



# THE OSU AIRPORT NEWS

Volume 7, Issue 1

January 2007

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## Airports Receive Congressional Support in Effort to Reduce Noise

Several years ago, the University Airport joined with other airports and communities nationwide to reduce aircraft related noise. Sound Initiative, "A Coalition for Quieter Skies" has the goal of reducing noise through the elimination of the older Stage 2-engined aircraft.

Through the Airport Noise and Capacity Act of 1990, Congress set forth a ten-year phase-out of Stage 2 engines on aircraft weighing over 75,000 pounds. The Act excluded aircraft weighing 75,000 pounds or less, an effort that was designed to protect the nation's corporate and private-use aircraft because a much larger percentage of them were operating at the time.

Since the passage of this legislation, the number of Stage 2-engined aircraft in the national fleet weighing 75,000 pounds or less has steadily declined. Nonetheless, the number of noise complaints related to these aircraft has increased. Last year at our facility, Stage 2-engined aircraft represented less than 1% of the total operations, but generated a disproportionately high percentage of the total noise complaints.

The efforts of Sound Initiative and its airport and community members recently received support in Congress. Senator Frank Lautenberg (D-NJ), the original sponsor of the Airport Noise and Capacity Act of 1990, introduced new legislation to address the Stage 2-engined aircraft still in the system.

The Aircraft Noise Reduction act of 2006 (S. 4109) gives aircraft owners of older, noisier Stage 2 aircraft three years to either discontinue their use or upgrade them to meet Stage 3 standards.

Despite being introduced at the end of the last session of Congress, we feel that the bill lays important groundwork for this issue to be considered when the new Congress convenes in January.



We understand that many throughout the industry, especially

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## COVER STORY—CONT'D

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operators of these aircraft, may not agree with our efforts. Nonetheless, we feel that the industry has a certain responsibility to our neighbors, and we will only be satisfied when these aircraft are banned or upgraded to produce less noise. If you do agree with our efforts, please write to Senator Lautenberg and express your support for his legislation. Letters can be sent to:

**The Honorable Frank Lautenberg**  
**United States Senate**  
**Hart Senate Office Building**  
**Suite 324**  
**Washington, DC 20510**

You are also encouraged to write to our Senators, and ask that they co-sponsor this important legislation. They can be reached at:

**The Honorable George Voinovich**  
**United States Senate**  
**Hart Senate Office Building**  
**Suite 524**  
**Washington, DC 20510**

**The Honorable Sherrod Brown**  
**United States Senate**  
**Hart Senate Office Building**  
**Washington, DC 20510**

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## MEET THE STAFF

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It has taken more than two years to introduce our staff to you. We hope you have enjoyed meeting everyone; but before we retire the “Meet The Staff” section., we are going to end with one final entry.



**Doug Hammon**  
**Airport Director**

In addition to his duties as Airport Director, Doug serves as a lecturer for the OSU Department of Aviation in both Airport Management and Airport Planning & Design. Before becoming the Director of the University Airport, he worked as an Aviation Planner with the Ohio Department of Transportation, served as a transportation engineer, and managed an up-and-coming general aviation airport. He began his career in aviation as a student assistant in the avionics shop at the airport he now leads.

Doug holds a Bachelor of Science Degree in Aviation, as well as Master's Degrees in both City & Regional Planning and Civil Engineering, all from The Ohio State University. He is a licensed private pilot, and currently serves as the Vice-President of the Ohio Aviation Association.

Doug and his wife, Erin, have three kids Dylan (10), Hannah (9), and Craig (5), which take up most of his time away from the Airport.

# NOTES FROM AROUND THE AIRPORT

- **Corporate Tenants:** Please remember that all transient aircraft must be registered upon their arrival at the Customer Service Desk. New security requirements call for more thorough documentation of the aircraft using the facility. From a customer service standpoint, we also want to make sure we provide all visitors with the highest level of service. For any individuals or corporations that have someone visiting them at the Airport, their visitors cannot taxi directly to the hangar, but must come to the main ramp and terminal. Thank you for your cooperation in this matter.
- **Gate L:** We are still waiting on the card reader to recognize the new Buck ID keycards. This is dependant on a campus crew to solve. Please continue to use the code that was issued when you picked up your cards. Once your cards are enabled, the code will no longer work.

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**OSU Airport Stocking  
Caps are in!!**

**\$12.50 + tax**

**The Pilot Shop, located in the terminal, is open 0630-2300,  
seven days a week.**

**[www.osuairport.org/pilotshop](http://www.osuairport.org/pilotshop)**

*ATTENTION !!*



*ADVERTISING OPPORTUNITY*



*Do you have an aviation-related product or business that you would like all of your fellow aviation enthusiasts be aware of? We would like to offer advertising opportunities within The Ohio State University Airport's Newsletter.*

*Our circulation reaches hundreds of people every month! For instance, every month a copy of this newsletter is mailed to every tenant and several hundred people receive it through an email notification. The newsletter is also posted the entire month and archived on our website, [www.osuairport.org](http://www.osuairport.org). Please contact Mike Eppley at 614.292.5592 or [meppley@osuairport.org](mailto:meppley@osuairport.org) for more information.*

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## Operation Ho! Ho! Ho!

I had anticipated the event would allow me the opportunity to practice my skills in dealing with vexatious people and that the weather would have improved sufficiently by the start time. The weather did not meet my anticipation.

Just after 1:00 a school bus sized load of children, some age eligible and some younger and parents pulled in along with some cars and two limousines. That was more than I thought would come. At that point we didn't want to fly or turn them all away so we asked the State Tower if they would allow tours in small groups and they agreed. I heard multiple times that the controller on duty did an excellent job of explaining things to them; some said they felt the tour justified the trip. Thank you, Midwest.



While this was going on a pilot flew the route and reported back that he had no problems with 2000 feet so the decision was made to begin flights. We ran a shuttle between the bus now at the tower and gate E until the tower tours were completed. Some of the latter tour groups got to hear planes using the Young Eagle call sign.

After the tours were done the bus returned for flights. Because of the supply/demand situation we made temporary changes to our usual procedures to expedite flights. As usually happens, all who wanted a ride got a ride!

Don Morgan, an old hand on the ground support crew and Jeff Beachy, a newbie, jumped in and busied themselves with paperwork and working the flight line, and this on their own initiative. Jeff, a photographer, took some shots for publication. Al Harding helped with transportation, ideas and other coordination. The pilots who turned out two days before Christmas were Rick Hunt and Dick Willis.

There was another first for me. The thousands who were watching channel 4 news had, at least three times, an opportunity to see footage of children describing what they thought of the experience and the planes starting and taking off with an explanation of the program. They saw and heard first hand the delight and joy the program delivers to the youth.

There will be more changes in the program next year to continue the practice of improvements as they are discovered.

Young Eagles is jointly sponsored by EAA Chapter 9 and the OSU Airport to promote the love of flying, general aviation and community goodwill.

All are invited to come out to visit, fly or work along with others on the ground. The pay is sharing the fun and camaraderie with other aviation enthusiasts. Next years schedule will be on the chapter web site [www.eaa9.org](http://www.eaa9.org) when it is finished.

We've had a great season and I've heard so many expressions of thanks for those who make it happen. Mine is included too.

*~Contributed by Chuck Hoisington - Young Eagles Coordinator*

