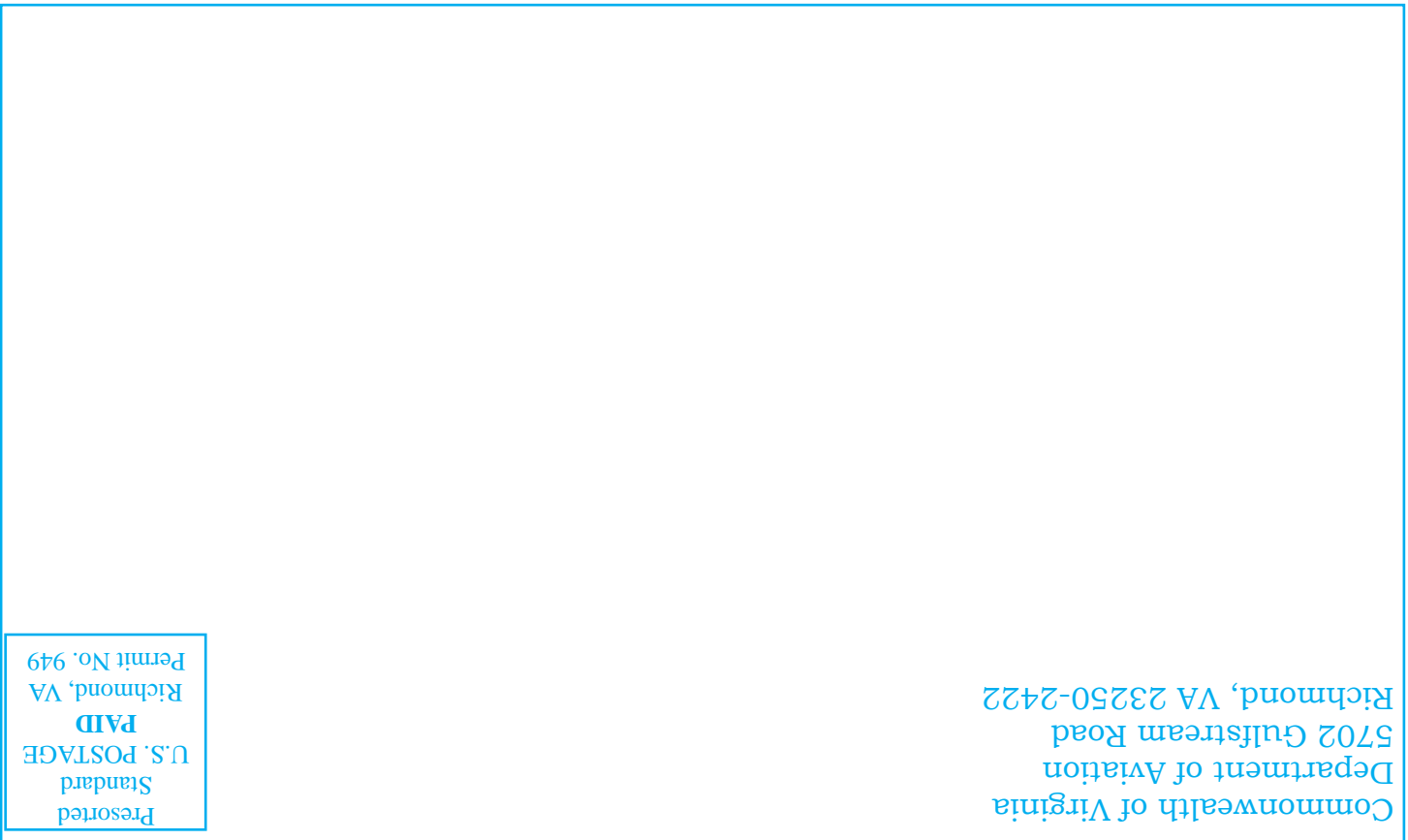
AirVenture continued

Like in years past, actor Harrison "Indiana Jones" Ford was in attendance to support the EAA Young Eagles Program. But probably AirVenture's most profound guests were Chesley "Sully" Sullenberger III and Jeffrey Skiles and their three veteran cabin attendants, who saw to the survival of 155 passengers on US Airways Flight 1549 after navigating the gauntlet of Manhattan Island and taking one step toward a seaplane rating. Two more splashes, sailplane veteran Sully joked at one point, and the FAA says he can add the seaplane endorsement.

All in all, it was a fantastic show! I can't tell you how gratifying it was to see so many people who love aviation as much as I do in one place. If you've never visited EAA AirVenture, or haven't been in a few years, I urge you to plan to attend next year. And don't forget to stop by the Virginia booth, get some peanuts, and say hello!



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