

November 28, 2007

The Logan Aviation Association met at 6:30 p.m., November 27, 2007 in the new pilot planning facility at the Logan Cache Airport.

Attendance:	Cathy Myers-Roche	Jared Carpenter and son Triston
	Dominique Roche	Kim Hall
	Brad Wursten	Scott Weaver
	Dan Boston	Brian Williams
	Duane Hill	Cameron Beveridge
	Sean Heiner	Chad Glover
	Lan Turner	Bill Francis
	Denise Turner	Sherm Buck
	Marc Karpowich	John Kerr

There will be two positions open on the airport authority board and this will be discussed at the December 4th Board Meeting. If you feel strongly about the representation on this board, it is imperative that you attend and make your opinions heard. Lan Turner, Bill Francis and myself are all willing to work in this capacity.

The members discussed the suggestion made by airport manager Rich Stehmeier to change the calm wind runway designation from runway 35 to runway 17. Sean Heiner represented Utah State University and gave their concerns regarding the heavier traffic that will be present after the ILS is put into operation. Presently, the ILS is still undergoing some checks and is not scheduled for operation for at least three (3) weeks. After input from members and good discussion regarding the lack of a run up area for runway 17 and the adjustment that will be needed when the ILS goes up, it was agreed that the present status using runway 35 as the calm wind runway is favored by both Utah State University and the pilots in the association. Additionally, another suggestion from the airport manager to change the pattern into 17 to right hand traffic due to possible future noise issues over North Logan was not considered logical at this time.

All persons attending felt that we should first get the ILS up, look at the traffic issues that may have been created and possible solutions, investigate an adequate run up area for 17, and then look at changing the traffic.

Members also agreed that we should work closer with Utah State University by attending their flight meetings held on Wednesdays at 10:00 and in turn have USU attend our meetings as well. Communication is key to safety. Another suggestion was made to make the Unicom frequency monitoring available to any FBO and USU in order to increase communication and information availability. There has been no adequate Unicom service and airport information available for several months putting many pilots not familiar with the area or ground procedures at a disadvantage. Again, communication is the key to safety.

The association will also plan a workshop for pilots and have different instructors give briefings and information on what to be aware of reference traffic and approaches for the ILS. The MALSAR lighting will not be activated until the issues with 4200 North are resolved.

The association plans to work with Utah State University supporting an air festival which offers mechanics courses for certification. This is tentatively planned for spring before the students leave for the summer. Dan Boston organized this event in the past and Nolan Clifford, flight program director will work with Sean Heiner of USU on planning.

LGU would like to sponsor another community interest aviation event in the early summer and would consider another open house format or fly in along with any other suggestions you might have.

Scott Weaver and myself are FAA Safety Team representatives so please feel free to discuss any concerns you have with either of us. Meetings in Logan at USU are as follows: Jan 21 – VFR Charting – NACO from Washington DC
Feb 21 – Takeoffs and Landings – Curt Chesley
March 4 – Special Use Airspace – USAF and ATC
April – planning on a Weather topic

Meetings will be held on Wednesday evenings until further notice and we will take advantage of the pilot planning facility as a meeting room. This facility remains unlocked and available for use. A computer will be up and running soon for flight planning.

Please help keep this facility neat and clean, and be aware that the gate next to the pilot lounge has a gate code 3512 for re-entry onto the flight line.

The association will request that a larger sign with this code be placed on the flight line side of the gate and that the current door handle on the pilot lounge be changed out for one that can not be locked accidentally.