

(*) Submitted by Larry Hall at 3-14-13
public hearing

Grass Landing - back page of "Amended Supplemental Memorandum.

I had used it as evidence the runway could not be
valued if maintained at 5.1"

but I want to crossreference to a previous handout
from ILL Admin Code

and then back to the Grass Landing article

→ (1) read underlined

then reference page 19 of the minutes where Mrs
Schum from IDOT indicated a pilot in distress could
not be directed to land at a strip, that the pilot
would be informed of the strip if he needed to use
it.

→ (2) read underlined

I don't believe or recall that this has been addressed.

~~need copy~~

Thought
you should
know letter

Plane in flight
pictures

Submitted by Larry Hall @ December 13, 2012 hearing



BOB O'QUINN
BETTER PILOT / SAFETY WIRE

Grass Landing

Grass strips extend flying enjoyment and safety

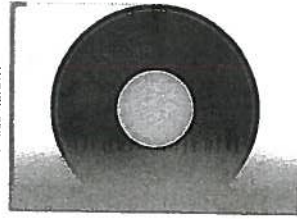
DESPITE THE FACT THAT soft-field techniques are a required part of primary sport and private pilot training, too few pilots have ever experienced real grass runways during their flight training.

Although most aircraft flying in and out of grass fields are conventional gear (tailwheel) aircraft, more pilots of nosewheel-type aircraft are discovering the benefits and enjoyment of grass field capability. For instance, what would feel like a good landing on a paved surface often feels like a great landing as tires softly settle into the grass. Aircraft tires last many times longer landing on grass, compared to landing on a hard surface where every touchdown is like getting hit by a high-speed belt sander.

Perhaps the most significant benefit of grass-field capability is the additional 11,000-plus potential emergency landing options that grass fields provide throughout the United States. Although most grass fields are privately owned and do not need to meet FAA requirements, they are likely better emergency options than an unfamiliar pasture that might have stumps, gopher holes, and ruts.

According to the Civil Aviation Authority (CAA), approximately one-third of reportable general aviation accidents in the United Kingdom occur at unlicensed (private) grass fields during takeoff or landing. In the United States, the National Transportation Safety Board data also indicates a similar situation. Accidents related to grass fields are often the result of inexperience and a lack of familiarity with the nuances of the grass-field environment.

Before taking advantage of grass fields, pilots need to acknowledge that the takeoff and landing distances on grass will be significantly different than on hard surfaces. They can always expect a longer take-off roll, while landing and stopping distances will be appreciatively reduced by tall grass, rough surfaces, or uphill slopes. Conversely, a much greater stopping distance is needed after a heavy dew, frost, or rain, all of which can render aircraft brakes and steerable nose wheels and tail wheels virtually ineffective. Pilot's operating handbook figures are based on a dry grass runway and are therefore useless for calculating distances in other situations. The CAA suggests increasing



Do not land if grass is above 30 percent of wheel height.

wet grass landing distances by 60 percent, "like an icy surface."

Since flying in and out of grass fields requires slightly different techniques for pilots of nose wheel and conventional gear aircraft, it is best to obtain dual instruction in grass-field operations prior to attempting it alone.

The ideal grass runway would have a firm, level surface of well-maintained (closely mowed) grass with good drainage to prevent standing water. There should also be no trees, power lines, or other obstructions nearby. However, in the real world, the grass runway environment might have trees or power lines on the approach ends or adjacent to the runway; wandering farm animals; a runway that slopes uphill, downhill, or both; only one side usable after a heavy rain; a questionable runway length; or long grass. Chances are that during grass-field transition training pilots will have to contend with several of these irregularities. Each pilot must set his or her own personal grass-field limitations based on experience and skill, as well as aircraft performance. A good one to begin with comes from a CAA safety brochure. "If the grass height is more than 30 percent of the wheel [outside diameter—top to bottom—of the tire], it's a no go!"

Like anything in aviation, judicious practice can make any pilot better and safer. EAA

Bob O'Quinn, EAA 742434, is a part-time certificated flight instructor whose primary focus is on tailwheel training. For links to more articles about flying on/off grass, visit www.SportAviation.org

1600 minimum + 60% =

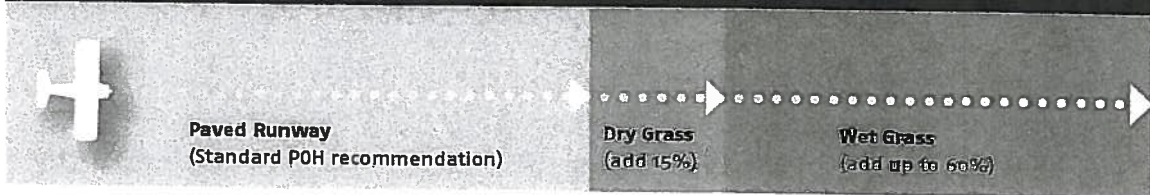
FFA

2

17" x .30 = 5.1" STOP A

The CAA suggests increasing wet grass landing distances by 60 percent, "like an icy surface."

COMPARATIVE LANDING DISTANCES



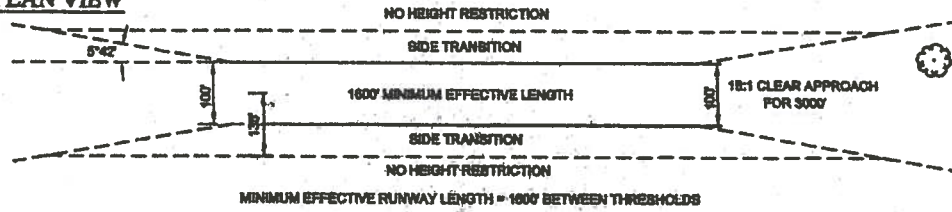
(A) 1600' current proposal + 60% = 2560' or "in the trees" PHIL NORTON

CAA Civil Aviation Authority

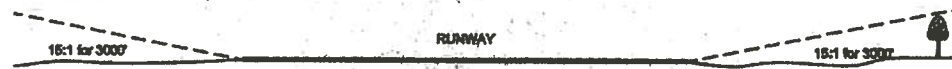
Section 14.APPENDIX E Restricted Landing Areas Standards

Section 14.ILLUSTRATION A Restricted Landing Areas Minimum Dimensional Standards

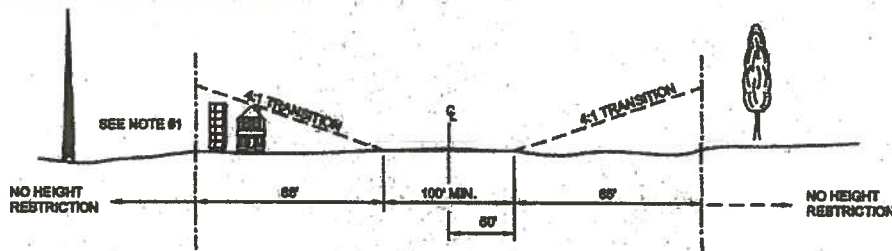
PLAN VIEW



PROFILE (END) VIEW - OBSTRUCTION CLEARANCE



RUNWAY CROSS SECTION - OBSTRUCTION CLEARANCE



- NOTES:**
1. NO PENETRATIONS TO 4:1 SIDE TRANSITION SURFACES FOR 135' FROM CENTERLINE
 2. NO PENETRATIONS TO 18:1 RUNWAY APPROACHES.
 3. NO CROPS 50' EACH SIDE OF CENTER LINE.
 4. CLEARANCES REQUIRED FOR APPROACHES:
 - 10' CLEARANCE OVER ALL PRIVATE ROADWAYS.
 - 15' CLEARANCE OVER ALL PUBLIC HIGHWAYS.
 - 17' CLEARANCE OVER ALL INTERSTATES.
 - 25' CLEARANCE OVER ALL RAILROADS.

Submitted by Larry Hall at 5-14-13 public hearing





Submitted by Larry Hall at 3-14-13 public hearing

②

Submitted by Julia Wright - Hall at 3-14-13
public hearing

March 8, 2013

Zoning Board of Appeals
c/o John Hall
1776 East Washington Street
Urbana, Illinois 61802

Durst Tree Service
1207 Mary Drive
Mahomet, IL 61853

Re: Tree Trimming on the Jones Requested RLA

Dear Chair and Members of the Board:

This letter relates to Phillip and Sara Jones' request for a special use permit and rezoning in order to operate a Restricted Landing Area (RLA) on their property. It is based upon my professional opinion as an arborist with over 18 years of experience. I own and operate Durst Tree Service. During this time I have cut and/or trimmed thousands of trees.

I have personally examined the trees near the west end of the proposed restricted landing area on the Phillip and Sara Jones property. I have reviewed the proposed site plan for the RLA. I am familiar with these species of trees, as well as their growth patterns, based upon my years of experience as an arborist. While the species in question, according to reference books, have a theoretical height taller than their current height, I believe it is unlikely that they will grow any taller in height at this point. Specifically the trees at the edge of the wooded area are unlikely to increase in height because they are fully exposed to the sun on their eastern side and hence do not need to grow taller to compete for additional sunlight.

Given the required angles and required area to be free from trees for the proposed RLA, I believe that it is unlikely that any trimming of the trees to the west of the proposed RLA would ever need to occur.

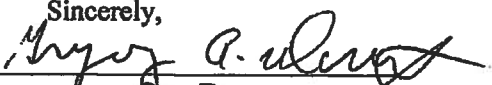
In the unlikely event that some trimming of the trees were needed due to growth, the trimming would be minimal and would not affect the overall health of any specific tree or the forest as a whole.

Also, I noted that numerous seedlings have been planted in the area surrounding the pond. As these seedlings mature, the area will become much more of a forested one over time.

In the event the runway area were to be shifted to the south (with the runway still on the Jones' property but the side transition area shifted to the Bragg property to the south), any possible impact of the RLA on the trees near the west end would be mitigated even further because the trees would be further away from the west end of the RLA in that case.

To summarize, the proposed restricted landing area, in my professional opinion, would not have any negative effect on the trees or forest on or near the Jones' property.

With best regards.

Sincerely,

Greg Durst

Reply Reply All Forward

Request for tree information

Alex Julius [ajulius@isa-arbor.com]

To: Wright, Julia Kay

Wednesday, March 13, 2013 11:20 AM

Dear Ms. Hall,

This isn't an odd question, but one that requires a rather convoluted answer. Edge trees tend to grow taller quicker because of light competition. The condition of these trees depends on if they have always been edge trees or are recently exposed. Recently exposed trees are more likely to fail quicker, as they have not adapted to the wind and sun as exterior trees would. Generally speaking, a tree's "mature height" in a forest stand will be whatever it takes to out-compete the other trees, which is different for a tree (of the same species) grown alone.

I hope this helps and thank you for your question!

Alex Julius
Educational Development Manager
(217)355-9411 ext. 235
Fax (217)355-9516
P.O. Box 3129
Champaign, IL 61826-3129
www.isa-arbor.com

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Julius,Alexandra

Company Name: International Society of Arboriculture

Julius,Alexandra

Company Name: International Society of Arboriculture

Alexandria Julius, Certified Arborist
Champaign, IL

Dear Ms. Julius,

This may be an odd question, but could you please tell me whether trees that are at the edge of a wooded area, such as along the Embarrass River, would stop growing taller before reaching their mature height since they don't need to compete for sunlight with other trees?

Thank you very much for your attention.

Julia (Wright) Hall

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Name:	Julius, Alexandra
Company Name:	International Society of Arboriculture
Street Address:	
City:	CHAMPAIGN
State:	IL
Country:	UNITED STATES
Postal Code:	61821
Phone:	818-212-4622
Fax:	
Email:	Click to send an email.
Web Site:	
For Hire:	Not for hire
Current ISA Member:	ISA member
Cert Credentials:	Certified Arborist

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[Email comments and questions to ISA](#)

Wednesday, March 13, 2013 10:49:37 AM (CST/ISA Headquarters Time)

Please click here to view our [privacy policy](#).

RE: Embarras River Uplands near Champaign, IL

Jansen, Roger [Roger.Jansen@Illinois.gov]

Sent: Wednesday, March 13, 2013 5:33 PM

To: Wright, Julia Kay

The trees you mention will continue to grow despite the additional sunlight. The rate at which trees grow varies with species and soil conditions. Oaks in general will grow slower than cottonwoods and trees found in area where the soil is poor (dry areas prone to drought conditions for example) will grow slower than trees in good soil.

Roger Jansen
District 14 NHB
1660 W Polk Ave
Charleston, IL 61920
(217) 345-2420

also a certified arborist

*District Heritage Biologist with the Ill. Dept of Natural Resources
earned his B.S. & M.S. at Eastern Illinois University
previously employed by Effingham Co Soil & Water Conservation District*

From: Wright, Julia Kay [wrightj@illinois.edu]

Sent: Wednesday, March 13, 2013 10:24 AM

To: Jansen, Roger

Subject: Embarras River Uplands near Champaign, IL

Thank you so much for your information.

This may be an odd question, but could you please tell me whether trees that are at the edge of the wooded area along the Embarras stop growing taller before reaching their mature height since they don't need to compete for sunlight with other trees?

Thanks for your attention.

Julia (Wright) Hall

From: Jansen, Roger [Roger.Jansen@Illinois.gov]

Sent: Wednesday, January 09, 2013 12:57 PM

To: Wright, Julia Kay

Subject: RE: Trees along the east branch of the Embarras River

Julia

I apologize for the delay in getting you this information. The species found in the Embarras River bottomlands are likely to be composed of the following species: swamp white oak, green ash, silver maple, bur oak, cottonwood, and sycamore. For more information on the Embarras River Basin, go to the link below.

<http://dnr.state.il.us/orep/pfc/assessments/ERP/page1.htm>

Thanks

*Roger Jansen
District 14 NHB
1660 W Polk Ave
Charleston, IL 61920
(217) 345-2420*

From: Wright, Julia Kay [wrightj@illinois.edu]
Sent: Tuesday, January 08, 2013 8:16 AM
To: Jansen, Roger
Subject: Trees along the east branch of the Embarras River

Dear Mr. Jansen,

Your name was given to me by Jim Payne (who was referred to me by Sandy Mason). Jim said that you are the heritage biologist for this area of the Embarras River. I am doing some research about the trees that grow along the east branch of the Embarras River just North of Villa Grove, Illinois. Could you please tell me what types of trees could be found along this branch and how tall I could expect them to grow?

Thank you very much for your time.

Julia Wright-Hall
Villa Grove, IL 61956
217-832-9746

Subject: FW:

From: Mark Fisher (gkk-1@hotmail.com)

To: sparkymania_2@yahoo.com;

Date: Wednesday, March 13, 2013 5:45 PM

> From: cert@isa-arbor.com
> To: gkk-1@hotmail.com
> Subject: RE:
> Date: Wed, 13 Mar 2013 19:25:49 +0000
>
> Mark,
>
> According to our records, we do not have anyone named Greg Durst as a Certified Arborist.
> Thank you.
>
> -----Original Message-----
> From: Mark Fisher [mailto:gkk-1@hotmail.com]
> Sent: Wednesday, March 13, 2013 10:28 AM
> To: Cert
> Subject:
>
> To whom it may concern,
>
> I would like to know if a certain person is certified or any other professional information you may have. The name of the business is Durst tree service 1207 Mary Drive, Mahomet Illinois, 61853. The name of the individual is Greg Durst. Thank you!
> Mark

(2)

Submitted by Julia Wright-Hall at 3-14-13 public hearing

AviationDB

Aircraft Details

Use the query results with caution

Over time registration numbers are assigned to different aircraft and diverse data stores with inconsistent data are being joined

[Back to Query Entry](#)

N Number: 32049

Last Action Date	2011-06-29		
Airworthiness Date		Expiration Date	2014-06-30
Manufacturer_Name	WACO	Model Name	UPF-7
Registrant Name	JONES FLYING ASSOCIATIO N	Street	3511 SILVERSIDE RD STE 105
Registrant City	WILMINGTO N	Registrant State	DE
Registrant Zip Code	198104902	Country	UNITED STATES
Region	Eastern	Registrant Type	Corporation
Fract Owner		Certificate Issue Date	2011-06-29
Status	N-Number Assigned and Registered		
Serial Number	5680	Aircraft Type	Fixed wing single engine
Mode S Code	50670526	Year Mfr	1941
Aircraft Category	Land	Builder Certification	Type Certificated
Number Engines	1	Number Seats	2
Aircraft Weight	CLASS 1	Aircraft Cruising Speed	165
Airworthiness Classification	Standard	Approved Operation Codes	
Engine Manufacturer	CONT MOTOR		
Engine Model Name	W670 SERIES	Engine Type	Reciprocating

Engine 0 **Fuel Consumed** 0.00
Horsepower/Thrust

----- History 1 -----

Last Action Date 2011-04-07
Registrant Name REGISTRATIO **Street** 3511
N PENDING SILVERSIDE
RD STE 105
Registrant City WILMINGTO **Registrant State** DE
N
Registrant Zip Code 19810-4902 **Country** UNITED
STATES
Region Eastern **Registrant Type** Individual
Fract Owner **Certificate Issue Date**
Status Registration pending

----- History 2 -----

Last Action Date 2008-10-21
Registrant Name HISTORIC **Street** 3511
AIR TOURS SILVERSIDE
INC RD STE 105
Registrant City WILMINGTO **Registrant State** DE
N
Registrant Zip Code 19810-4902 **Country** UNITED
STATES
Region Eastern **Registrant Type** Corporation
Fract Owner **Certificate Issue Date** 2005-09-23
Status The Triennial Aircraft Registration form was mailed and has
not been returned by the Post Office

----- History 3 -----

Last Action Date 2005-09-23
Registrant Name HISTORIC **Street** 3511
AIR TOURS SILVERSIDE
INC RD STE 105
Registrant City WILMINGTO **Registrant State** DE
N
Registrant Zip Code 19810-4902 **Country** UNITED
STATES

Region Eastern **Registrant Type** Corporation
Fract Owner **Certificate Issue Date** 2005-09-23
Status N-Number Assigned and Registered

----- History 4 -----

Last Action Date 2002-10-15
Registrant Name ISLAND **Street** 3511
AERO TOURS SILVERSIDE
RD STE 105
Registrant City WILMINGTO **Registrant State** DE
N
Registrant Zip Code 19810-4902 **Country** UNITED
STATES

Region Eastern **Registrant Type** Corporation
Fract Owner **Certificate Issue Date** 1999-10-15
Status The Triennial Aircraft Registration form was mailed and has
not been returned by the Post Office

----- History 5 -----

Last Action Date 1999-10-15
Registrant Name ISLAND **Street** 3511
AERO TOURS SILVERSIDE
RD STE 105
Registrant City WILMINGTO **Registrant State** DE
N
Registrant Zip Code 19810-4902 **Country** UNITED
STATES

Region Eastern **Registrant Type** Corporation
Fract Owner **Certificate Issue Date** 1999-10-15
Status N-Number assigned

***** No Deregistered Data Found *****

***** No Reserved Data Found *****

----- FAA Accident/Incident 1 -----

Occurrence Date 2003-01-08 **Aircraft Make** WACO
Aircraft Model UPF7 **Damage** MINOR

Document Last Modified 2012-08-08

Narrative

(-23) ON JANUARY 8, 2003, AT APPROXIMATELY 1515Z, A WACO UPF-7 N32049 S/N 5680 AIRCRAFT LANDED ON RUNWAY 9, THEN WENT OFF THE RUNWAY CAUSING MINOR DAMAGE TO THE AIRCRAFT AT KEY WEST INTERNATIONAL AIRPORT (EYW). THE PILOT ^PRIVACY DATA OMITTED^ WAS PRACTICING CROSSWIND LANDINGS WITH THE AIRCRAFT OWNER ^PRIVACY DATA OMITTED^ ON BOARD AS AN OBSERVER. ON THE SECOND LANDING, AFTER THE TAIL WHEEL TOUCHED DOWN AT ABOUT 10-15 MILES PER HOUR. AT THAT TIME, THE AIRCRAFT ENCOUNTERED 15-20 KNOTS CROSSWINDS FROM 350-360 DEGREES, WHICH CAUSED THE NOSE OF THE AIRCRAFT TO TURN QUICKLY INTO THE WINDS RESULTING INTO A "GROUND LOOP". THE AIRCRAFT VEERED OFF THE RUNWAY, APPROXIMATELY 1000 YARDS WEST OF INTERSECTION ECHO WHERE THE AIRCRAFT STOPPED. THERE WAS NO FIRE AND THE OCCUPANTS WERE NOT INJURED. THE AIRCRAFT SUSTAINED DAMAGE TO THE LOWER RIGHT WING, BOTH MAIN LANDING GEAR STRUTS, AND TAIL WHEEL CAME OFF. ITS OWNER MENTIONED ABOVE REMOVED THE AIRCRAFT FROM THE RUNWAY TO THEIR HANGAR.

----- **FAA Accident/Incident 2** -----

Occurrence Date	2000-10-27	Aircraft Make	WACO
Aircraft Model	UPF7	Damage	SUBSTANTI AL

Document Last Modified 2012-08-08

Narrative

(-23)N32049, A WACO UPF-7, HAD JUST LANDED WHEN THE A/C WENT INTO A LEFT DRIFT. THE PILOT ATTEMPTED TO CORRECT WITH RIGHT BRAKE AND LEFT/BACK STICK. A/C'S LEFT WHEEL LIFTED OFF THE RUNWAY AND RIGHT WING TIP CONTACTED THE RUNWAY. WHEN THE LEFT WHEEL CAME DOWN THE A/C NOSED OVER AND FLIPPED COMING TO REST UPSIDE DOWN. THE PILOT HAD MADE 8-10 LANDINGS PRIOR TO THIS LANDING. THE PASSENGERS HAD BEEN PROPERLY BRIEFED ON THE RUDDER AND BRAKE PEDAL

LOCATIONS AND THE DANGERS OF HITTING THEM. THE RUNWAY IN USE WAS RUNWAY 09, THE WINDS WERE 350 DEGREES AT 11 KNOTS. THE TOWER REPORTED THE WINDS HAD BEEN SHIFTING FROM 020 AROUND TO 350 DURING THE DAY. (4) ON OCTOBER 27, 2000, ABOUT 1534 EASTERN DAYLIGHT TIME, A WACO UPF-7, N32049, REGISTERED TO AND OPERATED BY ISLAND AERO TOURS, TURNED OVER INVERTED WHEN CONTROL WAS LOST DURING LANDING ROLL AT KEY WEST INTERNATIONAL AIRPORT, KEY WEST, FLORIDA, WHILE ON A TITLE 14 CFR PART 91 SIGHTSEEING FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE COMMERCIAL-RATED PILOT WAS NOT INJURED. THE TWO PASSENGERS REPORTED RECEIVING MINOR INJURIES. THE FLIGHT ORIGINATED FROM KEY WEST, THE SAME DAY, ABOUT 1500. THE PILOT STATED THAT DURING LANDING ROLLOUT ON RUNWAY 9, THE AIRCRAFT WAS ROLLING STRAIGHT ON THE CENTER WHEN IT TURNED HARD TO THE LEFT. HE APPLIED FULL RIGHT RUDDER AND FULL LEFT AILERON, BUT THE AIRCRAFT CONTINUED TURNING. HE THEN APPLIED FULL RIGHT BRAKE, BUT THE AIRCRAFT CONTINUED TO TURN TO THE LEFT. THE LEFT MAIN WHEEL THEN LIFTED OFF THE RUNWAY AND THE AIRCRAFT STARTED GOING STRAIGHT. WHEN THE LEFT WHEEL TOUCHED BACK DOWN ON THE RUNWAY, THE AIRCRAFT NOSED DOWN AND THE PROPELLER AND ENGINE CONTACTED THE RUNWAY. THE AIRCRAFT THEN NOSED OVER AND CAME TO REST INVERTED ON THE RUNWAY. HE STATED HE DID NOT USE ANY LEFT BRAKE DURING THE LANDING AND THAT HE BELIEVES THE PASSENGER IN THE FRONT SEAT APPLIED THE LEFT BRAKE DURING THE LANDING ROLL. THE AIRCRAFT OPERATOR STATED THAT THE MAIN LANDING GEAR WHEELS COULD BE TURNED FREELY AFTER THE ACCIDENT AND THAT THERE WAS NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE MAIN LANDING GEAR BRAKES. THE RUNWAY HAD FAINT TIRE MARKS FROM THE LEFT MAIN TIRE AND HEAVIER TIRE MARKS FROM THE

RIGHT MAIN LANDING GEAR. THE PILOT HAD MADE EIGHT OR NINE PRIOR FLIGHTS THAT DAY IN SIMILAR WIND CONDITIONS. THE TWO PASSENGERS WERE SEATED IN THE FRONT COCKPIT AND EACH HAD ACCESS TO A BRAKE PEDAL. THE PASSENGERS WERE BRIEFED BY THE OFFICE SECRETARY AND THE PILOT BEFORE THE FLIGHT TO AVOID THE BRAKE PEDALS. THE PASSENGER SEATED IN THE LEFT FRONT SEAT STATED HE AND HIS WIFE WERE IN THE FRONT. HIS WIFE WAS ON THE RIGHT. THEY WERE BRIEFED ABOUT THE CONTROLS IN THE FRONT COCKPIT AND TOLD NOT TO TOUCH THEM. THIS INCLUDED THE PEDALS ON THE FLOOR. AT NO TIME DURING THE FLIGHT DID HE TOUCH THE FLIGHT CONTROLS OR PEDALS ON THE FLOOR AND HIS WIFE COULD NOT REACH THE PEDALS. WHEN THEY LANDED, THE AIRCRAFT WENT TO THE RIGHT FIRST AND THEN BACK TO THE LEFT. IT THEN NOSED OVER AND CAME TO REST UPSIDE DOWN.

----- NTBS Accident 1 -----

Event Date	2000-10-27	Aircraft Make	Waco
Aircraft Model	UPF-7	Aircraft Serial Number	5680
Damage	SUBS		
Probably Cause	The failure of the pilot to maintain directional control during landing with a quartering tail wind, resulting in the aircraft nosing over and coming to rest inverted.		
Preliminary Narrative	On October 27, 2000, about 1534 eastern daylight time, a Waco UPF-7, N32049, registered to and operated by Island Aero Tours, turned over inverted when control was lost during landing roll at Key West International Airport, Key West, Florida, while on a Title 14 CFR Part 91 sightseeing flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the commercial-rated pilot was not injured. The two passengers reported receiving minor injuries. The flight originated from Key West, the same day, about 1500. The pilot stated that during landing rollout on runway 9, the aircraft was rolling straight on the center when it turned hard to the left. He applied full right rudder and full left aileron, but the aircraft continued turning. He then applied full right brake, but the aircraft continued to turn to the left. The left		

main wheel then lifted off the runway and the aircraft started going straight. When the left wheel touched back down on the runway, the aircraft nosed down and the propeller and engine contacted the runway. The aircraft then nosed over and came to rest inverted on the runway. He stated he did not use any left brake during the landing and that he believes the passenger in the front seat applied the left brake during the landing roll. The aircraft operator stated that the main landing gear wheels could be turned freely after the accident and that there was no evidence of failure or malfunction of the main landing gear brakes. The runway had faint tire marks from the left main tire and heavier tire marks from the right main landing gear. The pilot had made eight or nine prior flights that day in similar wind conditions. The two passengers were seated in the front cockpit and each had access to a brake pedal. The passengers were briefed by the office secretary and the pilot before the flight to avoid the brake pedals. The passenger seated in the left front seat stated he and his wife were in the front. His wife was on the right. They were briefed about the controls in the front cockpit and told not to touch them. This included the pedals on the floor. At no time during the flight did he touch the flight controls or pedals on the floor and his wife could not reach the pedals. When they landed, the aircraft went to the right first and then back to the left. It then nosed over and came to rest upside down.

Final Narrative

The pilot stated that during landing roll, the aircraft turned hard to the left. He applied right rudder and brake and left aileron. The left wing of the aircraft lifted and the aircraft started going straight. When the left wing set back down, the aircraft nosed over and came to rest. He stated he believes the left front passenger inadvertently applied the left brake. The left front passenger stated he was briefed on the controls prior to the flight and at no time did he touch the left brake pedal. The operator reported the wheels turned freely after the accident and that there was no evidence of failure or malfunction of the brakes.

******* No NTBS Pre 1982 Accidents Found *******

******* No SDR's Found *******

DOUGLAS COUNTY ASSESSOR

Hosted by
Vanguard Appraisals, Inc 

Parcel Number: 03-10-07-300-00200
Deed Holder: JONES, PHILLIP WR
Property Address: RR
Mailing Address: , IL 00000-0000 USA
Class: ILLINOIS AG
Map Area: BW BOWDRE TWP
Legal Description: S07 T15 R10 PT SW SW



Current Assessed Value Information

N/F Land Value	N/F Building Value	Farm Land Value	Farm Building Value	Total Value
\$4,007	\$0	\$0	\$19,170	\$23,177

*Submitted by
Jean Fisher @
3-14-13 public hearing*

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CFI & Flight School Index

Phillip.William.Robinson.Jones

I'm located in Villa Grove , Illinois

Photo Gallery

No Gallery Images

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Drones Used by Local Law Enforcement

March 7, 2013 10:37pm

CHAMPAIGN COUNTY--How would you feel if your neighbor could peak into your home, and record everything that you're doing?

That's one of the biggest concerns for some Illinois lawmakers.

It's also the reason why the Freedom From Drone Surveillance Act passed a Senate Committee this week.

The purpose of this act, is to limit the use of drones by local law enforcement agencies.

While sponsors of the bill support the use of surveillance by police to save lives or in an emergency situations...

They're concerned that if they aren't specific about where and how drones are used, authorities could be violating the 4th Amendment.

Nationally and locally drones are making a buzz, in a world where technology doesn't skip a beat.

Which has some Illinois lawmakers concerned for people's right to privacy.

"What happens when you fly that drone into somebody's backyard, and there's a privacy fence up ... and someone is you know topless sunbathing. What happens to that data? What happens when it ends up on YouTube? Who is responsible for this?" said State Representative Chapin Rose.

Rose is a sponsor of the Freedom From Drone Surveillance Act.

Rose says, the act would determine where, when, and how law enforcement agencies could use drones.

Rose adds, "An elderly person missing in a cornfield, clearly we want law enforcement and fire or EMS service to fly a drone and find that person in the cornfield. But I'm not real thrilled about with the idea of law enforcement, to fly right up to my backyard with a privacy fence, and not just see what's going on in my backyard, but looking in my windows."

The Champaign County Sheriff's Office already owns a drone.

While Sheriff Dan Walsh calls it a remote controlled aircraft, either way, he adds they have only used it for practice.

However, if they did use it in investigations, it would only be for emergencies.

"If you have a 4-year-old child that just walked away from a house south of St. Joe, which happened not that long ago, and if we could get something like this up in the air within 20-30 minutes, we can at least limit the search area," said Walsh.

Walsh says although he understands the need for laws and restrictions, he just hopes lawmakers will use common sense.

"If they're going to pass laws, where they're worried about privacy as you just talked about in criminal matters, that there are broad enough exceptions where we can use it for the search and rescue recovery. We can use it for real emergency criminal situations things like that, not to invade people's privacy or swim over their pools and just look at them," Walsh adds.

The Freedom From Drone Surveillance Act is going to the full Senate for a second reading next Tuesday.

Tomorrow, we'll go more in depth with this story, and hear from the Champaign County Radio Control Club.

They will explain that for less than a thousand dollars, you or I could get a remote controlled aircraft, put a camera on it, and there are no laws against it.

State Representative Adam Brown filed a resolution today in Illinois.

Following a 13-hour filibuster on the U.S. Senate Floor yesterday by Kentucky Senator Rand Paul.

Brown explains, the use of drones to kill Americans in the United States would trample on the constitutional due process rights of all Americans.

ABC Newschannel 15's Marine Glisovic brings us this story.

Fire near Cisco destroys hangar, experimental plane, vehicles

Mon, 03/04/2013 - 12:17pm | [Steve Hoffman](#)

<http://www.news-gazette.com/news/courts-police-and-fire/2013-03-04/fire-near-cisco-destroys-hangar-experimental-plane-vehicles.h>

A storage shed used as a hangar for a rural Cisco landing strip was destroyed by fire Sunday evening. An estimated 30 firefighters from six fire districts battled the fire at 179 East 1300 North Road, which claimed not only the 40- by 60-foot shed but several vehicles, including an experimental plane constructed by the company that uses Gary Norfleet's landing strip as a launching point for crop-dusting.

"The shed was fully engulfed when it was reported" at 6:29 p.m, said Ron Weishaar, chief of the Cisco Fire Protection District. Of immediate concern were farm chemical cans that were exploding during the fire, and a pair of 250-gallon tanks of aviation fuel located less than 100 feet from the shed.

"That was our first concern, cooling down those tanks," added Weishaar. The tanks were saved, as was a one-story home on the property.

But Weishaar still estimated the loss at \$200,000 due to the contents of the structure. Lost was the plane, a dual-cab pickup truck, a motor home, tractor, antique tractor, an ATV and several pieces of professional lawn-care equipment.

Due to the high-dollar loss, the cause of the blaze is considered undetermined at this time, but Weishaar said he had "no reason to believe there is anything suspicious in nature about this fire."

The state fire marshal's office is investigating, which Weishaar said is common when the damage estimate is that high.

The area used on the Norfleet farm by Mike's Aerial Service was the subject of a public hearing in January. The Piatt County Board had been asked by a neighbor to consider revoking the grass strip's restricted landing area, but after hearing testimony county officials saw no reason to do so.

Fire departments from Argenta-Oreana, Bement, Cerro Gordo, Weldon and the White Heath-based Mid-Piatt County Fire Protection District responded to the two-alarm fire. Firemen were on the scene until approximately 10 p.m.

<http://maps.google.com/maps?rls=com.microsoft:en-US&oe=utf8&q=179+East+1300+North+cisco+il&um=1&ie=UTF-8&hq=&hnear=0x880cab50de4398af:0x4b02df6edf224bff,179+E+1300+North+Rd,+Cisco,+IL+61830&gl=us&sa=X&ei=2RY1UcPnF5O30QHKvoBI&ved=0CDAQ8gEwAA>

<http://www.wkrn.com/story/21347525/plane-crash>

Tennessee doctor killed in Florida plane crash

Posted: Feb 25, 2013 7:02 PM CST Updated: Feb 26, 2013 10:15 AM CST

http://wkrn.images.worldnow.com/images/21347525_BG2.jpgPhoto courtesy WTSP Tampa - A plane crash claimed the life of a Tennessee Dr. H. Cameron MacManus.
http://wkrn.images.worldnow.com/images/21347525_BG3.jpgPhoto courtesy WTSP Tampa - A plane crash claimed the life of a Tennessee Dr. H. Cameron MacManus.
http://wkrn.images.worldnow.com/images/21347525_BG4.jpgPhoto courtesy WTSP Tampa - A plane crash claimed the life of a Tennessee Dr. H. Cameron MacManus.

More on the Web

- [WATE-TV](#)
- [WTSP: Pilot killed in Pasco plane crash](#)

TAMPA, Fla. -

A Florida plane crash has claimed the life of a Tennessee doctor.

The single-engine Piper Arrow plane took off Sunday evening from a small private airport, just north of Tampa and was headed for Crossville. The conditions in the area were described as "less than ideal."

Air traffic control lost communication from the pilot, later identified as 59-year-old Dr. H. Cameron MacManus.

It took approximately 30 hours for another pilot to locate the wreckage. It was found nearby in a rural area.

Fifteen acres of land had burned near the crash site where officials found Dr. MacManus' body. He was the only person on board.

His sister told Tampa station [WTSP-TV](#), he was in town visiting family.

Dr. MacManus, known by his patients as "Dr. Mac", retired in 2011 after spending 30 years in a family practice. Dr. MacManus is reportedly an experienced pilot and had only owned this plane for a short time.

The cause of the crash remains under investigation.

[WATE-TV](#) contributed to this report.

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Breaking: [Car Rear-Ended Semi-Truck on I-80 at Wolf Road: Man Seriously Injured](#) »

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Man Killed in Plane Crash Identified

The president of a Minnesota aviation service business was in the plane that crashed in a Wilton Center field.

By [Joseph Hovey](#), [Steven Jack](#), and [Erin Gallagher](#) [Email the authors](#) December 4, 2012

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This is the plane that crashed Tuesday afternoon in Wilton Center. Mark Kalfas took this picture of the multi-engine Beech 58 in the DuPage County area in August 2010. Credit: Mark Kalfas

The man killed in the Tuesday afternoon plane crash in a Wilton Center field was the president of a Minnesota aviation service business.

Larry Diffley, 74, was the sole occupant of the multi-engine Beech 58 that went down shortly after 2:30 p.m.

Diffley operated Bemidji Aviation Services in Bemidji, MN. According to the company's website, Diffley and another man took over the business "with three employees, their own Cessna 150 and the three 150's already in place at Bemidji Aviation" in 1970.

Diffley is [listed as the company's president](#).

Employees of Bemidji Aviation Services declined to give their names or much information about the crash Tuesday evening. One said, "We are aware of the crash and we're working with the (National Transportation Safety Board) to obtain more details."

The six-seat, two-engine plane was registered to Bemidji Aviation Services.

The field where the plane crashed is on the southwest corner of Offner and Gougar roads. The plane went down about a mile from the surrounding roads, crashing within a half-mile of two houses to the north and to the south of the crash. The plane crashed about midway between Manhattan's two fire stations.

Elizabeth Isham Cory of the Federal Aviation Administration said on Tuesday night that it was not yet known where the plane took off from and where it was headed when it crashed.

Patch will update this story as more information becomes available.

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about time

3:59 pm on Tuesday, December 4, 2012

Well, now I know why the police were flying down Foxford. I am sorry sorry to hear it was a plane crash.

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Reply



Brenda H

5:34 pm on Tuesday, December 4, 2012

The dead man was the only person aboard the multi-engine Beech 58, according to Elizabeth Isham Cory of the Federal Aviation Administration.

Kind of insensitive wording isnt it?!?!?!?!?!?

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Reply

Jackie S.

7:39 pm on Tuesday, December 4, 2012

How about, "the deceased male?"

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Ron

8:45 pm on Tuesday, December 4, 2012

Regardless of word choice or selection, the end result does not change. It is much like praying, it accomplishes nothing but it makes you feel like you actually doing something.

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Shannon

9:10 pm on Tuesday, December 4, 2012

Flag as inappropriate

Fiery Helicopter Crash Claims Member of Pennsylvania Fire Company

<http://www.firefighternation.com/article/news-2/fiery-helicopter-crash-claims-member-pennsylvania-fire-company>

Chopper went down in Bucks County woods shortly after takeoff



A firefighter walks from the scene as a small group of Pennsylvania State Police helicopter pilots walk toward the site of a fatal helicopter crash on Uhlerstown Hill Road in Tinicum Township, Pa. The fiery crash in Bucks County has claimed the life of the pilot, who investigators said is a retired Pennsylvania state trooper. Bucks County dispatchers said the helicopter went down and caught fire before 7 a.m. Wednesday, shortly after takeoff. (AP Photo/Mel Evans)

Published Wednesday, October 17, 2012
ERWINNA, Pa. (AP) — A fiery helicopter crash in Bucks County on Wednesday claimed the life of the pilot, a recently retired Pennsylvania state trooper.

The helicopter went down in the woods and caught fire shortly after takeoff around 6:30 a.m., when emergency dispatchers said callers reported hearing an explosion.

State Police identified the pilot as Cpl. Doug Brigham, a 24-year veteran who retired early last year. Authorities said he also was a decorated pilot, a member of the local fire company that responded to his crash and the Tinicum Township Department of Emergency Management, and a volunteer for Patient Airlift Services.

Brigham flew choppers for the state police and received a commendation from the county in 2010 for his assistance in a search for a missing person.

Neighbors said there was heavy fog in the area when Brigham's helicopter went down. The chopper was engulfed in flames by the time firefighters arrived and was severely damaged in the crash.

Officials at the scene were trying to determine whether Brigham took off from a helipad on his property or from the Van Sant Airport about three miles away.

The helicopter went down just a few hundred feet from Brigham's home and he appeared to have been thrown from the chopper when it crashed, investigators said. There were no immediate reports of anyone else being aboard.

The crash site is near the Delaware River in the Erwinna section of Tinicum Township, about 50 miles north of Philadelphia and directly across the river from Frenchtown, N.J.

The Federal Aviation Administration and the National Transportation Safety Board are investigating.

Copyright 2012 The Associated Press.

Larry Allen Diffley worked for Enbridge Oil in Minnesota, and was on his way to Joliet to pick up a passenger when the plane crashed. He was the only person aboard the plane.

Officials say the plane crashed in a bean field near Gougar and Offner roads in the suburb.

In a statement, Enbridge said the plane was owned by Bemidji Aviation, where Diffley was a contract pilot.

"Our thoughts are with Mr. Diffley's family," said John Gauderman, Enbridge Chicago Region General Manager, in the statement.

Will County authorities will protect the scene of the crash overnight. Wednesday morning, investigators hope to learn more about what caused the crash.

"I walked the debris field, and its approximately 500 to 600 yards from the point of initial contact to the final resting spot... Further south of the wreckage is also an engine to the plane, it was a twin engine plane. There was a lot of force involved, it wasn't straight down into the ground," said Deputy Chief Ken Kaupas, Will County Sheriff's Department.

Manhattan Township is about 50 miles southwest of Chicago. Diffley lived in Bemidji, Minnesota.

(Copyright ©2013 WLS-TV/DT. All Rights Reserved.)

Dec 4, 2012 Larry Dittrey crashes Manhattan, IL





Skydiving plane crashes in Taylorville, Illinois

10:27 PM, Aug 11, 2012

Taylorville, IL (KSDK) - A 30 year old pilot from Augusta, Illinois, is dead after a skydiving plane crashed early Saturday afternoon in Taylorville, Illinois.

Twelve people plus the pilot were on board the airplane. The 12 passengers were able to jump from the plane before it crashed.

Family members identify the deceased pilot as Brandon Scott Sparrow, an accomplished pilot and aircraft mechanic who was married and went to school at Western Illinois University and Southern Illinois University at Carbondale. Brandon and Angela Sparrow had no children.

Family members say Sparrow was a longtime aviation enthusiast who was left in a coma six years ago after being struck by a truck while bicycling in Carbondale. Despite lingering injuries from that accident, he was able to climb back into airplane cockpits.

The plane crashed in a residential area of the 800 block of W. Rich Street around 11:30 a.m. Debris from the crash is spread across two or three blocks.

The Federal Aviation Administration is on the scene, and the National Transportation Safety Board is enroute.

Taylorville is located in Christian County, approximately 90 miles northeast of St. Louis.

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Deb Auer's Photos

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Deb Auer

Driving wasn't so good last night - I guess flying wasn't so hot, either, because we don't have a heliport in our neighborhood.

Album: [Deb Auer's Photos](#)

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Joan Bennett Oh my.

February 22 at 10:52am via mobile



Pat Fillon-Wenzel Hmmm....

February 22 at 11:00am



Stephanie Snowden Apparently you do now LOL.

February 22 at 11:07am



Sherree Bunyard Yikes!

February 22 at 12:03pm



Anne M Scrivner What's the story? It doesn't look like a medieval

February 22 at 3:18pm via mobile



Anne M Scrivner Damn spell checker. I meant medical evac. Of course it doesn't look medieval either

February 22 at 3:20pm via mobile



Joan Bennett Had a copter go down in OKC today too.

February 22 at 3:20pm

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Plane crashes in Wellington yard

Firefighters pull person from overturned plane

Published On: Mar 23 2012 05:38:40 PM EDT Updated On: Mar 24 2012 03:32:51 PM EDT



WELLINGTON, Fla. -

Firefighters pulled a man from a plane that crashed in a Wellington neighborhood on Friday afternoon.

The crash occurred in the Aero Club neighborhood, just south of Southern Boulevard. The community has a small, grass landing strip near the homes, and many pilots live there.

Something went wrong during takeoff, and the plane ended up upside-down, in the backyard of a home.

"As he was taking off...the nose was up too high, and he lost airspeed," said neighbor Rick Roth.

Palm Beach County Fire Rescue said a pilot was conscious in the cockpit of the plane, which was hanging over a pool.

"A lot of people don't realize the two most difficult times of flying is taking off and landing," Roth said. "Taking off can actually be more dangerous than landing."

<http://www.local10.com/news/Plane-crashes-in-Wellington-yard/-/17...> 3/6/2013

From Sky 10 overhead, firefighters could be seen pulling a man from the overturned plane and loading him onto a back board. The firefighters carried the man to a waiting ambulance.

Firefighters sprayed fire-retardant foam on the plane. Officials said the plane was leaking fuel.

"That's what I was afraid of, there would be an explosion," said Darcy Alasia.

It is unclear whether anyone was in the home at the time of the crash.

The Federal Aviation Administration is investigating.

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[Home](#) > [News](#) > [Courts, Police, and Fire](#) > Pilot walks away after crashing plane into north Urbana yard

Pilot walks away after crashing plane into north Urbana yard

Thu, 02/17/2011 - 1:31pm | [Mary Schenk](#) ^[1]

URBANA - An Urbana pilot received a cut to the head when his single-engine plane hit a house just north of Frasca Field about 10:25 a.m. Thursday.

"He said he got caught in a cross-wind. His first words were, 'I feel like a fool,'" said Steve Rice, the owner of the home at 608 E. Oaks Road, U, that the pilot hit. The house is less than a mile north of Frasca Field, where the pilot was attempting to land.

Champaign County Sheriff's Capt. confirmed that the pilot was Daniel Folk, 58, who lives on West Main Street. He was taken to Carle Foundation Hospital, where he was treated and released.

"I was sitting in the house on the computer. It literally sounded like a bomb went off outside. The whole house shook," said Rice, who ran out his front door and rendered aid to Folk, who was bleeding from the forehead, he said.

"I helped him out, sat him on the wing, got a towel for his head and waited until the ambulance people got here. He was a lucky, lucky man," said Rice, who talked to The News-Gazette from in front of his ranch home. He was being kept outside his house while crews worked on securing the area and collecting evidence for their investigation.

"The propeller is in the front yard and the engine is in the back and there's debris all over the yard," said Rice, 59, who had the day off from his job at Rick Ridings in Monticello.

The plane is a 1979 Mooney M20K, according to Federal Aviation Administration records. That model is a fixed-wing, single-engine aircraft that can carry up to four people. Voges said Folk was alone in the plane.

Voges said Tom Frasca of the family that owns Frasca Field witnessed the accident and related the following to sheriff's deputies:



^[2]

Photo by: Robin Scholz/The News-Gazette
Champaign County sheriff's Lt. Ed Ogle takes photos following a small plane crash northwest of Frasca Field in rural Urbana on Thursday .

"The guy was flying west to east (to land) on runway 9/27. He was practicing cross-wind landings and ... could tell he wasn't going to make the landing and started banking to go back around to the north. (Frasca) said it looked as if he didn't have the power to climb again and lost altitude. His left wing caught the ground and somersaulted," Voges said.

"The plane caught at that intersection (Willow and Oaks) then cartwheeled across the road into the resident's yard," Voges said. "It's sitting on the fence that goes up to the corner of the house."

Voges said Frasca employees rushed to help and took care of shutting off fuel lines. There was no fire after the crash.

Rice said he didn't think the damage to his brick home was that bad but confirmed the chain link fence was wiped out. Rice was home alone - his wife Brenda was visiting a friend - when the crash occurred.

He said he and his wife have lived in their house since 1996 but never have seen anything like this in their neighborhood.

"No, no airplanes in the yard before," he said.

[suntimes](#)

Plane crashes on building in Naperville; two injured

Sun-Times Media

Last Modified: Nov 4, 2010 10:10AM

Emergency crews in west suburban Naperville have rescued both the pilot and passenger of a plane that crashed into Xsport Fitness at Route 59 and 75th Street Wednesday.

Lloyd McKee, 66, and his wife, Maureen McKee, 63, residents of Aero Estates, were taken to Edward Hospital with non life-threatening injuries, Naperville police said. No one else was injured at the fitness center.

At 12:04 p.m., Naperville police received a 911 call about a plane that had crashed into Xsport Fitness, 2780 Fitness Drive, Naperville Police Cmdr. Mike Anders said.

The Federal Aviation Administration said the plane was a Piper 32. Neighbors, however, said they believed the McKees' plane was a Beechcraft. The fixed wing single-engine plane was manufactured in 1977 and is registered to a Wilmington, Del. address for Airplane Holdings Company, according to an online FAA directory.

The couple was headed to Pittsburgh, and took off from nearby Aero Estates, a neighborhood with an air strip running down the middle of it, authorities said. Aero Estates lies just to the south of Xsport Fitness.

The plane hit Xsport's building at a southwestern angle and crashed through the upper level into a basketball court. No one was inside the basketball court at the time, police said. It is now jutting out of west side of the building. The building was evacuated shortly after police and fire officials arrived on the scene. Some witnesses fled the building immediately after hearing a crash.

Cindy Munday, a trainer at the gym, said it sounded like an explosion, much like weights and dumbbells falling.

She ran into the basketball court, and looked up to see a liquid streaming down from the ceiling.

She said she thought it was water, but it turned out to be gasoline. That's when members and employees inside the gym started yelling to get out.

<http://www.suntimes.com/news/metro/2240128-418/plane-building-...> 3/6/2013

Employee Matt Jahns was in the parking lot loading up a truck when he saw the plane flying low.

His friend also looked on and said, " 'Look how low the plane is flying,' " Jahns said.

When the plane crashed, Jahns and his friend ran into the building and attempted to get up to the roof. Jahns said he heard someone in the plane say they were trapped.

Tassos Kalamaras of Naperville, a gym member, said he always hears planes flying low over the fitness center.

"Those planes take off from there and fly really low over the building all the time," he said. "I always hear those planes coming in so low and I always think, one day..."

Darryl Betler, a resident of Aero Estates, said Lloyd McKee is an experienced pilot.

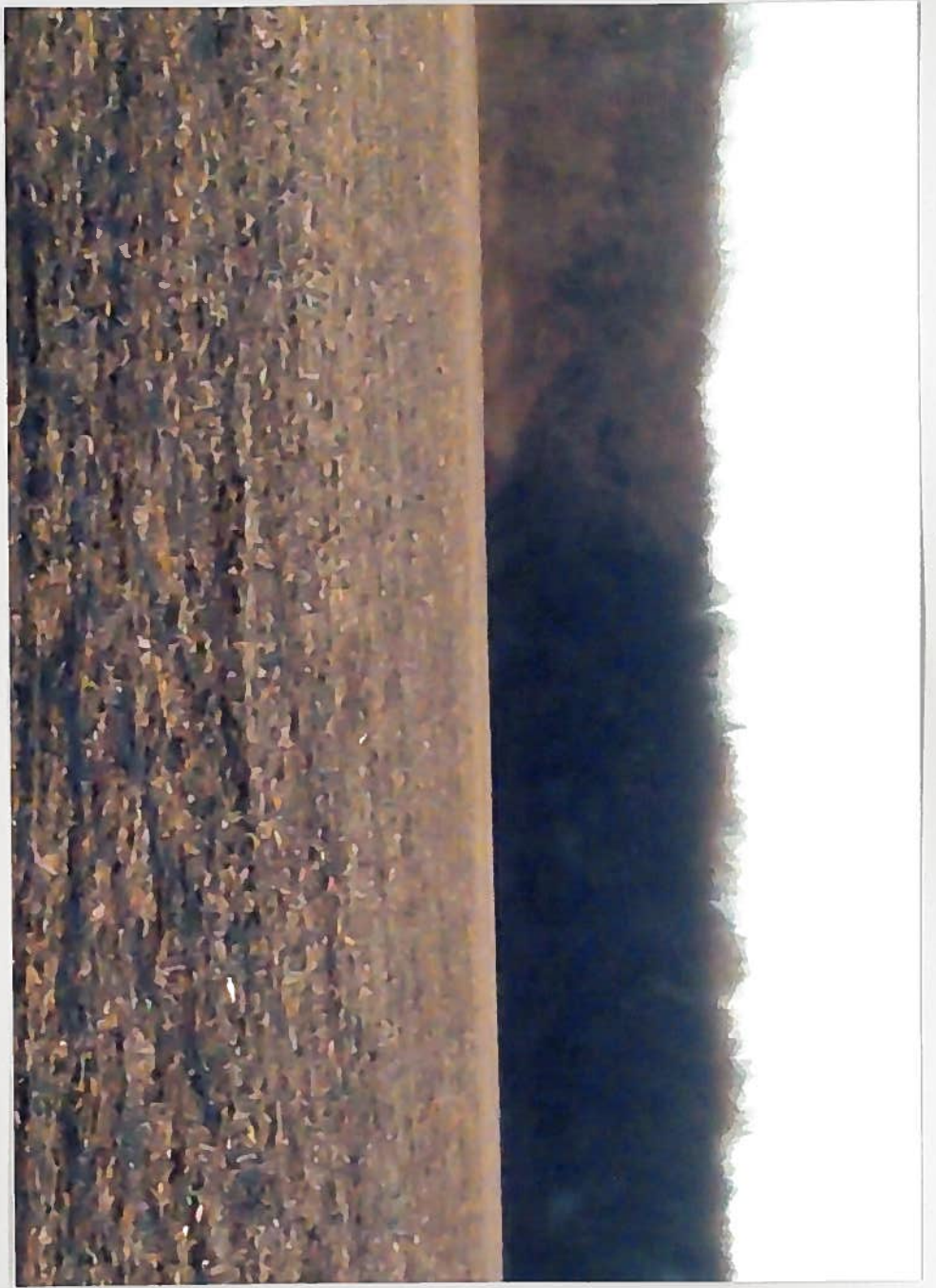
"Whatever happened on that plane had to have been a massive fluke," Betler said.

The airfield at Aero Estates was shut down Wednesday afternoon, waiting for inspection by the FAA.

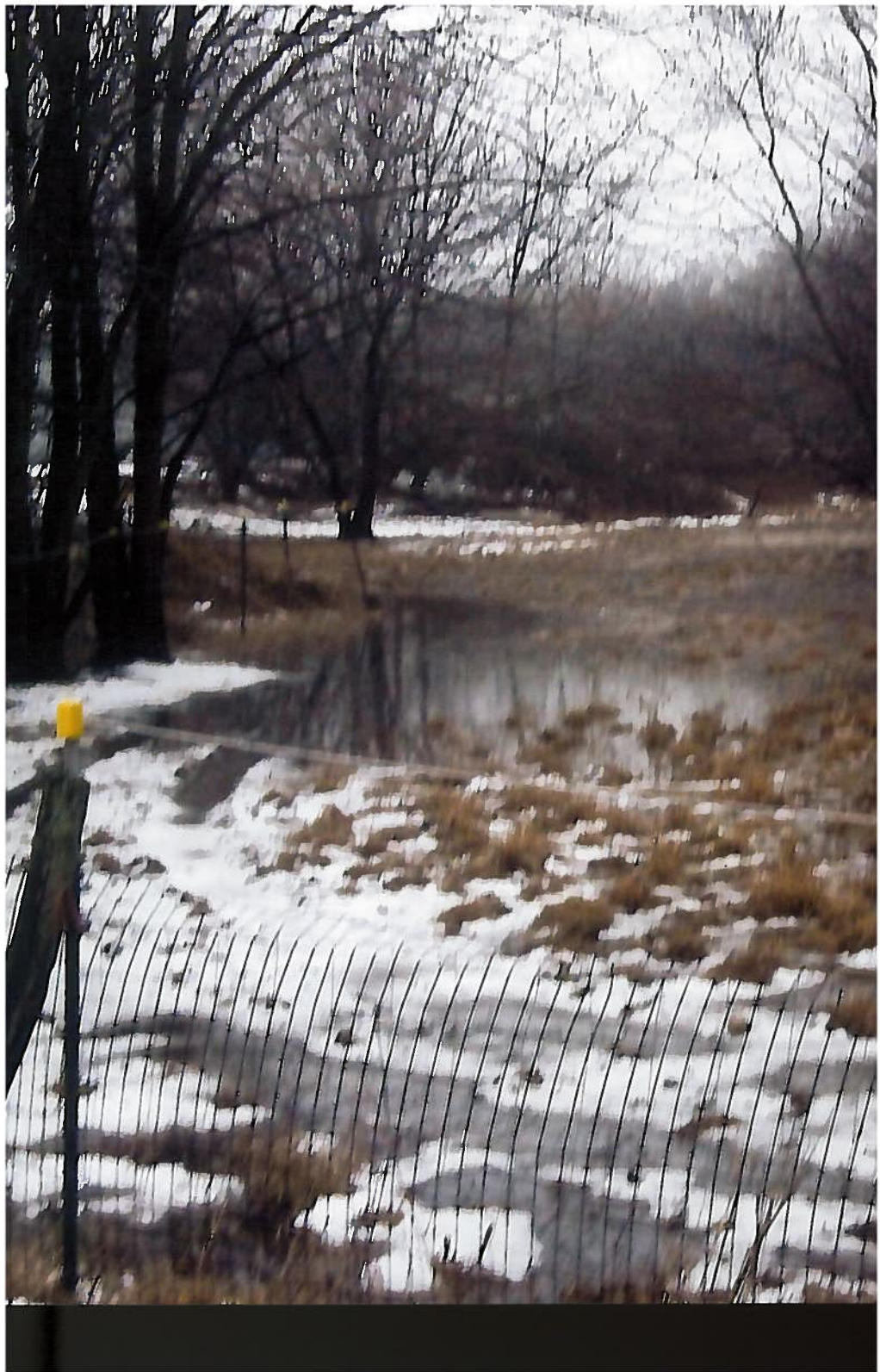
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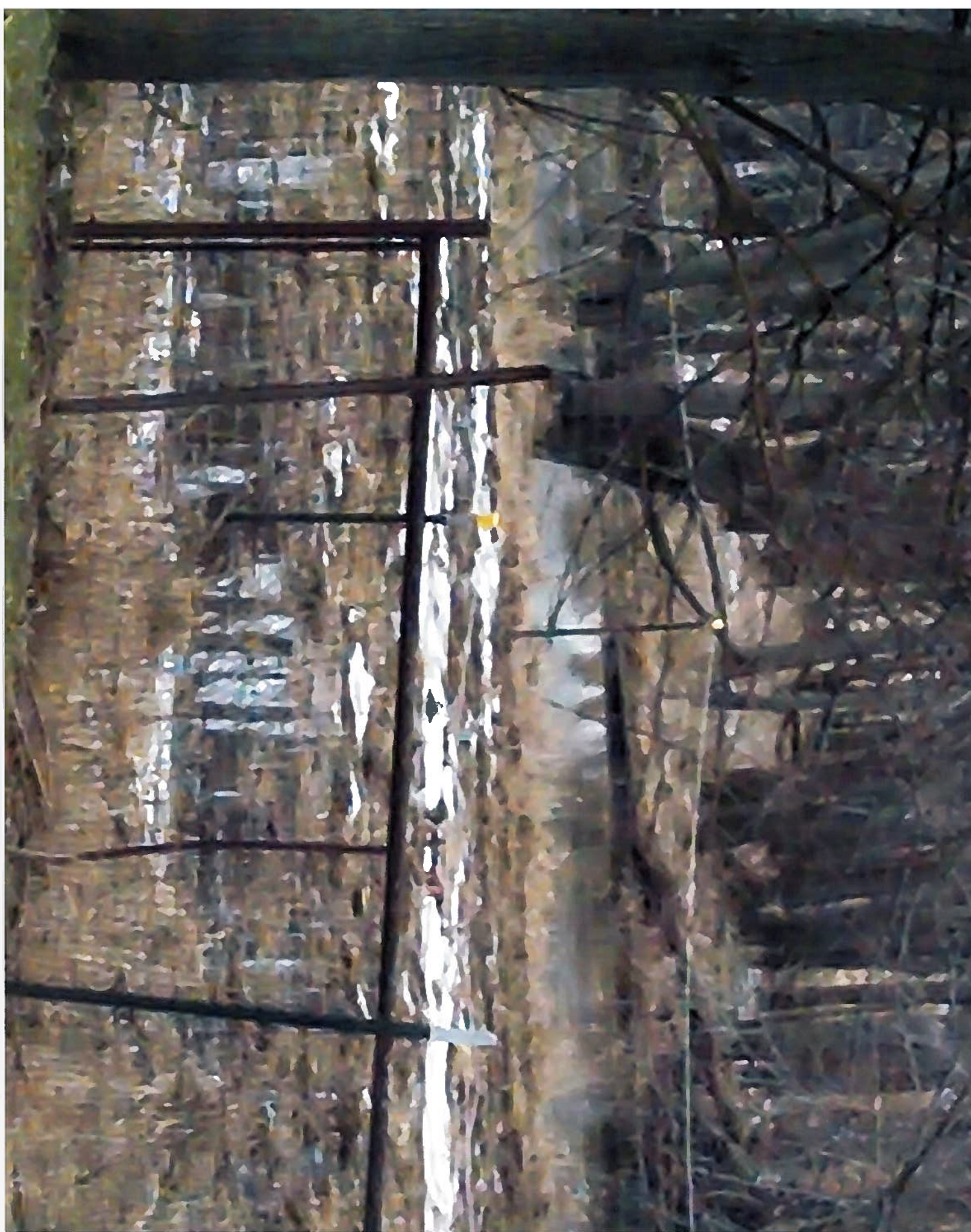
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