



## State Aviation Day 2008

by Carolyn Morris, Missouri Pilots Association

After the first State Aviation Day was held in April 2007, the Missouri Pilots Association (MPA) board of directors weighed the pros and cons of having it again. After the decision was made to go forward with the event in 2008, there was much discussion about how we could make it even better. The general consensus was that it should be earlier in the year in order for us to have an impact on any aviation related bills before the legislature. Our goal, after all, was to take the leadership role in encouraging all facets of the aviation industry to speak to our elected representatives with one voice, emphasizing the economic benefits an airport brings to their communities.

MPA obtained the state calendar and at the November board meeting picked Wednesday, Feb. 20 as the date for the second State Aviation Day. We knew that weather could be a problem, but weather can always be a problem for we aviators. Further discussion at the board level ended with the decision to host an afternoon reception in the Governor's Mansion in Jefferson City.

Fast forward to Wednesday, Feb. 20, 2008. The weather on Monday, Tuesday, Thursday and Friday was rotten, but Wednesday turned out cold – but beautiful. The forecast for Thursday's ice storm did prevent some people from spending the night as they had planned.

We were able to acquire 18 co-sponsors for this event – six more than last year, including a great contribution from the Kansas City International Airport. While we do not yet have a final breakdown from the Governor's Mansion, we know we had more than 150 reservations including more than 20 legislators. The mansion director even allowed people to come in early as they were lined up outside in the cold.

The 2nd State Aviation Day was indeed a different event from the first. This designated day does give us the impetus to visit our legislators on a one-to-one basis, and we did keep bumping into fellow MPA members in the capitol halls that afternoon.

Please be sure to express your appreciation to any of our co-sponsors you might come in contact with as we could not stage these events without their help. Co-sponsors for State Aviation Day are listed on the back of this Show Me Flyer.

For more information about State Aviation Day in Missouri, contact Carolyn Morris at [cpmorris61@yahoo.com](mailto:cpmorris61@yahoo.com).



2008 State Aviation Day attendees



Bill Ray, President of MPA, addresses conference attendees



Wow. What a legislative session. The 2008 legislative session wrapped up May 16. This was a great year for aviation as a number of initiatives were past. This was also a very informative legislative session to participate in if you wanted to learn

about state government and how it works. A significant number of you, too many to mention, participated in this process and are directly responsible for the passage of several pieces of positive aviation legislation.

### **Aviation Proposals Passed by the 2008 Missouri Legislature**

**SB 930 & 947** – This bill became known as the omnibus transportation bill as it grew, transformed and progressed through the legislative process. This bill contained several key aviation initiatives. These included:

- Beginning in January 2009, a sales tax exemption for materials, replacement parts and equipment purchased for use directly upon, and for the modification, replacement, repair and maintenance of aircraft, aircraft power plants and aircraft accessories.
- If at least \$6 million is deposited in the aviation trust fund in the previous calendar year, up to \$2 million may be expended annually upon the study or promotion of expanded domestic or international scheduled commercial service, the study or promotion of intrastate scheduled commercial service, or to assist airport sponsors participating in a federally funded air service program supporting intrastate scheduled commercial service.
- Changes the weight defined for commercial aircraft for personal property tax purposes from 7,000 pounds to 3,000 pounds.

- Increases the cap on the state aviation trust fund from \$6 million annually to \$10 million annually.
- As total funds with a local match, up to \$500,000 per year may be used for air traffic control towers partially funded by the federal government under a cost-share program. Any expenditure under this program requires a non-federal match, comprised of a ratio of 50 percent state and 50 percent local funds. No more than \$100,000 per year may be expended for any individual control tower.

**HB 2393** - A tax incentive plan was passed to assist in attracting a new major aircraft manufacturing plant to the Kansas City International Airport.

**SB 711** – This bill states that the true value in money of any possessory interest in real property in subclass (3), where such real property is on or lies within the ultimate airport boundary as shown by an Airport Layout Plan of a commercial airport having an FAR Part 139 certification and owned by a political subdivision, shall be the otherwise applicable true value in money of any such possessory interest in real property, less the total dollar amount of costs paid by a party, other than the political subdivision, towards any new construction or improvements on such real property completed after January 1, 2008, and which are included in the above-mentioned possessory interest, regardless of the year in which such costs were incurred or whether such costs were considered in any prior year.



## The Past. A Tried and True Military Hero

From flying B-24 bomber missions in WWII to flying around Missouri inspecting airports, Lee Lamar has flown a lot of miles in his life. Lamar, of Overland Park, KS, was the director of the Division of Resources and Development for the Missouri Highway



Department, now known as the Missouri Department of Transportation, from 1951 to 1955, but this is only part of his remarkable story.

Lamar, born in 1921, was raised in south Buchanan County, just south of St. Joseph. When Lamar graduated high school in 1939, the country was already showing signs of entering the war and many junior colleges were offering pilot licenses.

"St. Joseph Junior College offered a pilot's license for \$10, I had enough, so I decided I wanted to learn how to fly," Lamar said.

After America entered the war, Lamar volunteered in the Air Force. They had him take a few pilot examinations and then told him to stay put until they were ready for him. In February 1943, Lamar was called up for training, and a year later, he was commissioned as a 2<sup>nd</sup> Lieutenant. He was then assigned to be a co-pilot for a B-24 bomber and was sent to Italy to fly strategic bombing missions. It was on one of those missions in November 1944 that his aircraft was shot down.

"We were shot down around Pola, Italy – it was heavily invested with Germans," Lamar said. "Four out of 10 members of my crew were captured, and I was one of them."

Lamar was a prisoner of war until the end of the war in May 1945. After he was released, he returned to America and started attending engineering school at the University of Missouri. In 1947, Lamar received his bachelor's degree in civil engineering and began work as an airport engineer in the Division of Resources and Development for the Missouri Highway Department.



"I knew that I wanted to have a job that involved engineering and aviation," Lamar said. "The Highway Department was the best solution for that."

Lamar's main duty was to travel around the state inspecting airports and the aircraft at the airports. This was before the Highway Department provided vehicles to employees for work travel, so Lamar had to use his own form of transportation to travel to these airports.

"The Highway Department approved me to fly my own airplane to the airports around the state," Lamar said. "I had a lot of fun working for the Highway Department, it was a new agency without a lot of rules yet."

Lamar was also involved in activities regarding the Memorial Airfield Act, which was a matching funds program. Counties in Missouri that wanted a new airfield or an improvement to an existing airfield could raise \$10,000 with the Highway Department matching that money, and then the Federal Government would match the total amount, so counties would end up with \$40,000.

"Once a county got the money, we would go down and help build or improve their airfields," Lamar said.

Lamar was also involved in an air tour that the Highway Department took each year to promote air travel.

"We would travel around the state to different communities and meet with people," Lamar said. "It was a good way to inform people about the Highway Department and air travel."

Lamar became director of the Division of Resources and Development in 1951 and remained in that position to 1955. He then began work for Portland Cement Company but did a lot of work for the Highway Department and often went on tours to elementary schools around the state informing children about what the Highway Department does.

## The Present. A New Military Hero

by Nathaniel Allen

In his MoDOT life, Bryan Shelton is an intermediate multimodal operations specialist who uses his skills to inspect airports and make sure they are safe. In his military life, Shelton uses his expertise in Afghanistan as a pilot in the 303rd Fighter Squadron for the United States Air Force.

Shelton is one of 13 MoDOT employees currently on active duty and one of 49 employees who could be called for duty for a branch of the Armed Forces at any time.

Shelton has been keeping in touch with his MoDOT co-workers since arriving in Afghanistan. His first e-mail exclaimed "I made it!" and described the troubles and delays that caused Shelton's already long trip to be longer.

However, there was an upside to Shelton's travel delays. He got to spend an extra day in Philadelphia where he received a personal after-hours tour of the Liberty Bell and Constitution Hall. The next day he visited a Portuguese island in the Atlantic. Finally, at his last transfer in Sicily, he got to "pig out on pasta and pizza."

That all ended after he arrived in Afghanistan. Shelton spent a lot of time getting his operation set up and flying missions to support troops that were on the ground. The aircraft that Shelton flies is the A-10, a surface attack fighter designed for close air support for ground troops. He described his base as "an Old Russian installation that is surrounded by land mines. It is very smart to stay on the paved paths around the base", Brian said.

Shelton also described the base as being a city of its own. He does not know many of the people stationed with him, but there are more people on this base than on any base he has been stationed on in the United States. Shelton said that aircraft continuously fly in and out, "anything from attack fighters to Fed-Ex jets."



Shelton's squadron is four miles from where he sleeps, so he has been running to and from work each day. Shelton said it is a good way to get a work out and avoid taking the bus.

While Shelton cannot talk specifics about his missions, he does believe people are not aware of all that is going on right now in Afghanistan. "I think things are going much better here," Shelton said. "Words really can't explain this place. I mean I could type for hours and just begin to scratch the surface of the tip of the iceberg. It is amazing, beautiful, terrible, bizarre and interesting all at the same time. It is not just another country; it might as well be on a completely different planet."

"We are extremely proud of Bryan," said Multimodal Operations Director Brian Weiler. "His military skills have been very beneficial to MoDOT, and we look forward to his return."

MoDOT is proud of all the employees that have served, are serving, or will serve our country. They, like Bryan, help make MoDOT a great organization.

## Poplar Bluff Municipal Airport

The community of Poplar Bluff is an economic hub for a geographic area that extends north through Wayne and Reynolds counties, west through Ripley County, east through Stoddard County and south well into Arkansas. The City of Poplar Bluff consists of about 8,000 acres with a population of nearly 17,000, is the county seat and is centered in the middle of beautiful Butler County. Poplar Bluff is the gateway to the Ozarks nestled in southeast Missouri, between St. Louis and Memphis.

The Poplar Bluff Municipal Airport is located on approximately 344 acres, 4 miles east of Poplar Bluff, on a level tract adjacent to State Highway "B" (old U. S. Highway 60) in Butler County. It was constructed in 1934 and originally named Earl Fields Airport as a memorial to the late Alderman Earl Fields, who was also Chairman of the Airport Committee. The name was changed in December, 1950, to Earl Fields Memorial Airport dedicating the Airport as a memorial to those who died while serving as members of the armed forces of the United States in World Wars I and II. In 1970, the name was changed to the Poplar Bluff Municipal Airport and was dedicated to the memory of Earl Fields.

The airport is served by Runway 18-36, a north-south paved runway 100' x 5000'. Poplar Bluff Municipal Airport has seen many improvements over the last several years with the most recent improvements being made to the runway, which was extended from 4,000' to 5,000'. A new fuel island is anticipated being completed in August, 2008 along with improvements to the right angle taxiway and apron. Runway 36 has a VASI system and runway 18 has a PAPI system. Other features are an NDB and an SDF localizer approach for runway 36. These navigational aides, along with relatively level terrain and few obstacles, allow for a non-precision instrument approach with a minimum ceiling of 350 feet and one mile visibility. The Airport is also served with GPS WAAS approaches for both runways 18 and 36. This allows the pilot to go down to 303'. During periods of low visibility, operations are enhanced by medium intensity runway edge lights and taxiway exit lights along with Runway End Identification Lights (REIL), threshold lights, and a rotating beacon.

The existing terminal area consists of an apron area, tiedowns, hangars, buildings and other facilities.

While the Airport is owned by the City, it is operated by a fixed base operator which employs five people. The Fixed Base Operator provides a full service operation for anyone flying in and out of the airport. A courtesy car is provided, as well as help in setting up hotel reservations and catering to visitors who fly into the Poplar Bluff Municipal Airport. AV gas and Jet Fuel are provided by the FBO. Their hours of operation are from 7:00 a.m. to 6:00 p.m. daily. There are currently thirty aircraft housed at the airport in 30 T-hangars and a 60' x 82' conventional hangar used as an aircraft maintenance and repair hangar. The Airport also includes a 42' x 62' masonry administration building which houses offices, restrooms and a waiting area.

*For more information about the Poplar Bluff Municipal Airport contact Airport Manager Mike Smith.*

Airport Phone: (573) 686-4892  
Airport Manager's Name: Mike Smith  
Airport Manager's Phone: (573) 686-8620  
After Hours Phone: (573) 718-7667

Fixed Base Operator: Aeroflite, Inc.  
(573) 686-8669  
(573) 686-4892  
Full Service



## Projects Under Construction



### Lee's Summit

East side apron

### Maryville

Runway extension and parallel taxiway

### Moberly

Runway extension and parallel taxiway

### St. Charles County/Smartt

Airfield pavement maintenance and new T-hanger

### Spirit of St. Louis Airport

Airfield pavement maintenance

### Tarkio

Airfield pavement maintenance

### Warsaw

Airfield pavement maintenance

### Waynesville

Apron and taxi lane improvements

### Aurora

Runway pavement maintenance

### Branson West

New airport - grading

### Camdenton

T-hanger taxi lanes

### Fredericktown

Airfield pavement maintenance

### Fulton

North T-hanger pavement maintenance

### Kansas City Downtown

West terminal area development

### Lebanon

Fencing



Lee's Summit Municipal Airport - East apron construction

## Projects In Design



**Lee C. Fine**  
Fencing

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**Mountain Grove**  
RSA improvements, obstruction removal

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**Mountain View**  
Obstruction removal

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**Perryville**  
Runway pavement maintenance

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**Rolla**  
Airfield pavement maintenance

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**St. Joseph**  
Taxiway Alpha rehabilitation

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**Salem**  
Apron expansion

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**Thayer**  
Airfield pavement maintenance

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**Warrensburg**  
Grading phase to relocate terminal area

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**Washington**  
T-hangar taxi lane reconstruction

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**West Plains**  
Partial parallel taxiway, airfield pavement maintenance

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**Bolivar**  
AWOS

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**Boonville**  
AWOS

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**Camdenton**  
Fencing and obstruction removal

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**Chillicothe**  
Airfield pavement maintenance

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**Clay County**  
AWOS and RSA grading

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**Creve Coeur**  
Airfield pavement maintenance

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**Kennett**  
Runway pavement maintenance

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**Flyer**

is published twice a year by the Missouri Department of Transportation. It is mailed to aviation enthusiasts and other interested groups to inform them about Missouri aviation programs, projects and general news. If you have any comments or questions, please send them to:

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