



BTP News

Butler County Airport Authority

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Butler County Airport Authority

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The Great "Snowmageddon" of 2010

The snow of February 2010, in the early stages of its development, found weather gurus hitting their forecasts right on the numbers. Washington, D.C., expecting 2.5 feet, and the Jersey Shore, looking for 2 feet, were not disappointed. In the Pittsburgh area, including Butler County, the initial and secondary storms compiled record numbers in terms of accumulation.

Dulles International (IAD), along with Washington International (DCA), reported closings due to the snow accumulation, while two corporate jets loaded passengers at AirQuest and departed the nicely cleared runways at Butler County (BTP).

Ivan Longdon, Airport Manager, in addition to his crew (and some newly added members for this incomparable storm) handled the snow and kept BTP operational through the disaster.

Many thanks go to Ivan, AirQuest Aviation, and those additional members who had to be added to battle the record-setting storm.

The Airport Authority expresses its gratitude to all who helped keep the airport safe, open, and operational. In addition, we apologize to those who were inconvenienced by the delayed access to their hangars during this difficult time.

Snow removal priorities begin with safety, runway and taxiway clearing, and keeping the airport open and secure for aircraft. The patience and understanding of tenants and friends are greatly appreciated.

We're so glad it's finally spring!



The Great "Snowmageddon" of 2010 at BTP.



Airport Manager Ivan Longdon plows the snow.

Taxiway and T-Hangar Project

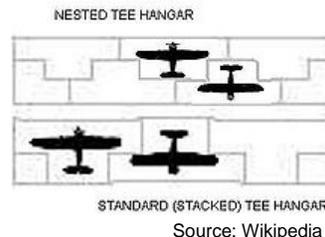
The first difficulty dealing with T-hangars is how to properly spell Tee hangars, Tee-hangars, or T-hangars. All are acceptable.

There are two types of T-hangars, the nested T-hangar and the standard T-hangar. Of

course, T-hangars are more economical to build than the rectangular hangars.

Our new T-hangars will be "nested." They are wider than the standard construction but somewhat shorter.

(see Taxiway on p. 2)



FAA Frequency Change

Note to pilots and crews: The FAA has approved Butler County Airport's request for a UNICOM frequency change to 123.05.

This change will go into effect in the near future. Check NOTAMS often to determine when the actual change takes place.

Note from Ivan Longdon – BUTLER COUNTY AIRPORT MANAGER

For fourteen winters now, I have been clearing snow here at the Butler County Airport. I can say that the winter of 2009-2010 was a little different. I have plowed more days in a row (29 being the record), but those were mostly light accumulations. Beginning February 5, we had about 21 inches of snow, with more to come the following day. The final tally would be about 32 inches on the ground.

At times, it seemed endless, but as is the norm at BTP, everyone involved at the airport went into action. AirQuest Aviation supplied their truck

and extra operators for our equipment. The Runway Restaurant kept the walks at the Administration Building shoveled, as did the fellows from Lifeflight. We need to remember that the snow was not isolated to our airport, but that everyone in Western Pennsylvania was struggling. We made it through, though.

I really need to extend a big thank you to all involved. I would also like to thank all of our tenants for their patience, as the T-hangars were inaccessible for several days. I'm sure some were anxious, but I had no complaints.

The early fall brought much rain. As a result, the construction on the south side taxiway was delayed. The plan was to have the site preparation for the new T-hangars completed before winter, but due to excess moisture, the project was halted until spring. Work will resume as soon as the soil is in workable condition. Soon after the site work is completed, the construction of two 10-unit T-hangars will commence.

The Airport secretary, Eileen Albert, has been finishing up the painting of the first floor

of the Administration Building, and the carpeting has been replaced in the lounge and conference room. Our goal is to complete a BTP Wall of Fame, highlighting some of our past pilots as well as the longest-serving Authority member.

Do you know who that would be?

*Ivan Longdon
Manager, Butler
County Airport*

Note from Ike Kelly – CHAIRMAN, BUTLER COUNTY AIRPORT AUTHORITY

Spring has sprung (and thankfully so)!

First and foremost, I want to thank the staff of the Butler County Airport, and Airquest, for the effort they expended and the resolve they exhibited in accomplishing the Herculean task of snow removal in order to keep the Airport open during the most severe winter we have experienced in more than a decade.

As a result of their efforts and dedication to the task mentioned above, the Butler County Airport was open when other airports in Western Pennsylvania, most notably Pittsburgh Interna-

tional, were closed. Job well done to all involved.

Secondly, and just as importantly, I extend a big THANK YOU to all of the tenants, customers, and users of the Airport whose support and patronage are an essential ingredient in making the Butler County Airport a success.

The mission of the Butler County Airport Authority, the staff of the Butler County Airport, and our commercial occupants is to provide all of you with a quality experience at the airport. Judging by comments we frequently receive we are succeeding in that endeavor.

Please do not hesitate to let one of our staff, or one of the Authority members, know if you have a suggestion to make the airport a better, or safer, facility to serve your needs.

In closing, I would be remiss if I did not acknowledge the commitment to the airport's successful operation that has been made, and continually exhibited, by the members of the Butler County Airport Authority.

The members of the Board serve on a volunteer basis, and all of them go "above and beyond" the call of duty in order to accomplish the airport's mission.

Participation is far more than a once a month meeting, and never once has any member of the Board not risen to the occasion when asked to do so. Their efforts help make the completion of the projects mentioned in this newsletter possible.

Have a safe and enjoyable spring, and summer, of flying.

See you at the Airport!

*Richard E. "Ike" Kelly
Chairman, Butler County
Airport Authority*

Taxiway (continued from p. 1)

A. Liberoni Inc. of Plum Borough was the excavating contractor for Butler County's taxiway and T-hangar projects.

In mid-November they wrapped up excavating for the south side taxiway rehabilitations along with extending the new T-hangar taxiway, thus completing the site work for the new hangars.

The hangar work prep is completed, and the site therefore is ready for construction. The new hangars are west of Hangar 10, will be numbered 11 and 12, and will be positioned on the new taxiway extension.

We anticipate the possible removal of T-2.



T-hangar taxiway project in progress.

Another Homeland Security Workshop at BTP

In the past six months, the Butler County Airport has hosted Homeland Security training for first responders along with an Airport tour and familiarization. Further trainings and familiarization tours for outlying first responders are in the planning process.

The first training was done by Waukesha County Technical College (WCTC) from Pewaukee, Wisconsin. WCTC has a department dedicated to Homeland Security

and is staffed by educators with extensive backgrounds in law enforcement and emergency response. The programs offered at WCTC are divided into four modules, three of which are targeted to pilots and airport personnel, and the fourth is targeted to local first responders, i.e., police, fire, and other emergency response units.

Butler County's Airport Authority will keep you posted on further trainings and developments in Homeland Security.



First responders hear Ivan Longdon's Bear Cage presentation.

Shooting for the Moon?

We're giving this issue of BTP News a lunar theme. What's the Moon got to do with BTP, you ask? Stick with me and you'll see.

It is a fact that beginning as early as 1955, extraterrestrial real estate was on the market – for sale or lease – honestly! Robert R. Coles, a former chairman of New York's Hayden Planetarium, incorporated and started selling plots on the Moon for a dollar an acre. Coles made this move under the simple premise that no one else had laid claim to the Moon.

In 1962, prior to the launching of the first U.S. lunar probe, Ranger 3, a British citizen sent President Eisenhower a telegram. The communication claimed ownership of part of the Moon surface and went on to say that the President would be held responsible if there were any damages done. The matter became moot, since the probe missed the Moon by more than 36,000 kilometers.

The first time potentially big money went lunar was in 1969, when Brazilian police arrested a man for selling lunar lots priced at \$25 an acre. The lunar salesman explained to the police that he sold the first lots to astronauts Neil Armstrong and Buzz Aldrin. He went on to say that they went to the Moon to inspect their properties.

In 1980, another lunar entrepreneur claimed ownership of the "visible side of the Moon," and went so far as to draw up a lunar constitution.

It may appear somewhat humorous that such an extravagant attempt at extraterrestrial land claims would take place. The humor stops when it is understood that the same individual who wrote the celestial constitution also divided the Moon into 3 million parcels. There was a \$16.00 price tag per parcel plus a \$10 postage and packaging fee and a \$1.00 "lunar tax." By June of 2000 there were up to 60,000 purchases made.

Hollywood celebrities and American Presidents, including Ronald Reagan and Jimmy Carter, were among the purchasers of the real estate. Reagan, of course, counts as both star and President. It is not certain as to whether either man considered leasing.

Lunar realtors are multiplying, and there is a certain legality to selling pieces of heavenly bodies. If the sale or lease is done with the understanding that the item sold is clearly a "novelty," it is similar to selling a pet rock, a chunk of the Berlin Wall (now gone anyhow), a piece of the Kremlin, a symbolic hank of hair belonging to a rock guru or deceased world leader. Lennon's toenail, for example.

Once the properties are purchased, there can be "lunar subdivisions" and more realtors can get into the Moon glow picture. Where money is involved, schemes increase in number, such as selling the rights to rename prominent star systems after your grandchildren -- or yourself.

Moon plot sale and lease information were taken from a number of Web sites, including The Independent (www.independent.co.uk).



WAAS Rumors: Fact or Fiction?

Again – stick with me. We'll get to the WAAS system at Butler County. But until then, we have to continue the "lunar theme" of this issue.

It is a fact that the potential exists for private industry to launch a human-based mission to the Moon -- no scam, no scheme, no novelty. It is no stretch of the lunar imagination to realize that there can, and will, be a sustainable private-sector space program.

Initial steps have been made to take that giant leap for the stars. Burt Rutan, Paul Allen, and SpaceShipOne have made privatized space exploration real.

With the reality of new worlds opening up to 21st-century explorers, there is a transition period where what was once fiction slowly -- and in some cases quickly -- becomes non-fiction.

There is an enormous expense involved, and an even greater profit potential. For example, the Moon possesses the world's most perfect fuel source, helium-3, a rare helium isotope implanted there by solar wind. It is non-polluting, has no radioactive byproducts, and is extremely potent. It could fuel the development of fusion propulsion systems, a fuel source that could propel man to Mars.



The problem is that there is only an infinitesimal amount on Earth. It is estimated that there are at least one million tons of helium-3 fusion energy on the Moon. One space shuttle load, about 25 tons, could supply all of the U.S. energy needs for a year. The entire stockpile could power the world for thousands. This kind of money, this kind of potential, makes Microsoft and the entire U.S. economy appear as no more than a shadow on the dark side.

The above lunar theme of discovery, technology, and forward advances and information leads us to the WAAS system at Butler County.

BTP is fortunate to have Woolpert, Inc. (www.woolpert.com) of Dayton, Ohio, surveying for the WAAS. The WAAS (Wide Area Augmentation System) and ultimately, the LAAS (Local Area Augmentation System), are comparatively new modes of 21st-century navigation.

Many people haven't heard much about the LAAS system. That's because, like the WAAS, the LAAS relies on GPS for basic navigation signals. However, with the WAAS, GPS-corrected navigation signals come from space, broadcast from WAAS geostationary satellites. With the LAAS, the GPS-corrected navigation signal is broadcast from a LAAS VHF data broadcast transmitter at or near the airport.

According to Chad Snoke of Woolpert, it is unlikely that Butler will have a LAAS system anytime soon. We don't have the appropriate hardware on or off the field. We would need ground monitoring systems within a 20- to 30-mile radius of BTP for a precision LAAS approach. (If I got any of the above info incorrect, it is my fault and not Chad's.)

Chad explained that Woolpert is continuing their surveying under the auspices of the FAA in order to complete the WAAS layout. They are establishing end-of-runway points that include brass disks which identify navigational aids on the field. If the disks are like those used by the National Geodetic Survey people in Albuquerque, they are 8 cm (3 in.) in diameter. But who's looking?

Naturally, the survey team is locating obstacles and establishing photo points to aid in aerial imaging and geodetic control. As technical as it sounds, this simply means there are widely spaced permanent monuments that serve as a basis in computing lengths and distances between relative positions. And there you go. Do the approach.



I asked Chad how Woolpert learned all this good and technical stuff. In 2003, they did their first NGS (National Geodetic Survey). Since that date, they have completed 820 of them, including the most recent in South Korea.

Chad further explained that most cars with GPS systems have the same equipment fine-tuning their positions as aircraft do. It takes 25-28 satellites to do the job.

Some of the above information was taken from the GNNS library of the FAA Web site under "Frequently Asked Questions about WAAS and LAAS." Most of the lunar information was taken from Scientific American's news blog "Sixty-Second Science." The article is titled "Is MOON's sci-fi vision of lunar helium-3 mining based in reality?" Check it out at <http://tinyurl.com/la9fqh>.