

tially a complete overhaul of the airport. Each end of runway 10-28 has a PAPI and REILs.

The renovation of the primary runway created an opportunity to correct the drainage problems that had previously plagued the airport. Working closely with the DNR and local environmental organizations, the project team worked to minimize impacts to the sensitive Pheasant Branch corridor. To prevent future flooding, the airport area was raised

five feet above the surrounding terrain. Once completed, the project involved moving some 600,000 cubic yards of earth.

The new terminal building is home to Wisconsin's oldest active family FBO - Morey Airplane Company - and also hosts Scott's Pastry Shoppe. The terminal facility was the site of a Pilot Safety Wings Program in early November that attracted nearly 150 people (see photo). □

JANESVILLE, WIS. – It was a frigid evening, December 2, when the Milwaukee FAA Flight Standard District Office (FSDO) and the Wisconsin DOT Bureau of Aeronautics sponsored a pilot education program in the Helicopter Specialties, Inc. hangar at Southern Wisconsin Regional Airport, Janesville, Wisconsin. Pilot turnout was excellent, and during intermission, FAA inspector Tim Anderson surprised Helicopter Specialties technician, Kelly Morwood, with the “Ruby Award” for successfully completing 60 hours of maintenance training. The Ruby Award is one of several Aircraft Maintenance Technician (AMT) Awards presented by the FAA.

Morwood, the maintenance supervisor for Helicopter Specialties, Inc., will now also have his name submitted to a national competition where he may win one of 25 various prizes including a four-day expense paid trip, computers, tools and various airline maintenance courses.

The FAA also surprised the owner of Helicopter Specialties, Jim Freeman, with the AMT Diamond Award, the highest award presented to an aircraft maintenance employer for 100 percent employee participation in training programs within a given year.

Tim Anderson of the FAA is the principal maintenance inspector assigned to Helicopter Specialties, Inc., which is an FAA-approved Repair Station (Part 145).

In 1991, the FAA Office of Flight Standards began the Aviation Maintenance Technician (AMT) awards program as a way of recognizing the technicians and their employers who understand the importance of education and training as being critical to aviation safety.

AMT Awards (certificates and lapel pins) are distributed to maintenance professionals on five various levels depending on the number of hours of training received: Bronze - 6, Silver - 12, Gold - 26, Ruby - 60, and Diamond - 100, all

Milwaukee FSDO Recognizes Janesville Technician & Repair Station



(L/R) Tim Anderson of the FAA Milwaukee FSDO congratulates Kelly Morwood of Helicopter Specialties, Inc., Janesville, Wis., for receiving the “Ruby Award” for successfully completing aircraft maintenance training. Also recognized was Helicopter Specialties President Jim Freeman for 100 percent employee participation in training programs in 2004. FAA inspector Ray Peterson (right) congratulates Freeman.

Photo by Dave Weiman

including several hours of Federal Aviation Regulations (FARs) training as well. The Diamond Award also requires completion of a college course in math or science.

Gulfstream Aerospace, Inc. in Appleton, Wis., recently had Milwaukee FAA FSDO inspector, Ray Peterson, at its facility for six safety seminars on FARs in which all of their maintenance personnel attended. Peterson had previously been to the Cessna Citation Service Center in Milwaukee where he presented six seminars to all of their technicians, as well as to Skyway Airlines technicians in Milwaukee.

There are 35,000 to 40,000 AMT awards issued annually. Over 500 are processed by the Milwaukee FSDO alone.

The employers also receive an award on the same five levels depending on the percentage of employees receiving the training.

As for the Pilot Education Program that evening, everyone from students to commercial pilots with as many as 56 years of experience were in attendance. Topics of discussion included aircraft icing; internet weather access; and the rising rate of mechanical/maintenance-related accidents, possibly due to the aging fleet; and the need for more thorough preflights as a result of the aging fleet.

Part of that preflight should occur on takeoff, noted Wisconsin DOT Bureau of Aeronautics aviation consultant, Jeffery Taylor, who spoke at the pilot education program along with Ray Peterson of the Milwaukee FSDO. Power should be added gradually, especially in the winter to avoid engine shock and possible engine failure, and the pilot should be scanning his/her instruments and listening for engine roughness. It was noted that the time to abort a takeoff is not after takeoff, but before.

“A pilot wants to go, but maybe he/she should not go,” said Taylor. □