

# NEW HORIZONS

Brought to you by your Kentucky Department of Aviation

October 2012 Issue 38

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Please show your support of aviation and make plans to purchase a Kentucky Aviation Association License Plate. Once the Kentucky Aviation Association receives the required 900 signatures, we will be sending an application to you for the License Plate and it will require a \$25 application fee which will go towards the purchasing of your plate. Please keep in mind that you can personalize them upon ordering your plate. Please contact Rob Barnett at 270-842-1101 or email him at [robb@bgwairport.org](mailto:robb@bgwairport.org) to sign-up.





Vance Mueller looks out the window while sitting in a UH-60 Black Hawk helicopter Saturday afternoon during Aviation Day at the Capital City Airport.

# Airport hosts Aviation Day

PHOTOS BY DYLAN BUELL



Vietnam veteran Joey Newsol talks with Kentucky National Guard Sgt. Shaun King.

Stephanie Starkley holds up her son, Bryan, to look at the K-9 dog in the back seat of a car.



A group of visitors check out the cargo area of a C-130 plane.



Aviation Day visitors wait in line to take a ride in an airplane Saturday at Capital City Airport.





You're invited to attend the 2012 Kentucky Aviation Hall of Fame  
October 27, 2012

Kentuckians who made achievements in aviation and aeronautics will be honored with induction into the Kentucky Aviation Hall of Fame. Receiving this honor are:

Trinity native Wayne Frye, graduate of the US Naval Academy and a Vietnam War USAF squadron commander who flew 266 combat missions.

Fred Keller award-winning builder of experimental aircraft from Cynthiana who has been recognized by the Experimental Aircraft Association.

David Rogan, a WW II pilot from Middlesboro who was one of a very few combat pilots who served in both Europe and the Pacific on bombing missions.

Douglas Yates, a native of Meade County and WKU graduate who developed reconnaissance mission tactics for flights over Vietnam, and later served as an advisor to the Kentucky Air National Guard.

The Aviation Achievement Award will be given to Stuart Powell of Danville for his support of Aviation in Kentucky.

The honorees will be inducted at a black-tie dinner at the Museum. Reservations for the event on are \$95 for Museum members and \$110 for others.

Tickets can be ordered online at [www.aviationky.org/hof2012.asp](http://www.aviationky.org/hof2012.asp) and must be purchased by October 19, 2012.

The Kentucky Aviation Hall of Fame has honored natives of Kentucky and other outstanding individuals for their aviation or aerospace achievements since the first enshrinement in 1996.

Previous honorees include inventors, pilots, scientists, designers, military aviators, and airline executives.

For information regarding the induction banquet and ceremony on October 27, call 859-317-2815.

Meal catered by South-Van Events of Lexington  
Cocktail Hour - 6 to 7pm (Open Bar)  
Dinner 7-8:15 pm  
Program 8:15 to 10PM

## AHP GETS THEIR BIGGEST BIRD YET!

**BOWLING GREEN, KY —** A warbird that opened the War on Terror will be rolling into Bowling Green this Friday.

A General Dynamics F-111, affectionately known as the “Aardvark”, has been rescued from storage in the Arizona desert, and following a painstaking restoration, will take its place in Aviation Heritage Park.

“This is the largest aircraft we’ve ever restored,” said AHP President Arnie Franklin. “It’s over 73 feet long, with a wingspan of 32 feet when the wings are fully swept. And I think it’s beautiful”

Franklin has reason to think so. In 1986, United States jet aircraft launched from a base in England and roared through the skies of coastal Libya, delivering a crushing blow to Muammar Gaddafi in retaliation for an act of terrorism that killed or injured American servicemen in Germany. Gaddafi’s regime sponsored the attack, and President Reagan authorized retaliation. Known as Operation Eldorado Canyon, the lead ship of the Air Force contingent of F-111s was piloted by then Lt. Col Franklin. The mission was a success.

The actual aircraft that Franklin was flying that day is on display at the National Museum of the Air Force in Dayton Ohio. The aircraft that is being brought to Aviation Heritage Park was flying on his wing that night.

The F-111, a tactical strike and interdiction fighter/bomber, entered service in 1967, but has been retired from active service with the USAF since 1998. Upon retirement, the remaining fleet of F-111s was sent to Davis-Montham AFB in Arizona to be “mothballed”.

“That’s where we found her,” said Dan Cherry, Executive Vice President of AHP. “AHP honors South Central area pilots by finding and restoring aircraft that tell their stories. The Aardvark will tell the story of Col. Franklin and the brave pilots who ‘went downtown’ to avenge American service personnel who were killed in the terrorist attack in Germany. It was the longest fighter combat mission ever flown.”

The F-111 was disassembled, loaded on several flatbed trailers, and shipped from the Tucson AZ base to Bowling Green on Tuesday, October 9. The truck with the wings and tail is scheduled to arrive Friday morning, October 12, and main fuselage is scheduled to arrive on later that afternoon. (ACTUAL ARRIVAL TIME TBD).

**NOTE:** Not only did AHP’s F-111 participate in Operation Eldorado Canyon, it went on to serve with distinction in the Gulf War. The aircraft that’s arriving here in Bowling Green had the highest number of missions of any of her type, and dropped the last bomb of the last night of Desert Storm.





Robert “Bob” E. Minter, Sr of Gallatin Tennessee is a staunch aviation advocate, activist and aviation policy strategist as well as a great friend of Kentucky aviation.

Bob Minter's career in aviation spans 36 years since his graduation from Embry Riddle Aeronautical University in 1961 where he pursued courses of study in aviation management, marketing, and aircraft maintenance technology. Bob also earned his commercial pilot certificate there.

Bob has been a corporate pilot, sold airplanes, managed a Fixed Base Operation, was in top management at the world's largest civilian flight training center and has served as Director of Airport Development & Operations for the State of Tennessee's Bureau of Aeronautics. In 1978, he formed his own firm, Bob Minter & Associates who represent, among others, Aviation Equipment Maintenance Magazine and The Southern Aviation. He currently serves on more than a dozen boards, commissions, and aviation technical advisory committees throughout the Southeast.

Bob has represented the AOPA in various ways for approximately 30 years. The AOPA is the world's largest aviation association with more than 300,000 members in the United States. The AOPA has represented the interests of General Aviation for 53 years and is aviation's preeminent voice across the nation, as well as in Washington.

Over the past 10+ years, Bob has been the AOPA's Southeast Regional Representative, working with pilot groups, airports, legislatures, and local governments in five states on behalf of general aviation.

Bob helped found the Tennessee Aviation Association. TAA has evolved into one of the most successful state associations in our part of the country. Bob is currently Chairman of that association's Executive Committee.

Bob will be honored in the upcoming 11th Anniversary Gala & Inductions Ceremony by being inducted into the Tennessee Aviation Hall of Fame.

## Kentucky Army Aviation helps keep the National Guard in the air Story by Sgt. Scott Raymond



Soldiers at the Army Aviation Support Facility prepare for a test flight in a OH-58 helicopter in Frankfort, Ky., Sept. 24, 2012. The Kentucky Guard provides maintenance support to all OH-58s in the National Guard.

FRANKFORT, Ky. – It is often thought that a warrant officer in an Army Aviation unit is only a pilot. That is certainly not the case. The aviation field also demands that experts are on hand as maintenance technicians to ensure that those pilots have a working aircraft to fly.

In the Kentucky National Guard, some aviation warrant officers are not only keeping Kentucky Guardsmen in the air, but also are working to keep pilots in quality aircraft nationwide.

Chief Warrant Officer Three Jay Calcaterra, an aircraft maintenance supervisor for the 351st Aviation Support Battalion works daily at the Army Aviation Support Facility in Frankfort, Ky. He confirmed that not everyone in the hangar is a pilot, calling he and other maintenance supervisors, “the walking warrants.”

“We determine which aircraft fly, how long they fly and what maintenance is required after they fly it,” said the Lawrenceburg, Ky., native.

Calcaterra said they have an extremely important job in the hangar, and that is to manage aircraft and the people who work on aircraft.

The Kentucky Guard’s fleet of UH-60 Black Hawks and OH-58 Kiowa helicopters, and their operational readiness is the responsibility of Calcaterra and Chief Warrant Officer 2 Ryan Thompson.

They said it takes a seasoned expert to meet the demands of what they are asked to do, but in referring to their warrant officer training, they rely on their abilities and the proficiencies of their staff to provide that expertise and keep Kentucky aircraft in the skies.

In 2011, the National Guard Bureau in Washington, D.C., was looking for a solution for the maintenance of all OH-58s flown by the Guard. They needed a hub where the aircraft could be properly and efficiently maintained to keep them flying. NGB looked to a state with a solid history of excellence in aviation.

“It’s because of our reputation, our work ethic and our operational readiness rates that we were asked to do this,” said Thompson. “Everyone knows we are always willing to step up and support the mission of NGB.”

With the amount of flight hours being put on a diminishing fleet of OH-58s nationally, NGB asked Kentucky to become the center through which all maintenance issues would stream. Kentucky’s Army Aviation originally only had four OH-58s of their own, but now they were asked to care for a lot more. Regardless of their home assignment, helicopters with any issue would be flown or transported to Frankfort to go through Thompson’s “phase.”



Kentucky Army Aviation helps keep the National Guard in the air  
Story by Sgt. Scott Raymond  
(CONTINUED)

Thompson said the facility would normally put six helicopters through maintenance phases each year. Since February 2012, they have received, tested, worked on, and put back into service 23 OH-58s, across the country. That's nearly a 400 percent increase and the year isn't over yet.

He said Kentucky has worked with 16 different states in repairing their helicopters, transferring the aircraft back and forth to as far away as Arizona and Hawaii.

A phase begins with a test flight, if possible, to determine the faults or discrepancies, anything from broken radios to weak engines. The aircraft would then be disassembled from the nose to the tail and those problem areas would be fixed and required inspections completed. Upon its reassembly, the helicopter would be released for test flights to assure the problems were resolved, resulting in an "almost new" aircraft.

"I would never send out something that I wouldn't give my own soldiers," said Thompson.

According to Thompson, the Kentucky Guard flies more hours in OH-58s than any other state. Thousands of hours of flight-time are given annually to support the state's counter-drug program and in-state unit training missions.

In addition to operations in the Commonwealth, OH-58s repaired by the Kentucky Guard are transferred to the U.S. State Department as well as flown in support of the Southwest border mission, Operation Guardian Eye.

Calcaterra, Thompson and the soldiers in the hangars in Frankfort manage the maintenance of 75 percent of all OH-58s flying in the National Guard. Thompson said it's a fine example of the Kentucky Guard preparing for and meeting the needs of the Guard as a whole.

Thompson believes the mission will last as long as OH-58s are flying for the Guard. In the meantime, Kentucky will remain nationally, a proven maintenance hub as well as an OH-58 parts hub.

The increased workload has benefited some soldiers with full-time work, which the warrants said creates an invaluable amount of experience for young aircraft mechanics. Thompson estimates that his soldiers are getting as much hands-on training in two-weeks as some traditional Guardsmen serving on weekends would get in 15 years. In addition to the new airframes coming through, the experience for these soldiers is the biggest gain of this mission said Thompson.

The warrants both said they couldn't have done it without the support of Kentucky National Guard leadership. Thompson said Maj. Gen. Edward W. Tonini, Kentucky's adjutant general and Col. Michael Ferguson, 63rd Theater Aviation Brigade commander, agreed to take on the mission and have consistently backed the mechanics' efforts while promoting the quality work done by Kentucky Guardsmen.

"We take pride in what we do here," Thompson said. "We have the experience and know-how to pull this off."

"It's a lot of work, a lot of hours, but we don't have a reduction in our capabilities. This has been a whirlwind success."

TCOB  
Kentucky Department of Aviation  
90 Airport Road  
Building 400  
Frankfort, Kentucky 40601

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Department of Aviation Information:

Phone: 502-564-4480  
Fax: 502-564-7953  
Website:  
<http://transportation.ky.gov/Aviation/>  
Newsletter Email:  
[PHankla@ky.gov](mailto:PHankla@ky.gov)

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