

MICHIGAN Aviation

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100 YEARS OF POWERED FLIGHT

At 10:30 A.M. on December 17, 1903, Orville Wright achieved the first piloted, sustained, controlled and powered flight. His brother, Wilbur Wright, stood by and timed the flight with a stopwatch. The first flight lasted twelve seconds and the aircraft flew 100 yards. The location was Kill Devil Hills, near Kitty Hawk in North Carolina. After four years of experiments with kites, gliders and wind tunnel testing, the Wright Brothers finally achieved their dream. Three more flights were made that day and the longest was nearly a minute and covered more than half a mile. They designed their own engine with the aid of their bicycle mechanic, Charlie Taylor. He designed and built an original engine that just met the Wright Brothers minimum specifications. The propellers were remarkably efficient considering there was almost complete lack of knowledge on this subject at the time. Wilbur Wright was the first person to recognize that a propeller is nothing more than a twisted wing, where the "lift" force is now pointing forward for propulsion. Using airfoil data measured during previous wind tunnel testing, Wilbur designed and constructed a remarkably efficient propeller. This aspect of the Wright brothers' achievement is sometimes not fully appreciated, yet it was one of the most important technological victories that led to their success. Wing warping was used for lateral control. Wilbur conceived the idea of bending, or deflecting, the tips of wings to achieve lateral control around the longitudinal axis of an aircraft. The concept of wing warping was another one of the major ingredients for the Wright's success. The Wright Brothers were the first to treat a flying machine as an integrated system involving aerodynamics, propulsion, structures, and flight dynamics. They fully appreciated the interaction and mutual importance of all these aspects. In this sense, they were the first to build a total flying machine, which encompassed all of the major aspects of a modern airplane.



COMMISSION ACTION

The Michigan Aeronautics Commission met in Lansing on November 19, 2003. Among items acted upon was the approval of funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:

ADRIAN

Lenawee County Airport
\$145,000 for design work for the extension of Runway 5/23 including parallel taxiway and lighting. \$130,500 federal, \$7,250 state, and \$7,250 local.

BATTLE CREEK

W. K. Kellogg Airport
\$60,000 in state funds for design work for construction of a storage building for the state's airport rescue firefighting trainer.

CARO

Tuscola Area Airport
\$100,000 for installation of an Automated Weather Observation System (AWOS). \$90,000 federal, \$5,000 state, and \$5,000 local.

CHARLOTTE

Fitch H. Beach Airport
\$166,500 to acquire land for a future cross-wind runway. \$150,000 federal and \$16,500 local.

CLARE

Clare Municipal Airport
\$60,000 for land survey, appraisal, and acquisition. \$54,000 federal and \$6,000 local.

DETROIT

Willow Run Airport
\$667,700 for design of runway safety area improvements including an environmental assessment. \$600,930 federal, \$33,385 state, and \$33,385 local.

EAST TAWAS

Iosco County Airport
\$592,000 for the second phase of a runway rehabilitation project. \$532,800 state and \$59,200 local.

HOWELL

Livingston County Airport
\$2,067,000 to acquire land to relocate Runway 13/31. \$1,860,300 federal and \$206,700 local.

IONIA

Ionia County Airport
\$22,500 for design work for new hangars and a taxiway. \$20,500 federal, \$1,125 state, and \$1,125 local.

LAKE ISABELLA

Lake Isabella Airport
\$12,000 for preliminary engineering work for land easement and tree clearing. \$10,800 state and \$1,200 local funds.

LINDEN

Price's Airport
\$1,434,000 for runway reconstruction. \$1,290,600 state and \$143,400 local.

MARSHALL

Brooks Field
\$22,000 for design work for rehabilitation of Runway 10/28 lighting system. \$19,800 federal, \$1,100 state, and \$1,100 local.

PONTIAC

Oakland County International Airport
\$2,047,000 to relocate hangars. \$1,386,000 state and \$660,300 local.

SAULT STE. MARIE

Chippewa County International Airport
\$1,111,111 to rehabilitate Runway 16/34 and a taxiway connector, update the airport layout plan, and to construct service roads. \$1,000,000 federal, \$55,555 state, and \$55,556 local.

STURGIS

Kirsch Municipal Airport
\$50,000 for final design work for the rehabilitation of Runway 18/36. \$45,000 federal, \$2,500 state, and \$2,500 local.

TRAVERSE CITY

Cherry Capital Airport
\$6,215,008 for construction of a new terminal building. \$4,755,083 federal, \$29,987 state, and \$1,429,938 local.

2004 Aeronautics Commission Meeting Schedule

- **January 28, 2004**
- **March 25, 2005** (Joint meeting with the State Transportation Commission.)
- **May 26, 2004**
- **July 28, 2004**
- **September 29, 2004**
- **November 17, 2004**

All meetings begin at 10:00 a.m. and will be held at the Aeronautics Building, 2700 E. Airport Service Dr., Lansing.

NEW COMMISSIONERS

Two new members have joined the Michigan Aeronautics Commission.

Eric V. Smith, of Northville Township and Terry Everman, of Flushing, were welcomed by Director Rob Abent and other members at the November 19, 2003 meeting in Lansing. Both Mr. Smith and Mr. Everman were appointed to four-year terms by Governor Jennifer Granholm. They replace Fred Rakunas and the late Alice Gustafson.



Eric V. Smith is an attorney in private practice and an administrator for Wayne County. Over the years, he has served the county in a number of capacities including liaison to the Wayne County Airport Authority. He is also a former student helicopter pilot. Mr. Smith holds bachelor and law degrees from Wayne State University. He and his wife are the parents of three sons.



Terry Everman is a General Motors employee, UAW member, pilot, and flight instructor. He holds an associate degree in aviation and has been flying for 23 years, including four years as a Civil Air Patrol mission pilot. Mr. Everman is an aircraft owner and member of the Aircraft Owners and Pilots Association and Experimental Aircraft Association. He has two daughters and one grandchild.



DIRECTOR'S DESK



● Rob Abent, Director
Michigan Aeronautics Commission

In the thirteen months since being appointed Director of the Michigan Aeronautics Commission, I have learned a great deal about the passion and dedication common to members of the aviation industry. I have had the privilege to work with pilots, maintenance technicians, airport managers, airline executives, and engineers and have developed friendships with many of them. Among the most satisfying of these friendships has been with the members of the Michigan Aeronautics Commission.

As 2003 comes to a close, the commission is at a point of transition. In March we were profoundly saddened to learn of the untimely death of our friend and long-serving commissioner Alice Gustafson. Another veteran commissioner, Fred Rakunas, retired in November after four years of service. Both will be greatly missed for their wisdom, knowledge, and counsel.

The sudden death of long-time commissioner Alice Gustafson left a void on the commission which will be difficult to fill. Alice was an individual of many talents and interests. As a successful business owner and philanthropist she supported many causes including Oakland University and the St. Joseph Mercy Hospital. She was the first woman member and chair of the Pontiac Rotary Club. She also owned and flew a Sabreliner and Piper Navajo.

Fred Rakunas has been involved in aviation for over fifty years, amassing more than 30,000 hours of flight time. His distinguished career began with the U.S. Army as an aircraft mechanic, included work as a flight instructor, and culminated as a senior airline captain. Fred is among the elite of his profession, holding certification in numerous aircraft including

seaplanes, helicopters, the McDonnell-Douglas DC-9, DC-10, Boeing 727 and 747. Since his retirement from airline employment he has continued his work in support of aviation in Michigan by lending his expertise as an advisor to colleges, universities, flight schools, and airports.

I would like to express my deep gratitude to both Commissioners Gustafson and Rakunas for their years of service. Michigan is most certainly a better place in which to fly because of their efforts.

I would also like to express my thanks to the other members of the commission. Chairman, Sid Adams, Vice-Chair, Dean Greenblatt, and Lowell Kraft are the other appointed members. Each serves on a volunteer basis. Gloria Jeff, MDOT Director; Guy Gordon, Michigan Department of Natural Resources; Capt. John Ort, Michigan State Police; and Brigadier General Ken Heaton, Michigan Department of Military Affairs are the statutory members.

As we begin a new year, it is my pleasure to welcome to the commission two new members, recently appointed by Governor Jennifer Granholm to replace Alice Gustafson and Fred Rakunas. Eric V. Smith and Terry Everman joined the commission at the most recent meeting on November 19, 2003. I look forward to getting to know and working with both of them to solve problems and address issues vital to users of Michigan's air transportation system.

Like every area of Michigan government, aeronautics is feeling the effects of ongoing efforts to balance the state budget. While money for transportation, including the Michigan Aeronautics Fund is the product of restricted, user-generated fees and taxes, the Michigan Department of Transportation is certainly affected by the state's current budget constraints. Aeronautics staff, like all state employees, are being asked to accept pay reductions in exchange for banked leave time.

There is good news for users of Michigan Airports, however. Due to the restricted nature of airport funding and the large amount of federal money involved, airport construction projects for the coming year will be largely unaffected by the state budget situation.

On November 21 the U.S. Senate finally passed the FAA's four-year reauthorization bill. The bill, which sets the agency's spending limits, had been hung up in the Senate over the issue of air traffic control privatization. The logjam was finally broken when the FAA

promised not to outsource any jobs currently performed by FAA employees for the rest of the fiscal year (until September 30, 2004). The bill - also called Vision 100, The Century of Aviation Act - includes a third-party review before the Transportation Security Administration can revoke an airman's certificate for security reasons, the "Meigs Field Amendment," which prohibits closure of an airport without sufficient notice, and more than \$14 billion for airport construction, much of that earmarked for general aviation facilities.

Among the commission's most important obligations is to act as worthy stewards of public funds. As we navigate this most challenging of times, I look forward to working with the commission and aviation community to insure that users of Michigan's aviation system receive the maximum return on their investment in our aeronautics infrastructure. I invite members of the aviation community to participate in this process. Michigan Aeronautics Commission meetings are held bimonthly beginning in January (see the schedule on Page 2) and are open to the public. We welcome your suggestions, comments, and ideas. For additional information, including agendas, please call 517-335-9943.

THE 2004 MICHIGAN AIRPORT CONFERENCE

The 2004 Michigan Airport Conference will be held February 18 and 19, 2004 at the Holiday Inn-South in Lansing. This year's conference promises to be a hallmark event. The special keynote speaker for the Awards Luncheon is Brian Udell who tells a gripping story of being a survivor of ejecting from a supersonic airplane. His program received national acclaim for being both inspirational and humorous. FAA Great Lakes regional Administrator, Cecelia Hunziker has been invited to speak during the opening session. Breakout session topics will include: "Update on the Community Benefit Analysis Project, Programming 101," "Were's the Money?," "Small Aircraft Transportation System (SATS) in Michigan," "GASB 34 Depreciation Discussion," "Hangar Construction," "Using the Internet to Know Your Project Cost," "Airport Pavement Management," "EPA Fuel Containmentment Regulations," "and Airport Access and Enforcement." For information, or to register, please call Sue Seal at 517-335-9958 or SealS@michigan.gov.

100 Years of Powered Flight

December 17, 2003 marked the 100th anniversary of the first successful flight of a powered, fully controllable, heavier-than-air aircraft. At North Carolina, Orville and Wilbur Wright succeeded in making four flights, ranging in duration from 12 to 59 seconds and in distance from 120 to 852 feet. From that day in 1903, the possibility of humans navigating the currents of the atmosphere, as they had the currents of the sea, was more than just a dream.

Michigan's Connection: Michigan has a long heritage that is connected to the aeronautics industry. It has been home to many of the industry's contributors, including William Boeing, Charles Lindbergh, and Harriet Quimby, America's first female licensed pilot. Henry Ford, a leader in automotive mass production also held an interest in aeronautics and, with Charles Lindbergh, pioneered many aviation firsts. Among the members of the first flying team assembled by the Wright Brothers in 1910 was a native of St. Johns, Michigan. Philip O. Parmelee, during his brief life as an aviator, made many important contributions to the progress of commercial and military aviation, and is Michigan's most direct link with the very roots of what has been called the aerial age.

The Story Continues: Within five years of the first successful flight at Kitty Hawk, the Wrights were forcefully promoting their "aeroplane" to various governments, including those of the United States, France, and Germany, for potential military and commercial purposes. By 1910, The Wright Company of Dayton had produced its first sales catalog and brochures featuring their aircraft and flying schools. By late 1915, in part because of the death of Wilbur Wright in 1912 and health problems faced by Orville, The Wright Company had been sold and was no longer under Wright control.

The Wrights were not alone in their attempts to sell aircraft. By 1907, Glenn H. Curtiss of Hammondsport, New York had entered the aerial arena. Like the Wright's, Curtiss had been a maker of bicycles during the earliest years of the 1900s, and then a prominent manufacturer of motorcycles. Curtiss produced a speedy aircraft that won several major awards even before the Wrights were well known. By 1913 he became famous for his versatile and relatively reliable line of flying boats, popular with sportsmen.

Over a period of about seven years, beginning in 1909, the Wrights and Curtiss were locked in a series of court battles over what the Wrights considered to be infringement of their wing-warping patent. Many considered the legal battles to have

been a major impediment to America's leadership in the development of practical aviation, and many consider that Glenn H. Curtiss never received the credit he deserved for his early development of some of America's most impressive aircraft. Curtiss remained in the aviation industry for several decades, far longer than did the Wrights.

A Very Brief History of the First Three Decades of Aviation in Michigan:

In the late 1830s B.G. Noble, of Dexter in the Michigan Territory, designed an "Aeronautic Steam Car." While no records indicate that it was ever built, its design incorporated many features of later successful airships. The first reference to actual flight in Michigan is found in an account of a balloon which drifted over Lake Michigan in 1875 on its way to a fatal crash landing in Ontario.

The first glider made and flown in Michigan was built in Traverse City by Charles Augustine. It was successfully flown by Edwin Smith on October 17, 1909. Satisfied with the success of the glider, Augustine built a larger, gasoline engine-equipped version in 1910. This aircraft, however, never flew.

Early airplane manufacturing in Michigan was ongoing in other parts of the state as well. In Detroit, the first records of actual construction of an airplane are in April 1909, when Andrew Cuthbertson exhibited his machine. The aircraft was flown but later destroyed.

During 1910 and 1911 several airplanes were flown in the Detroit Area. Russell Alger, one of the organizers of the Wright Airplane Company, brought one of the first planes produced by the company to Detroit in 1910. On June 19, 1911, Mrs. Russell A. Alger, Jr. became the first woman to fly an airplane.

It was not until the First World War, however, that airplanes were built in quantity in Michigan.

Pioneer Michigan Aviators:

Michigan is also home to a number of pilots, aircraft designers, and aviation pioneers who became known nationally and internationally.

Edward A. Stinson, perhaps more than any other person, should be given the credit for reviving flying and aircraft manufacturing in Michigan after the First World War. He learned to fly in 1911 and flew continuously until his death in 1932. In 1925 he organized the Stinson Aircraft Corporation.

One of Michigan's foremost aircraft designers, builders, and manufacturers, **Allen H. Meyers** was born in Allenhurst, New Jersey, on September 4, 1908. He soloed at the Curtis Flying School on Long Island in an OX-5 powered "Jenny." After spending three years barnstorming the country, he settled in Detroit and became a sheet-metal worker with Stinson Aircraft in Wayne. In 1933, he started building his first airplane in a garage. The finished product was called OTW (Out to Win). Meyers made the first flight on May 10, 1936 from Wayne County airport. When production ended in 1943, exactly 100 OTWs were built. At last count, more than 60 are now flying or are being restored. In 1948, Meyers built the Meyers MAC-145, which was an all-metal, enclosed-cabin aircraft. The Tecumseh airport has been designated the Meyers-Diver Airport



Phil Parmelee and Lt. Myron Crissy with first live bomb in a Wright Plane, Los Angeles, January 1911.

Another local legend is Art Davis, East Lansing stunt flier, barnstormer and graduate of MSU. He in turn trained Clem Sohn, a performing parachutist famous for his free-fall dives and maneuvers while wearing a bat-winged outfit.

An ongoing exhibit at the Michigan State University Museum honors pioneers from the early days of flight. The documents and artifacts contained in that exhibit include items acquired over a period of more than 20 years by Peter and Alice Murphy of St. Johns, Michigan, as well as donated materials from the historical collections of Michigan State University Museum. Michigan has many other aeronautical connections, including housing the nation's first collegiate aeronautics program at The University of Michigan. Today the state is home to over 150 established aircraft suppliers.

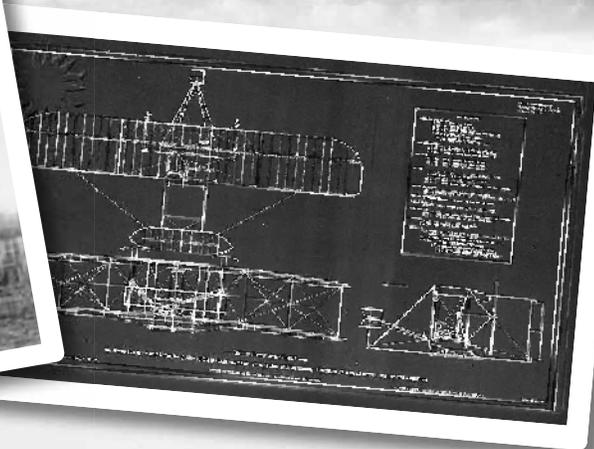
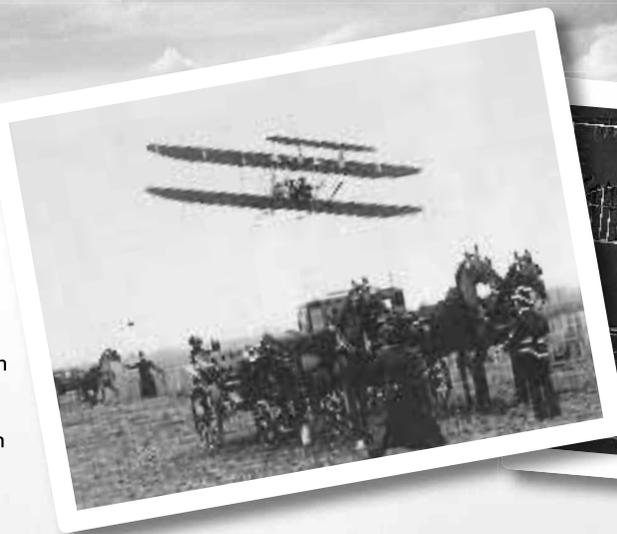
Flight

**Kitty Hawk,
to 852 feet.
st a dream — it was reality.**

to honor him and his old partner. Meyers died on March 15, 1976, at the age of 68.

Harriet Quimby was born on May 11, 1875 in Kinderhook Township, Branch County, Michigan. She is noted for her daring, courageous spirit, and is a true pioneer of women in aviation. She earned her pilot's license - Federation Aeronautique Internationale No. 37 - from the Aero Club of America on August 1, 1911. She was the first woman in the United States and the second in the world to be licensed. On March 7, 1912 she set sail for France, planning to be the first woman to fly over the English Channel. Her accomplishment of this feat, on Tuesday, April 16, 1912, did not receive worldwide headlines because it was overshadowed by the sinking of the Titanic the day before her flight. On July 1, 1912, she died while preparing for an aviation meet. She was the first woman to be killed at an aviation meet and the fourth woman in the world to lose her life in an airplane.

Alfred Victor Verville was born on November 16, 1890 in Atlantic Mine, Michigan. His career as an aircraft designer and builder spanned nearly fifty years, during which his genius and vision enabled him to influence the advancement of aviation during its formative years. Verville joined the Curtiss Airplane Company in 1914, and aided in the design of many Curtiss planes, including the first "Jenny" training plane, and the Curtiss F Flying Boat. In 1915, he organized the General Airplane Company of Detroit, producing the Verville Flying Boat and the Verville Twin Float Pusher. After World War I broke out, Verville joined the U.S. Army Service. After touring Europe with General Billy Mitchell to assess the development of aviation there, Verville was asked by General Mitchell to design an airplane for the Air Service entry in the 1922 National Air Races. Verville designed the Verville-Sperry Racer. This plane was one of the first airplanes with retractable landing gear. The true importance of the Racer design was recognized in 1961, when it was selected as one of the twelve most significant aircraft of all time. In 1925 he organized the Buhl-Aircraft Company, producing the Buhl-Verville Airster. In 1927 he organized the Verville Aircraft Company, producing the Verville Coach, AT Trainer, and YPT-10. He served as engineer and consultant with several aircraft companies including Douglas, Curtiss-Wright, Sneed, and Drexel Aviation. Verville contributed 16 years



of service to the Federal government, primarily with the Bureau of Aeronautics, before retiring in 1961.

Sinnie Sinclair was born on April 8, 1888 in Chandlersville, Illinois. A gifted pilot, he dedicated his career to the advancement of aviation, both as a pilot and businessman. Sinnie began his aviation career in 1915 when he soloed. He flew exhibitions until he joined the U.S. Signal Corp in 1916 as a civilian flight instructor teaching Army pilots. In 1925 Sinnie became Assistant Manager of Ford Airport in Dearborn, Michigan. In 1926 he flew airmail for Ford Company flying the "Stout all-metal airplanes." In 1928, he joined Universal Airlines flying throughout the midwest. In 1935, Universal Airlines became American Airlines. In 1937 Sinnie formed Sinclair Flying School in Muskegon, Michigan, which was a Michigan institution for more than fifty years. Sinnie spent his years in Muskegon with flight instruction, charter work, aerial photography, aerial ambulance trips and various other aviation projects. Sinnie taught thousands of students to fly, from WWI pilots to young kids. He was a prolific instructor who never had a student who did not succeed. Many of his students became very prominent in aviation. Sinnie's flight hours are not known, but it is believed they exceed 30,000 hours. Sinnie Sinclair was listed in the Guinness Book of Records in 1977 as the oldest living pilot in the World. He died on April 5, 1986.

Clem Sohn had to wait until he graduated from Lansing's Eastern High School before he could pursue the life of a flying daredevil. In 1930, at age nineteen, he was trained to do performance parachuting by stunt pilot Art Davis of East Lansing. By 1933 he had perfected delayed jumping in which he would free-fall for 9000 feet and then pop his chute at 1000 feet above the ground. Shortly thereafter he was working on the "Bat Wings" that would make him famous and would, in a few short years, take his life. Sohn and his Bat Wings were the featured attraction at an air show in Vincennes, a suburb of Paris, France on April 26, 1937. A crowd of 200,000 watched

as his French pilot took him up to 6,500 feet. They cheered as he leaped from the plane and swooped and glided on canvas wings far above their heads. At 1000 feet he folded his wings and pulled his ripcord. His chute streamed out but it tangled with one of the wings and would not open. At 600 feet he pulled his reserve chute but it tangled with the main chute. As he struggled to open the chute, his time ran out. Scores of onlookers screamed and several fainted as his body plunged into the center of the airfield. Clem Sohn, age 26, lay dead in the grass of Vincennes

Talbert "Ted" Abrams, 1895-1990, was an inventor, explorer, and business executive. His first involvement with aviation was when he got a job at the Glenn Curtiss factory in Buffalo, New York grinding valves and helping in the drafting room. Ted joined the U.S. Marine Aviation Section and soloed in 1918. One of his assignments was taking aerial photographs. After leaving the service in 1920, he became one of the first air mail pilots. His first job as an aerial photographer came when he heard of a newspaper which wanted an aerial photograph of a racetrack. Using a borrowed camera, he took the picture for the sum of ten dollars. Thus began a life as a pioneer of aerial photography.

In 1922 Ted and his wife, who was also a pilot, formed the ABC Airline Corporation in Lansing with a World War I "Jenny." ABC, he said, stood for "Always Be Careful." After several years, he renamed the company Abrams Aerial Survey. The company produced maps which could be used for highway design and construction. One of his first projects was the successful mapping of the route which would become U.S. 27.

Ted was never satisfied with modifying conventional airplanes, so in 1937 he designed a revolutionary airplane with a huge glass nose, twin tail booms, and a pusher engine. The "Abrams Explorer" was built in Marshall and was used until 1948.

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100 Years of Powered Flight Continued from Previous Page.

In 1938, Ted established the Abrams Instrument Corporation which manufactured camera parts. During World War II the company produced camera assemblies for aerial reconnaissance. After the war, Abrams Aerial Survey Corporation became one of the nation's largest and busiest. Based in Lansing, it operates to this day.

Arthur J. Davis, like many young men and women, was inspired to take up flying in the decades after the Wright Brothers' first flight. He saw his first airplane at the Allegan County Fair in 1915, and by 1917 had taken his first plane ride out of a dairy-farm field south of Lansing. He enlisted in World War I and received the flight training that set him on a course of flying for the rest of his life.

Art Davis was born in Grand Junction, Iowa in 1895 and his family moved to Michigan when he was thirteen. His connections to Michigan State University go back to when the school was called Michigan Agricultural College. He enrolled here as a freshman in mechanical engineering in the Fall of 1917. In January of 1918 he enlisted in the Army Signal Corps, took flight training and soloed on October 16, 1918. After the end of World War I, Davis returned to MAC and graduated in 1923.

When the airplane was still a novelty, barnstormers crossed the country looking for an open field near a small community. The sound of the engine in the air was enough to draw a crowd of locals out of their homes to scan the skies. The pilot made a broad circle to attract attention and then landed. He didn't make his money from doing stunts in the air because anyone could view those for free. He made his pay by offering short rides for anywhere from \$1 to \$15 per passenger.

Art Davis barnstormed across the country from 1919 to 1939. He said that it was not uncommon to perform in two shows a day while on the circuit. In addition to the small town performances, he competed for prizes in most of the major air shows east of the Rockies. He claimed over 400 first places in events ranging from speed racing to bomb dropping in which he had to hit a target on the ground. He won so many trophies that he said he sometimes just tossed the trophy in the plane and took off, never getting around to having his name engraved on it.

A typical Davis Air Show in the 1930s included loops, spins, stalls, and spirals, all outlined in smoke. Davis' own specialty was using the wing of his plane to cut a ribbon stretched near the ground or to burst a balloon. His fleet of five to six planes also did formation flying and reenacted WWI dogfights. Sky writing, batwing fliers and parachute jumps filled out the program and the climax consisted of Davis flying his plane through a wall of fire.

Davis became a dealer for Aeronca aircraft early in 1940. The Aeronautical Corporation of America produced an excellent line of light and maneuverable tube and fabric aircraft in Ohio in the 1930s, 1940s and into the early 1950s. At the beginning of World War II Davis went back on active duty as a reserve officer involved in flight training. In 1943 he transferred to the Ferry Command at Long Beach, California where he delivered bombers and other military aircraft to countries around the world. After World War II, Davis started up his air shows again, traveling around the U. S. with his stunt fliers and parachute jumpers

By the 1950s, Davis was providing a multi-faceted aeronautical event. In addition to the standard stunt flying and wing-walking, the show included helicopter demonstrations, television stunt fliers, the display of an Explorer satellite of the type that had recently been sent into orbit, and the firing of a ground-to-air missile... "at a safe distance from the spectators."

Throughout his career, Davis often performed at his own airport. Davis Airport was located 2 1/2 miles north of East Lansing. It ceased operation in 2000 and the following year an apartment complex was built on the site.

Airlines: The growth of commercial airlines in the United States was very rapid following the enactment of the Air Commerce act of 1926. Michigan played an important role in the early development of our nation's commercial air service. In 1920 the U.S. Aerial Express Company began operations between Detroit and Cleveland, carrying passengers and freight.

In 1925, Stout Air Services was formed by Ford Motor Company following the acquisition of the Stout Metal Airplane Company. In 1926 the first scheduled daily round trip flight between Detroit and Grand Rapids began what is believed to be the first successful scheduled passenger operation in the United States.

In 1927, the Thompson Aeronautical Corporation was organized to operate passenger and air-mail service between Detroit, Pontiac, Muskegon, Bay City, and Chicago. Service was later expanded to include Saginaw, Flint, Lansing, Kalamazoo, Grand Rapids, Ann Arbor, Jackson, Battle Creek, South Bend, and Toledo. Original equipment consisted of Stinson airplanes, made in Detroit. In 1931 the name was changed to Trans-American Airlines Corporation, with the eventual goal of extending service across the continent and to Europe. In 1931 and 1932 they conducted the first survey of a northern route to Europe from Detroit, by way of Greenland.

Northwest Airways, Inc., which did not initially operate in Michigan, flew single engine airplanes, made in Detroit, on their first route from Chicago to Minneapolis.

Airports: In the early days of aviation, airports were usually nothing more than a smooth tract of land on a local farm. Sometimes racetracks or fair grounds were used as makeshift airports. The first landing field which deserved the title of airport was Selfridge Field on Lake St. Clair near Mt. Clemens. Developed first in 1917, it was named in honor of Lt. Thomas Selfridge, who was killed at Fort Meyer, Virginia in 1908 in what was the first fatal powered-aircraft accident.

The first commercial airport is believed to have been Packard Field located at Gratiot Avenue and 10 1/2 Mile Road in Roseville. After the First World War, flying activities were significantly reduced. Nearly all flying in the Detroit area took place from either Selfridge Field or Packard Field. In other cities, farm land, race tracks, or fair grounds were used as airports.

The Ford airport opened in 1929 immediately southeast of the City of Dearborn, nine miles west of the Detroit City Hall. As the factory site for the Stout Metal Airplane Company, it was the first airport in Michigan to combine flying and manufacturing. It is believed that this airport was among the first to have a permanent hard-surfaced runway. In its day it was considered among the finest in the world, being equipped for night operations and featuring an airship mooring mast.

In 1931 a newspaper article noted that there were 70 airports in Michigan. Floyd Evans, Director of the Board of Aeronautics, stated that 40 more would be built in the following two years. The cost would average about \$4,000 per site.

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AVIATION IN-FORMATION

Beginning in February, aircraft dealers in Michigan will be listed on our web site (www.michigan.gov/aero). Presently 235 dealers are registered in the state. Detailed information on how to become a dealer, or on registering aircraft as a dealer, can be found under "Licensing" on our website. Questions may be addressed by contacting Susan Keldsen at 517-335-9719 or KeldsenS@michigan.gov.

The managers and controllers at Detroit Metro Air Traffic Control Tower and Detroit Approach Control are soliciting comments and suggestions from their users. Pilots with questions or concerns about procedures or services in the Detroit area are encouraged to contact the Quality Assurance Staff via e-mail at 9-AGL-DTW-ATCT-QA@faa.gov.

The FAA has issued a notice of proposed rulemaking (NPRM) which will affect pilots seeking to help local charities with fundraising flights and, by the FAA's own admission, will drive hundreds of small sightseeing operations out of the business. The proposal would raise the minimum number of hours required for pilots conducting charity fundraising flights from 200 to 500 and remove an exemption that allows Federal Aviation Regulation, Part 91 sightseeing flights within 25 nautical miles of the airport of departure. Operators conducting flights under this exception will now be subject

to the operational requirements of Part 135. The proposed rule does retain exemptions for flight training, including introductory flights. The NPRM is available on the Federal Docket Management System (<http://dms.dot.gov>), docket number 4521. Comments may be submitted at the same web site.

Flint Bishop Airport is projected to be the second fastest growing airport in the nation by 2008. A study by the Boyd Group of Colorado forecasts that passenger traffic is expected to nearly double over the 336,000 passengers who used Flint in 2000. The study predicts that Flint will pass Grand Rapids and Lansing to become Michigan's second busiest airport, in terms of total passengers.

The Federal Aviation Administration has announced the "Wright Brothers Master Pilot Award." The agency is seeking nominations for pilots who have contributed to building and maintaining the world's safest aviation system by practicing and promoting safe flight for at least 50 consecutive years. Eligibility requirements include: completion of a flight review (or equivalent) within the preceding 24 months, holding an FAA pilot certificate with 50 consecutive years of experience (up to 20 years of military experience may be counted), three letters of recommendation from other pilots, 50 years as a U.S. citizen, and no history

of certificate revocation. Application for this award may be made by a pilot meeting the criteria or by anyone on behalf of an eligible person. Additional information and application packages are available from FAA Flight Standards District Offices.

The Western Michigan University precision flight team, the Sky Broncos, flew to a resounding win in October at the National Intercollegiate Flying Association's Region III competition at Ohio University in Athens. Ohio University and The Ohio State University finished second and third, respectively. Also competing were the University of Cincinnati, Kent State University, and Andrews University of Berrien Springs. Sky Bronco Marc Kobaissi of Barrington, Illinois, earned "top pilot" honors at the event. Three of the other four finalists for the award were Sky Broncos Marshall Lynn of Holly, Michigan; Ian Alexander of Grandville, Michigan; and Jelani Kelley of Bloomfield Hills, Michigan. According to Head Coach Tom Grossman, the 14-member team did "an awesome job" at the competition. He noted the team's point total was close to that scored by WMU's 2001-02 team, which went on to win the national championship in 2002. The Region III win means the Sky Broncos have earned a berth at the 2004 NIFA championship, which will be held at Middle Tennessee State University in Murfreesboro.

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100 Years of Powered Flight
Continued from Page 6.

Upward and Onward: After the First Flight in 1903, the aircraft manufacturing industry developed rapidly in Michigan. By 1928, twenty-three companies in Detroit alone manufactured airplanes, engines, or aircraft supplies. Charles Lindburgh's historic 1927 flight spawned a significant increase in private flying. Aviation schools, many with unqualified instructors and marginal equipment, sprang up. Barnstorming and stunt flying were the main attraction at county fairs and other gatherings. However, there were no minimum standards for airports and no protection for pilots, passengers, or the public.

On May 20, 1929 a bill creating the Michigan Board of Aeronautics was signed into law by Governor Fred Green. The bill authorized the Board's general supervision and control over all

airports and schools of aviation. A companion act imposed a three-cent tax on each gallon of aviation fuel – the same tax rate which remains in effect to this day.

REFERENCES: *Michigan State University Museum*; 100 Years of Flight: Pioneers and Barnstormers, Co-Curators Val R. Berryman, Alice Murphy, Pete Murphy.

Michigan Aviation Hall of Fame Website; www.michiganaviation.org

Michigan History Magazine; Vol. XXII, Spring 1938. History of Aviation in the State of Michigan, Peter Altman.



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**THE 11TH ANNUAL
AVIATION/AEROSPACE
TEACHER WORKSHOP**

The 11th Annual Aviation/Aerospace Teacher Workshop will be held on Saturday, May 22, 2003 at the Michigan Aeronautics Building at Capital City Airport in Lansing. This year's keynote speaker is scheduled to be Dr. Kathryn Clark, NASA Chief Scientist. The afternoon will be devoted to a variety of breakout sessions, all designed to show teachers how aviation concepts can be used in classrooms. The popular resource center will also return.

Cost for the day is \$35.00 and includes all resource materials and lunch. For additional information, or to register, please contact Tom Krashen at 517-335-9977 or KrashenT@michigan.gov.



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