**Louisiana Aviation History**  
*By: Vincent Caire*

There is no question that Louisiana's heritage is rich with historical events that contributed significantly to the development of our Nation. However, contained within this heritage are significant contributions to the world of aviation that often go unnoticed to residents of the State that may have limited exposure to the aviation industries. These contributions are not limited to isolated regional areas. Quite the contrary. Generations of Louisiana's citizens spanning statewide and with a surprising range of personal backgrounds, have impacted how we incorporate aviation into our daily lives.

Louisiana has been the birthplace of a major airline, and significantly contributed to the development of two others. In 1929, Delta Air Service was founded in the Northeast agricultural farmlands of Monroe and Tallulah, Louisiana. Its original mission was the innovation and perfection of aerial crop dusting that revolutionized farming across the United States and in Central and South America. Delta’s founder C.E. Woolman, transported his aircraft by ship from season to season across the Americas, but always based his operation in Monroe. His fascination with flight led to passenger service between Dallas, Texas and Jackson, Mississippi, through Monroe, that soon expanded across the southeastern United States. Renamed Delta Air Lines in 1935, the corporation was a Louisiana based company until it relocated to Atlanta, Georgia in late 1941.

The Wedell-Williams Air Service, based in Patterson and New Orleans and formed in 1929, was the byproduct of founder Jimmie Wedell’s fascination with building his own racing planes. Wedell’s collection of national trophies are on display at the Louisiana State Museum in Patterson. One of his students, millionaire Harry P. Williams, agreed to finance his passion if Wedell helped him start an airline that could carry airmail throughout the Southeast. The resulting company would operate through the mid 1930s, until both Wedell and Williams died in aircraft accidents. Williams’ widow, actress Marguerite Clark, inherited the company and sold it to their friend, Eddie Rickenbacker, who incorporated the operation, especially the lucrative New Orleans to Houston route, into his own company, Eastern Airlines.

*Continues on Pg. 11.*


Director's Chair
By: Bradley Brandt
Aviation Director

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I would like to take this opportunity to let you know about some of the numerous activities that our office and staff have commenced over the last year and also let you know about some of the accomplishments that we have achieved as well. I am fortunate to have and work with such a diligent and hardworking group of professionals that offer the highest in customer service to the aviation industry throughout the state!

Over the past 11 months, the staff has been dutifully focused on delivering the Airport Construction and Development Program to enhance the safety and efficiency of our airports' infrastructure. The 2016 program was funded by the Legislature at just under $28.4 million this year, and to date, our team has executed over 114 contracts for airport improvement and investments throughout the state. In addition to the state funding invested in airports, the Federal Aviation Administration issued 42 grants to airports in our state worth over $55 million in 2015. These much needed funds help our airport system to continue to keep pace with the ever changing aviation industry in our state.

We also updated our website: www.dotd.la.gov/aviation to include helpful information, such as the FY 17 ‘proposed’ funding for our airport system and our FY 18 Capital Improvement Program guidance letter to airport sponsors on filing applications with the department for next year’s funding program.

With the warm weather returning, it is a great opportunity to get back out there and attend many of the great fly-ins and events and to show your support for our aviation industry and the airports that serve our communities.

FAA’s B4UFLY App Will Help UAS Pilots Operate Safely & Legally
May 6, 2015
Contact: Les Dorry or Alison Duquette
Phone: (202) 267 – 3883

WASHINGTON – The U.S. Department of Transportation’s Federal Aviation Administration (FAA) today demonstrated a new smartphone application called “B4UFLY,” designed to help model aircraft and unmanned aircraft (UAS) users know if it is safe and legal to fly in their current or planned location.

“We want to make sure hobbyists and modelers know where it is and isn’t okay to fly,” said FAA Administrator Michael Huerta. “While there are other apps that provide model aircraft enthusiast with various types of data, we believe B4UFLY has the most user-friendly interface and the most up-to-date information.”

B4UFLY is a simple, easy-to-use app that users can access before they operate their aircraft to determine whether there are any restrictions or requirements in effect at the location where they want to fly. The FAA announced the app at the Association for Unmanned Vehicle Systems International Unmanned Systems 2015 conference in Atlanta, Ga., and plans to release the app to approximately 1,000 beta testers later this summer.

Welcome New DOTD Aviation Employee

Jason Ball, a resident of Ponchatoula, LA, is a graduate of Louisiana Tech University with a degree in Aviation Management. He has an amazing wife, Amiee, and two wonderful children. Jason began his aviation career managing one of our Louisiana airports for almost 10 years. After being out of the aviation industry for about a year, Jason rejoined aviation as our new Aviation Safety and Compliance Officer.

Welcome New Airport Manager for Winnsboro

Travis Shirley is a resident of Winnboro, LA. After becoming an active part of the growing local aviation community in 2009, he became a pilot and graduated with a degree in Aviation Administration from University of Louisiana in Monroe. Travis is now continuing his career in aviation as the new airport manager for Winnboro Municipal...
Is Your Airplane Ready for 2020?
By: Heidi Higginbotham

The FAA is deploying ADS-B technology because it is an environmentally friendly technology that will enhance safety and efficiency.

ADS-B technology will directly benefit pilots, controllers, airports, and the public by modernizing the air transportation system and setting a foundation for NextGen. NextGen refers to the Federal Aviation Administration's (FAA) efforts in transforming air traffic control (ATC) to allow the control of larger volumes of aircrafts more efficiently.

Moving from ground radar and navigational aids to satellite signals will increase precision. As a pilot, flying an aircraft equipped with an ADS-B, you see what controllers see. ADS-B technology provides both flight crews and ATC with precise information regarding the location and speed of airplanes in the area.

In an airplane the two aspects of ADS-Bs are In and Out. ADS-B Out signals are sent from the transmitting aircraft to receivers on the ground or in other aircraft. ADS-B In uses GPS technology to determine the aircraft’s location, airspeed and other data. The reception of ADS-B signals by a receiving aircraft is presented on a Cockpit Display of Traffic Information (CDTI) called ADSB-In. The maximum range for CDTI is 100 nautical miles. Operators of aircraft equipped with ADS-B in can receive weather and traffic position information delivered directly to the cockpit.

We recommend that aircraft owners begin accomplishing the installations of the mandate as soon as possible. This will help aircraft owners avoid being a part of the expected rush of activity leading up to the 2020 deadline.

Which ADS-B equipment should be installed in my aircraft?

If an aircraft owner will be operating above FL180 or internationally, the aircraft should be equipped with Mode S transponder-based equipment certified to Technical Standard Order (TSO)-C166b. If the aircraft owner will be operating below FL180 with in U.S. airspace, the aircraft can be equipped with Mode S transponder-based equipment certified to TSO-C154c. UAT provides the ability to receive traffic and weather data from TIS-B (traffic information service-broadcast) and FIS-B (flight information service-broadcast) which are no-cost broadcast services.

Uncertified ADS-B transmitters and uncertified GPS units do not comply with the 14 CFR 91.227 and will not be permitted to operate in airspace requiring ADS-B starting in 2020. Please see the list below for ADS-B equipment that meets FAA certification requirements. The FAA and LA DOTD Aviation do not endorse any product or manufacturer listed. You should refer to AC 20-165A for guidance on the installation and testing of ADS-B Out avionics on aircraft with a standard airworthiness certificate. Aircraft owners are recommended to read the equipment requirements in §§ 91.227 before undergoing an installation.

The Hammond Flying Club: The newest flying club in Louisiana
By: Yasmina Platt, Central Southwest Regional Manager
www.aopa.org.central-southwest-rm

Flying clubs are one of the very best ways to save money while you fly more, enjoy great access to aircraft, and spend time with friends and family. As the general aviation industry seeks to reverse rising costs and diminishing pilot numbers, flying clubs are one solution: They offer affordability, community, quality instruction, and an entry (or reentry) point to aviation.

Flying clubs are, in effect, “aviation co-ops” – a group of people coming together to share the cost of ownership. However, the value of a flying club often goes well beyond saving money. The most effective clubs bring people together and create a supportive environment of like-minded individuals who make it more likely any one individual will stick to his or her commitment to aviation. The club essentially acts as a “support group.”

The Aircraft Owners and Pilots Association (AOPA) is committed to helping more pilots experience the special benefits of flying club membership as a valuable experience.

It was on July 16, 2015 that I first met Russell Butz, a motivated pilot wanting to start a flying club to satisfy a need/void at the Hammond Regional Airport (KHDC) on the north shore of Lake Pontchartrain. AOPA’s Airport Support Network (ASN) Volunteer Andy Condry and I met with him and discussed some of the initial things to do: finding potential members, identifying the best aircraft for the intended missions, developing a mission statement, organizing the club, developing rules and bylaws, identifying the appropriate number of members, calculating expenses and revenues, securing and insuring the aircraft, etc. We left him with lots of information and an immediate next step of organizing an initial formation meeting to see how many people would be interested in joining.

“The result was both surprising and exciting,” Russell said. Thirty people showed up to the first meeting.

Vince Hayward developed a survey and collected a good amount of data to determine which direction the flying club should take. The majority of the potential members seemed interested in a “flying station wagon:” a well-equipped IFR aircraft, roomy for family trips, and with decent horsepower to perform well in Louisiana’s hot and humid summers.

By the end of April 2016, the flying club had ten members (capped at 12 with each share costing between $2,000 and $2,500 depending on the time of application), a mission statement (below) and bylaws have been approved, rules are being finalized, and a Cherokee Six is undergoing a combined pre-buy / annual inspection. They are also close to establishing monthly dues and hourly rates and they are shopping for insurance and financing.

The flying club is also developing a list of approved flight instructors as they will need some CFIs soon after the arrival of their aircraft. Several of the members will need to learn the new avionics, get high performance ratings, and complete insurance check-outs.

Russell noted both the AOPA flying club resources (www.aopa.org/flyingclubs) and David Lobue, KHDC’s airport manager, as tremendous help and very supportive of his effort.

Interested in learning more? Visit https://www.facebook.com/groups/1487572808225949/.

Interested in joining the Hammond Flying Club? Contact Russell at rbutz@me.com.

Wanting to start your own flying club? Send me an e-mail to yasmina.platt@aopa.org.

Fly often, fly safe!
Airspace Changes: Stennis Space Center Restricted Area

The restricted area R-4403 Gainesville, MS, established in 1965 to protect propulsion test facilities at Stennis Space Center (SSC), has been removed and replaced with an expanded area designated as R-4403A, B, C, E, and F. These airspace changes were implemented on May 26, 2016.

The need for these changes is due to the previous restricted area R-4403 being too small to fully contain the hazards from rocket engine tests and other NASA test requirements to meet their obligations under the National Space Policy. Concurrently, Naval Special Warfare Command (NSWC), a tenant of SSC struggled to find locations to conduct integrated special operations training. As a result the new restricted area R-4403 was created.

Please be aware of the restricted areas and times of activity shown below. Remember using updated charts and proper flight planning will help increase safety.

FAA Corner: CIP Planning

By: Andy Velayos, FAA Lead Planner

What is the Capital Improvement Plan (CIP)?

The CIP is a 5-year plan for funding needed airport planning and development projects. The CIP process involves identifying your airport needs, prioritizing your needs, identifying and balancing potential funding sources, seeking feedback from funding sources, and submitting the CIP to the FAA/State.

What is the purpose of the CIP?

The CIP process provides airports with a structured manner of identifying and planning for the funding of needed airport planning and development projects. The FAA uses this information to determine the overall needs of the National Airspace System (NAS), to populate the NPIAS database, and to report to Congress the overall needs of the NAS. Secondly, the FAA uses the CIPs to create the “Airports” Capital Improvement Plan (ACIP), which is the FAA’s 3-year funding plan for planning and development projects using federal AIP grants.

What sources provide information for creating the CIP?

Sources vary but may include but are not limited to: airport manager/director’s input, airport operations input (e.g. maintenance records), Airport Master Record (i.e. 5010) details and subsequent inspections, FAA Part 139 site visits and reports (as applicable), tenant needs, FAA/State initiatives and goals, Airport Master Plans, State Airport System Plans, and information received from other FAA Lines of Business (LOBs) such as the Airport Traffic Control Tower (ATCT), Flights Standards District Office (FSDO), and Flight Procedures Office (FPO).

Guiding Principle for creating the CIP

Sponsors should always plan on using their AIP entitlements on their highest priority projects before planning for the use of “other than entitlement” AIP funding, i.e. where entitlement funds do not fully meet the financial needs of the project.

CIP Format

Airport sponsor submittals should show all funding sources, i.e. not just AIP funds. You should ensure that you start with your accurate current entitlement amounts (i.e. carried over entitlements) and anticipated future annual allocations. Projects listed must be “ripe,” i.e. that they will be implemented when the need actually “exists.” Projects should be listed in the priority of the needs of the airport. Always ensure that all your airfield needs (from the center of the runway and out) are addressed before adding any revenue-producing projects; please remember revenue-producing facilities are eligible at non-primary locations only.

<table>
<thead>
<tr>
<th>Sector</th>
<th>Using Agent</th>
<th>Altitudes</th>
<th>Times of Use (Local Times)</th>
<th>Activity</th>
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<tr>
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<td>NASA</td>
<td>&lt;12,000ft</td>
<td>1000-0300</td>
<td>NASA Rocket Propulsion Training</td>
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<tr>
<td>R4403C,E,F</td>
<td>NSWC</td>
<td>&lt;10,000ft</td>
<td>2000-0500</td>
<td>Military Training Activity</td>
</tr>
</tbody>
</table>
Louisiana Regional Airport Wins 2016 Transportation Excellence Award for Runway Extension Project

By: Heidi Higginbotham

Louisiana Regional Airport was awarded the Transportation Excellence Award in the Intermodal/Public Works Design Project Development Category for their Runway Extension Project. Louisiana Regional Airport is a General Aviation airport located in Ascension Parish. The Runway 17/35 extension project was constructed for the “Ascension-St. James Airport Authority” by Professional Engineering Consultant’s Corporation. The Runway 17/35 & Taxiway Extension Project was constructed to the Southern end of the existing 3998ft x 100ft runway and parallel Taxiway. This project included the construction of subsurface drainage, the extension of an existing 3-10x10 box culvert drainage structures, earthwork, pavement construction to include sub-base, base, and asphaltic pavement surface placement, the installation of new LED taxiway, Runway, guidance signs, and the pavement markings. This project has been prompted due to the condition of an existing runway that did not provide the available length for the larger corporate jets to take off and land safely during high temperature months during summer customary to this airfield.

The Louisiana Transportation Conference (LTC) is a biannual opportunity for the engineering community to gather and exchange information. It has been traditional to recognize special achievement in engineering and construction projects.

The project funding was provided through the Airport Improvement Program (AIP) from the Federal Aviation Administration (FAA) consisting of ninety percent (90%) Federal funding with a match of ten percent (10%) from the Louisiana Department of Transportation and Development for all eligible project items. Total cost for this project was approximately 4.6 million dollars.

Project Contractor - Kort’s Construction Project Engineer - PEC Corporation

Airports Spotlight:

Airport Spotlights

By: Vincent Caire

Airport Manager

Port of South Louisiana

Executive Regional Airport

Airport Spotlights

By: Steven Burdeaux

Minden Airport Manager

The Minden Airport is growing! Currently, there are multiple ongoing projects that have been funded by LA DOTD Aviation. In addition to the new completed apron, including a midfield connector and partial project for 30 T-Hangars which were opened in November 2015.

We’ve also just broken ground on a new terminal as well as a new self-serve fuel facility consisting of 10,000 gallon JET-A and 100LL systems. We’ve also given our website, designed and hosted by Controller, a full update with a whole new look and more mobile friendly format...go check it out at www.mindenairport.net.

Taxiway Extension Project was constructed for the “Ascension-St. James Airport Authority” by Professional Engineering Consultants Corporation. The Runway 17/35 & Taxiway Extension Project was constructed to the Southern end of the existing 3998ft x 100ft runway and parallel Taxiway. This project included the construction of subsurface drainage, the extension of an existing 3-10x10 box culvert drainage structures, earthwork, pavement construction to include sub-base, base, and asphaltic pavement surface placement, the installation of new LED taxiway, Runway, guidance signs, and the pavement markings. This project has been prompted due to the condition of an existing runway that did not provide the available length for the larger corporate jets to take off and land safely during high temperature months during summer customary to this airfield.

Only a few years ago, St. John the Baptist Parish Airport (1L0) was a sleepy recreational facility. Not quite 20 miles west of KMSY, it was barely noticeable by transient aircraft entering the New Orleans Class B airspace. Its principal landmark is the Reserve (RQR) VOR/DME, recently repositioned from open water in Lake Pontchartrain to the center of a neighboring sugar cane field immediately west of the airport. In the past, a well kept though very underutilized 3,999 ft. x 75 ft. asphalt runway, a trailer substituting for the gutted FBO building that was ravaged by Hurricane Isaac, and a borrowed underground storage tank used to sell 100LL, were the primary attractions.

On occasion, small jets and turboprops would arrive, transporting executives to the industries located throughout the Mississippi River industrial corridor between New Orleans and Baton Rouge, carrying enough fuel on board for a round trip, because there was no Jet-A available on the field. The convenient proximity to a multitude of ground destinations, especially the corridor, plantations homes, historic sites, and for that matter anything west of downtown New Orleans, is undeniable.

However, St. John the Baptist Parish confronted an all too common dilemma that many small municipalities operating an airport experience. Often, there are limited resident aircraft owners, the majority, are operators from out of the jurisdiction.

The upkeep was expensive and, there was little in the Parish budget to spare for promoting airport use. Seeing minimal definitions of the airport development, including angular construction, the leadership openly resolved to find a solution.

The Port of South Louisiana, a political subdivision of the State headquartered in St. John Parish, believed it might have the best suggestion – to let them take over operation of the airport.

The Port’s economic base is vast. In addition to St. John, it manages Mississippi River business development within St. Charles Parish to the east beside New Orleans International Airport, and St. James Parish to the west toward Baton Rouge. Businesses operating within the Port’s fifty-four mile span along the Mississippi River often fly to commercial airports in New Orleans and Baton Rouge, carrying enough fuel on board for a round trip, because it would be best to change the name of the airport to reflect the airport’s entire service area between New Orleans and Baton Rouge, one that emphasizes the community – both business and pleasure, historic culture and good fun that will welcome pilots and passengers. A public contest offering prizes for name suggestions was a great success.

The Port received nearly 200 entries ranging from comical to perfect fits. “We chose a suggestion made by a local military Veteran of Reserve, LA, Mr. Scott Terrio, who suggested “Southeast Louisiana Regional,” said Aucoin. Too similar to another nearby airport, Mr. Terrio’s entry was modified to Port of South Louisiana Executive Regional Airport.” For his winning suggestion Mr. Terrio was given a $450 gift certificate and an overnight stay at Oak Alley Plantation, located on historic River Road, 5 miles west of the airport. A new three letter identifier – (KAPS) for AirPort of South Louisiana, will be incorporated upon activation by the FAA, which is expected to occur later this year.

So far, this new business formula has been promising. “It has become attractive for personal flying, small, medium, or charter services into our region, which in fact spans from west of Greater New Orleans to Ascension Parish near Baton Rouge,” added Aucoin.

Over the next several years, billions of dollars of large industrial development will construct the Port’s district adding more value to the airport.
Inspector's Report: These Lips Aren't Made for Talking
By: Robert Sehon & Jason Ball
Aviation Safety & Compliance Officers

Of course when you hear the word lip you think of those two flaps of skin on your face that not only keep your food from escaping your mouth, but get all dried out and cracked during the winter! Your lips play a crucial role in helping you speak. Without them you would be unable to properly sound out the letters M, P, V, and B. Go ahead, you know you are going to try...I told you. The trends we, as inspectors, have been seeing at our airports in Louisiana have to do with lips, but they aren't the ones on your face. During our routine 5010 safety inspections, we have noticed that almost every airport deals with erosion issues leading to exposed pavement lip edges that eventually become compliance issues. The regulation states that a maximum allowable lip edge should be less than 3 inches. The reasoning for this regulation is that a typical aircraft tire can roll over an edge less than 3 inches tall but when it becomes greater, it is posing a risk of stopping the tire which could result in the aircraft overturning. Erosion is a large contributor to the formation of this problem and typically happens for a few reasons. One reason for the erosion is spraying herbicides around concrete lighting pads. We understand that it limits the risk of a mower coming into contact with the pad or light, but by killing the grass completely off you are allowing rainwater to slowly pull soil away from the pad instead of the grass holding it in place. We will typically note on their inspections any possible issues with the pavement edges. If they are below 3 inches they may recommend the addition of dirt before a compliance issue occurs. If the pavement lip edge is already greater than 3 inches it will be written up as a hazard and could possibly affect the use of the facility.

LA DOTD Aviation Training Workshop
Louisiana DOTD Aviation is happy to announce our next training workshop. We would like to thank the Alexandria International airport for hosting us. Of course you hear the word carat you think of those two flaps of skin on your face that not only keep your food from escaping your mouth, but get all dried out and cracked during the winter! Your lips play a crucial role in helping you speak. Without them you would be unable to properly sound out the letters M, P, V, and B. Go ahead, you know you are going to try...I told you. The trends we, as inspectors, have been seeing at our airports in Louisiana have to do with lips, but they aren't the ones on your face. During our routine 5010 safety inspections, we have noticed that almost every airport deals with erosion issues leading to exposed pavement lip edges that eventually become compliance issues. The regulation states that a maximum allowable lip edge should be less than 3 inches. The reasoning for this regulation is that a typical aircraft tire can roll over an edge less than 3 inches tall but when it becomes greater, it is posing a risk of stopping the tire which could result in the aircraft overturning. Erosion is a large contributor to the formation of this problem and typically happens for a few reasons. One reason for the erosion is spraying herbicides around concrete lighting pads. We understand that it limits the risk of a mower coming into contact with the pad or light, but by killing the grass completely off you are allowing rainwater to slowly pull soil away from the pad instead of the grass holding it in place. We will typically note on their inspections any possible issues with the pavement edges. If they are below 3 inches they may recommend the addition of dirt before a compliance issue occurs. If the pavement lip edge is already greater than 3 inches it will be written up as a hazard and could possibly affect the use of the facility.

The solution to this issue is one that requires very little effort. The addition of dirt, some compaction, and grading, and possibly some erosion control methods could solve this issue and keep your airport in compliance year to year. We recommend performing a self-inspection once a year that does not coincide with the annual 5010 inspection to ensure that the airports are properly maintained and in full compliance. Catching many of the common issues early on could not only prove to be cost effective to the airport, but could possibly save a life.

Louisiana Aviation Career Education Camps
The Louisiana Department of Transportation and Development’s (DOTD) Aviation Section, in its continuing efforts to reach out to young people and introduce them to aviation and flying, is pleased to announce the Louisiana Aviation Career Education (ACE) Camp Program this summer.

DOTD Aviation, in partnership with LaAviator.com, Louisiana Airport Managers & Associates (LAMA) and Louisiana Airports, will co-sponsor three, week-long camps that are aimed at high school students between the ages of 15 and 18 considering a career or hobby in aviation.

During the course of the week, participants will be introduced to a wide variety of aviation career opportunities, from commercial pilot to airport management. They will participate in hands-on activities related to various aviation topics, such as power plants, flight instruments, airports, flight safety, aeronautical charts, airspace, pilot math, and leadership training. The content of the material presented will focus on four major components: Airplane & Aviator, Airport Environment, Weather Environment, and Airport Design.

The camps will be held at the following locations:
- Louisiana Regional Airport
  - June 6 - 10
- Southland Field Airport
  - June 20 - 24

Louisiana Aviation History
By: Vincent Caire
Continued...

Rickenbacker expanded the original Wedell-Williams air mail and passenger routes to the west, inaugurating Eastern’s first flights outside of its home territory.

What is today American Airlines is the result of countless airline mergers spanning as far back as the 1930’s. Contrary to popular myth, many Americans, the majority of whom were simply trying to survive the great depression at that time, believed that flying offered no benefit to them, much less that it was the transportation infrastructure of the future. One of the first airlines absorbed by American was Southern Air Transport which operated a route between New Orleans and Chicago with numerous stops between these two cities. The Port of New Orleans providing international mail from Central and South America into the heart of the nation and northeast, the air mail revenue from this route sustained American
2016 Aviation Art Contest

Our 2013 Aviation Art Contest was a tremendous success this year! We had 875 entries from 33 schools. Our theme for this year was "Air Sports in Harmony with Nature." Not only did the participants compete in the state competition, they had the opportunity to compete at the National Association of State Aviation Officials (NASAO) Art Contest.

The winners from the state were as follows:

**Class I (Ages 6-7)**
1st Place: Ethan Pickering  
2nd Place: Audrey Manda  
3rd Place: Kayleigh Gary

**Class II (Ages 8-9)**
1st Place: Lola Avery  
2nd Place: Jordan Wingerter  
3rd Place: Evan Tramonte

**Class III (Ages 10-11)**
1st Place: Trinity Hills  
2nd Place: Jenna Tramonte  
3rd Place: Mia Lancellotti

**Class IV (Ages 12-13)**
1st Place: Paola Alarcon  
2nd Place: Anthony Pellerano  
3rd Place: Claire Cyrus

**Class V (Ages 14-15)**
1st Place: Anna Grace Tuminaro  
2nd Place: Whitney Tate  
3rd Place: Martin Bustos

**Class VI (Ages 16-17)**
1st Place: Caroline Mills  
2nd Place: Brandon Guillory  
3rd Place: Natalie Middleton

The winners from each class were then grouped and judged for the opportunity to compete in the NASAO Art Contest. The Louisiana NASAO entries were as follows:

**Category I (Ages 6-9)**
1st Place: Jordan Wingerter  
2nd Place: Lola Avery  
3rd Place: Ethan Pickering

**Category II (Ages 10-13)**
1st Place: Paola Alarcon  
2nd Place: Mia Lancellotti  
3rd Place: Trinity Hills

**Category III (Ages 14-17)**
1st Place: Anna Grace Tuminaro  
2nd Place: Whitney Tate  
3rd Place: Martin Bustos

Congratulations to the 2016 Art Contest Winners!
Louisiana Pilot Spotlight

We would like to recognize one of our Louisiana pilots for his great accomplishments in the aviation industry. Kevin Coleman came from a family of air show pilots. He started taking flight lessons at the age of 10 under Marion Cole, who was a world famous aviator. He holds a bachelor’s degree in aviation management from Louisiana Tech University.

Coleman began performing in air shows at the age of 18 and earned a spot on the US Advanced Aerobatic Team that competes at the FAI World Aerobatic Championships. He was recognized as the highest placing debutant at the 2007 US aerobatic championship. He is the only American to ever compete in the Challenger Cup, and he was the youngest pilot to compete in the 2016 season. Coleman gives back to the aviation community through the Marion Cole Scholarship in memory of Marion Cole. The scholarship is presented once a year to young people from the ages of 16-25 interested in aviation.

Kevin flies an aerobatic monoplane capable of unlimited category competition with a 300 horsepower Lycoming Engine called the Extra 300SPH. The cruise speed in his airplane is 170 kts or 253 mph. The airplane was designed in 1987 by Walter Extra, an award winning German aerobatic pilot and built by Extra Flugzeugbau.

To learn more about Kevin Coleman and to follow his flying events please visit his website: www.thekevincoleman.com.

Louisiana Aviation Events

Are you looking for a fun aviation event in Louisiana?

La Aviator has an aviation Calendar with a list of upcoming events from club meetings to airshows. If the weather is beautiful there is always an event to fly to.

We would like to spotlight of the upcoming events that will take place at the False River Airport in New Roads, Louisiana from November 9-13, 2016. The Rise Above Traveling Exhibit is one of a kind, highlighting the courage and determination of the Tuskegee Airman, who overcame obstacles to train and fight as U.S. Army Air Corps Pilots. The mission is to carry the lessons and legacy of the Tuskegee Airman into every classroom of America and inspire young people to realize how they can rise above the situations they find themselves in, the adversity in their lives, excitement of flight and encourage them to be contributors to society.

For additional details regarding the event and times please read the flyer below. You may also visit the website: http://www.redtail.org/our-mission/traveling-exhibit/ for more information on the exhibit.

The Journey Continues

By: Philip Thomas
President of Pilots for Patients
Non-Profit 501(c)3

The journey that started a short eight years ago continues to reach new heights! When I look back to our first mission on January 14, 2008 with just a handful of pilots and a dream I am astounded that it has turned into a successful reality. Pilots for Patients is growing into the service that we all knew in our hearts was desperately needed throughout the state of Louisiana. We have worked diligently and methodically to expand our services to the families in our communities which we are so fortunate to be a part of. Because of the dedication of our board members, pilots, staff, volunteers, patrons, and partners we are expected to fly over 5000 missions by years end. We are also approaching a new benchmark of 3000 missions that will happen sometime this summer. A mission consist of flying a patient that is ambulatory and medically stable and a caregiver.

The success of this organization is directly proportional to the increased number of dedicated people that are passionate about supporting our mission. For everyone of you we would like to extend our deepest gratitude and heartfelt thanks. Through our efforts to increase awareness of pilot outreach and pilots recruitment Pilots for Patients is working diligently to keep up with balancing our demand of ever increasing flight hour access for those in need of specialized treatment. I cannot say enough about the dedication of our pilots who truly make a difference in so many lives. You are more than just mere pilots to the patients you have chosen to fly. You help them in their hour of need and have erased the burden of travel when they are physically, financially, spiritually, and emotionally distraught. What a great way to share yourself with them and listen to their concerns that many do not share with their own family members! In fact it is more than a service. It is a ministry in itself.

If you cannot help your neighbors and friends who can you help?

The bottom line is we do not want any patient to go without medical treatment because of transportation cost or inaccessible issues due to the immune system being too low exposing them to large masses of people in airport terminals. Many of our St. Jude children have such problems. Recently on a broadcast this past Sunday for the Saint Jude dream home giveaway a local pediatric oncologist stated “Louisiana ranked second in the nation which children receiving services at Saint Jude. With your help Pilots For Patients will be there for patients needing transportation to and from their medical treatment centers. We will also be there to provide hope and compassion to the patients in their hour of need. There is still much work to be done in recruiting pilots and volunteers around the state. Would you please consider joining the ranks of Pilots For Patients as a pilot or volunteer in your community? We would love you to become a hero in your own community. Please contact us at www.pilotsforpatients.org or 318-322-5112.

Never feel obligated to stay with a CFI if you feel uncomfortable because this may lead to a more expensive and time for you to complete your training. You need to trust your instructor and be confident he or she will keep you safe during your training. A good flight instructor is knowledgeable, focused, and proficient. He or she should help you work on your weaknesses and praise your strengths.

The Federal Aviation Administration require all instructors to hold a commercial pilot certificate, pass two written exams and a practical exam. The training instructors endure is required to help them prepare for their future students. An instructor’s goal is to help fulfill their students’ needs and have a successful flight. Late of students. Learning to fly can be a fun and exciting experience, with a good instructor to help you.

Pilot Seat:

Finding the Right CFI

By: Heidi Higginbotham
Are you a student pilot or a pilot seeking additional licenses and ratings?

Either way choosing the right Certified Flight Instructor (CFI) can be imperative to gaining the most from your flight training. You will be spending a lot of time with your instructor shoulder to shoulder in a cramped cockpit; therefore, liking that person is crucial. Some personalities do not blend well which can lead to frustration and distractions when training. Only you can determine which personality will best fit yours. I recommend doing a lesson with a CFI and test your compatibility.

The Louisiana Airport Directory 2016 is Updated

We are happy to announce that our state airport directory has been updated. Updates include contact information, airport services, local attractions, colored aerials of our airports and much more.

The Louisiana Airport Directory can be found online on our website. You may also access the directory by clicking on the map to the belout.

Louisiana Aviation Events

Are you looking for a fun aviation event in Louisiana?

La Aviator has an aviation Calendar with a list of upcoming events from club meetings to airshows. If the weather is beautiful there is always an event to fly to.

We would like to spotlight of the upcoming events that will take place at the False River Airport in New Roads, Louisiana from November 9-13, 2016. The Rise Above Traveling Exhibit is one of a kind, highlighting the courage and determination of the Tuskegee Airman, who overcame obstacles to train and fight as U.S. Army Air Corps Pilots. The mission is to carry the lessons and legacy of the Tuskegee Airman into every classroom of America and inspire young people to realize how they can rise above the situations they find themselves in, the adversity in their lives, excitement of flight and encourage them to be contributors to society.

For additional details regarding the event and times please read the flyer below. You may also visit the website: http://www.redtail.org/our-mission/traveling-exhibit/ for more information on the exhibit.
# 2016 Louisiana Airport Managers & Associates Conference

**Tentative Agenda**

**September 25 – 28, 2016**

Clarion Inn & Suites Conference Center, Covington, LA

## Sunday – September 25

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 AM – 4:00 PM</td>
<td>Exhibitor Setup</td>
</tr>
<tr>
<td>3:00 p.m. – 7:00 p.m.</td>
<td>Registration</td>
</tr>
<tr>
<td>1:00 – 5:00 p.m.</td>
<td>FAA Wildlife Hazardous Training</td>
</tr>
<tr>
<td>5:00 p.m. – 7:00 p.m.</td>
<td>Welcome Reception</td>
</tr>
<tr>
<td>7:00 p.m. – midnight</td>
<td>Hospitality Suite</td>
</tr>
</tbody>
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## Monday, September 26

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 AM – 4:00 PM</td>
<td>Registration &amp; Exhibit Hall Open</td>
</tr>
<tr>
<td>8:30 AM – 4:00 PM</td>
<td>Spouse's Tour (Swamp tour / Lunch)</td>
</tr>
<tr>
<td>8:00 AM – 9:00 AM</td>
<td>Breakfast and Exhibitors &amp; GA 5010 Inspection 101 – DOTD Booth</td>
</tr>
<tr>
<td>9:00 AM – 9:30 AM</td>
<td>WELCOME</td>
</tr>
<tr>
<td>9:30 AM – 10:15 AM</td>
<td>KEYNOTE ADDRESS</td>
</tr>
<tr>
<td>10:15 AM – 10:30 AM</td>
<td>Break with Exhibitors &amp; GA 5010 Inspection 101 – DOTD Booth</td>
</tr>
<tr>
<td>10:30 AM – 11:45 AM</td>
<td>Airport Construction &amp; Development Program &amp; State Aviation Update</td>
</tr>
<tr>
<td>12:00 PM – 1:30 PM</td>
<td>LUNCH</td>
</tr>
<tr>
<td>1:45 PM – 2:45 PM</td>
<td>Airport Marketing – Ways To Market &amp; Increase Activity At Your Airport</td>
</tr>
<tr>
<td>2:45 PM – 3:30 PM</td>
<td>GIS</td>
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## Tuesday, September 27

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>7:00 AM – 4:00 PM</td>
<td>Registration &amp; Exhibit Hall Open</td>
</tr>
<tr>
<td>8:00 AM – 9:00 AM</td>
<td>Breakfast with Exhibitors &amp; GA 5010 Inspection 101 – DOTD Booth</td>
</tr>
<tr>
<td>9:00 AM – 10:00 AM</td>
<td>Washington Update</td>
</tr>
<tr>
<td>10:00 AM – 10:30 AM</td>
<td>TBD</td>
</tr>
<tr>
<td>11:30 AM – 1:30 PM</td>
<td>Awards Luncheon</td>
</tr>
<tr>
<td>1:30 PM – 2:30 PM</td>
<td>FAA: 20:1 OBSTACLE UPDATE: New Procedures &amp; Their Effect on Part 77 Surfaces</td>
</tr>
<tr>
<td>2:30 PM – 4:00 PM</td>
<td>General Membership Meeting</td>
</tr>
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## Wednesday, September 28

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 AM – 9:30 AM</td>
<td>Breakfast</td>
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**Special Event:**

- **Monday, September 26:** *Bougé Falaya*
  - 6:00 PM – 9:00 PM: SPECIAL EVENT - A BITA SPRINGS BREWERY (meet in lobby; buses begin leaving at 5:30 pm; business casual attire)

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**Contact:**

- Email: contact@lama.org
- Phone: 504.366.3996
- Website: www.lama.org
Are you interested in a career in aviation? Louisiana has wonderful colleges with great aviation programs to kick start your career!

**Louisiana Tech University:**
- B.S. in Professional Aviation & B.S. in Aviation Management

**University of Louisiana at Monroe:**
- B.S. in Aviation & Post-Baccalaureate Certificate in UAS Management

**Southern University Shreveport Louisiana:**
- Certificate in Airframe and Powerplant Maintenance

**SOWELA Technical Community College:**
- FAA-Certificated AMTS Associate of Applied Science in Aviation Maintenance Technology

**Baton Rouge Community College:**
- Associate of Applied Science in Helicopter Pilot Operations