

# Momentum 2020 plan brings airport into the future

MT. VERNON OUTLAND AIRPORT HAS IMPLEMENTED A MULTI-YEAR PLAN TO BRING FURTHER REVENUE TO NOT ONLY THE AIRPORT, BUT ITS SURROUNDING COMMUNITY.

**By EMILY ROTH**  
 SENTINEL NEWS STAFF  
**T**he Mt. Vernon Outland Airport will soon embark on another proactive capital development plan titled Momentum 2020. According to information provided by the airport, Momentum 2020 will implement FAA (Federal Aviation Administration) mandated projects, increase needed aircraft storage capacity and further the revitalization of airport areas that will be needed for future economic development. Momentum 2020 will be funded through general obligation bonds, airport improvement program entitlements and possible FAA discretionary grants.

It's been a big honor in my life to have this job, to try to make my community a better place," said Airport Director Chris Collins. "These are always exciting times whenever we launch into a new phase of trying to fix things at the airport that need fixed and then also prime the airport for the future."

It is the goal of the Mt. Vernon Airport Authority (MVAA) to make capital improvements to the airport with little to no increase of property taxes. To date, the MVAA has accomplished this goal, indicated Collins.

**INNOVATION PARK PROJECTS**  
**New "T" Hangar:** Since 2005, aircraft storage buildings at the Mt. Vernon Outland Airport have been full. Engineering work has been ongoing over the years in preparation for a new row of "T" Hangars northeast of the current "T" Hangar area. Increased capacity is needed for storage of based and transient aircraft. The last row of "T" Hangars built at Mt. Vernon Outland Airport was constructed in the 1930s.

**Aircraft storage capabilities** contribute direct benefits to the local economy through aircraft fuel sales, maintenance, and storage fees (monthly, weekly, daily, rent). Presently, 15 percent of based aircraft are owned by pilots living outside of Jefferson County. Owners base their aircraft at Mt. Vernon Outland Airport for many reasons — infrastructure, aircraft services, non-congested airspace, safety and the positive energy provided by business tenants and fellow pilots. Increased storage capacity results in more economic activity in the areas described above. Another attribute to increased storage capacity is that it allows the airport to attract additional business leaders who own aircraft to the Mt. Vernon area.

**Runways/taxiways:** Mt. Vernon Outland Airport's main runway, rehabilitated and painted in 2005, will undergo mid-life maintenance in the summer of 2016. Longitudinal paving lanes joints will be excavated and filled with sealer and the entire runway surface will be painted to updated FAA standards. Concurrently, fillets will be added to the Taxiway "A" inner surfaces near Runway 05. The fillets will allow for safer taxi operations for larger aircraft such as the McDonnell Douglas MD-80. Seal coating of Taxiway "B2," one of the airport's taxiways last rehabilitated in 2007, should extend its life another 10 years. Supporting pavements to and around the new five place "T" Hangar is slated for 2017. The rehabilitation of Taxiway "A1," and new pavement leading to the airport's Fuel Farm Ramp in the fall of 2018, rounds out the aircraft movement surface projects included in the Momentum 2020 plan.

**Innovation Park:** Innovation Park, the southwest quadrant industrial park initiative, will be bolstered by three projects. The maintenance side entry drive will be oiled and chipped in the summer of 2016. Electrical upgrades required prior to the construction of privately built Hangar #2 will also be completed in summer of 2016. The electrical upgrade will consist of relocating Ameren's main transformer to the Innovation Park Utility Corridor, rerouting the snow removal equipment and farm fuel feeds and installing a new automatic meter base. The construction of a new concrete ramp serving Hangar #2 is the last Innovation Park project listed. This project assumes that Hangar #2 is built and relies on the availability of a state/local program for its funding.

"The Innovation Park Initiative we've been working on ever since all of us have been here, we started that," stated Collins. "I think that actually was thought of three, four airport directors ago. That is that old southwest quadrant that was abandoned back in 1975. It's prime real estate right on the highway with its own road going in and utilities already there, although we're having to change some utilities around, which is part of this plan. It always excites me to think about what we could do down there."

According to Collins, Innovation Park was built to attract employers and create job growth within the area. While he encourages aviation companies to use the space, he indicated that others who would provide jobs in Jefferson County would be welcome.

"Innovation Park is the new southwest corridor that used to be the terminal area," said Collins. "In the early 1950s 'til about 1975, this was the Mt. Vernon Airport. And in the early 1970s when the

airport was trying to land bigger airplanes, the FAA said that the setbacks were not correct for bigger airplanes to take off and land here. So everything had to be moved further back off the taxiway and runway for the big airplane wingspan and the approaches coming in and out."

Collins said, "The complex was conceived and built in, probably about '76. So since 1975 this old area has just laid dormant, weeds growing up through the cracks and old foundations that aren't there anymore. So the Innovation Park project in 2013 was that one shining moment where we got federal money to fix all of this, and we had to build one building to get it."

**Machinery and signage:** Momentum 2020 includes the upgrade of some key airport components. The airport's only mowing tractor, a 2000 New Holland TS-110 has nearly 7,000 hours. The plan calls for replacement of this machine with a similar or greater horsepower machine. Momentum 2020 also includes the acquisition of an ATV for weed and wildlife control.

The airport's wooden, externally lighted entry sign (circa 1975) will be replaced with a modern, attractive, and welcoming unit. One electronic remote gate operator will be installed at Gate #4, serving corporate tenants accessing Hangar A-1100 or the Community Hangar.

"Other things that you'll see in this plan like the sign that's out front," continued Collins. "I've kind of resisted doing anything with that for several years. It's not a major expense, we probably could have tackled it earlier, but you know, it's \$25,000 we could have used somewhere more important, but it just looks horrible. It's a bad reflection on our community and it needs to be dealt with. So it's going to be really exciting to get that out of the way."

**MOMENTUM 2020 FINANCING**  
 The current Airport Authority is capitalizing the airport, is selling bonds," explained Collins. "We get a certain amount of fund-

ing from the Federal Aviation Administration for capital projects but we also have to have some shares to match those funds. So we have to sell bonds for that. That's all specified in the plan too. What I did is I went back to 1988-89, to show you the tax rate. ... We think we've done a pretty good job of accomplishing [making little to no increase in taxes]. Now we went up just a tad in 2011 ... but we still kept it pretty consistent. We started out at 21 cents and now we're down to 16. So we're a board and management that wants to live within its means, and control costs."

"We also have to have some way of improving the airport also. We have to sell bonds to do that. We can't go and get a small business loan like a company can in town, this is our only vehicle of capitalization. We're very grateful for the taxpayers rallying behind us and helping us in this quest. It's our goal to them, that we're going to manage it with due diligence and, you know living within our means also."

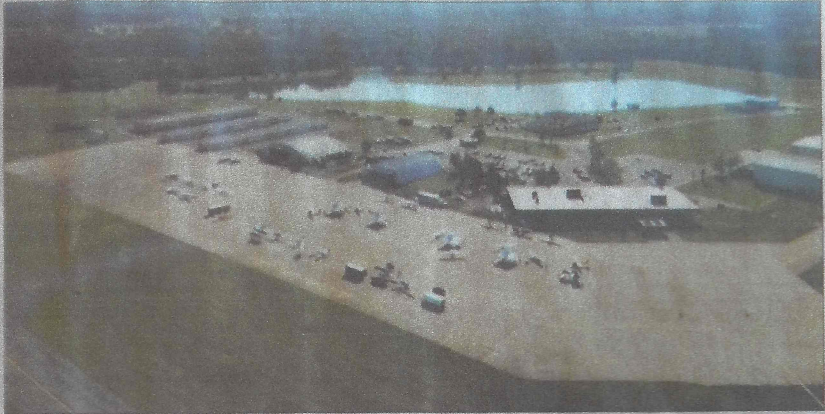
**General obligation bonds:** The airport intends to "do-what," or extend, its current bonding schedule in an effort to provide local funding for projects and establish the matches for federal/state projects. The airport's current non-referendum bond capacity is \$1.33 million. To keep projects in line with the Illinois Department of Transportation (IDOT) Division of Aeronautics Transportation Improvement Program, the Mt. Vernon Airport Authority intends to sell bonds for the next three-year period. Mt. Vernon Outland Airport's current Non-Referendum Debt Service Extension Base (DSEB) is \$205,900. The original DSEB established in 1907 by PTEL (Property Tax Extension Limitation) is \$205,900. Property tax rates are directly propor-

tional to the EAV (Equalized Assessed Value). To manage Momentum 2020 with a pledge of no property tax increases, the Mt. Vernon Airport Authority intends to sell bonds at an annual amount close to the original PTEL Debt Service Extension Base of \$205,900. Doing so is expected to keep the overall tax rate constant regardless of whether the EAV increases or decreases.

"That means that we could sell bonds without going to a referendum," said Collins. "We could sell bonds up to that amount every year. So we could conceivably sell up to \$690-something thousand? If we sold it up to the \$230,000 the taxpayers wouldn't see an increase in taxes, because the EAB is climbing up. Just to make sure that we don't raise taxes, we're not going to sell them at \$230,000, we're going to sell them at \$220,000. That's how we're doing the \$680,000. That way, regardless of what the EAB would have to take a mighty dip for the taxes to go up. We don't think that's going to happen. But if it does happen, if they do go down, if the EAB goes down a little bit, we're protected and we've protected our taxpayers, we think anyway by selling it at lower."

**Airport Improvement Program/General Aviation Entitlementment:** All general aviation airports without 10,000 enplanements (air carrier) per year, receive \$150,000 annually for capital improvements. The airports do not receive these funds directly as the Illinois Department of Transportation, acting on behalf of the FAA, administers the funds to contractors after all work is completed and reviewed by IDOT staff. All work is placed on a state letting scheduled.

**READY FOR LIFTOFF** — Pilots and crew work to inflate their balloons at the Mt. Vernon Outland Airport in October during Balloons Over Mt. Vernon. Calm weather allowed balloonists to travel across the skies.



VIEW FROM ABOVE — An aerial view of the Mt. Vernon Outland Airport in September shows the flightline filling up with vendors. More than 40 various vendors flew in from across the country for the Light Sport Aircraft Expo.



AIRPORT AIRLIFT — Troops from the National Guard board a Lockheed C-130 Hercules transport aircraft during an airlift at the Mt. Vernon Outland Airport in 2014. The transports, based in Peoria, touched down in Mt. Vernon to refuel before the soldiers boarded. Three planes were used during deployment. The airlifts occur every other year.

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**VISIONS**  
 WHY WE LIVE HERE  
 JEFFERSON COUNTY

## Airport

Entitlement funds are most often used for paving operations such as runway/airway revitalizations.

Annual operations total close to 25,000 each year. Based aircraft tenancy is over 38, including 11 multi-engine aircraft, three helicopters, and one turboprop. Annual fuel sales hover around 100,000 gallons of Jet A and 100LL Aviation Gasoline.

Some of the things that are written in the Momentum 2020 plan is to prep the airport for future operations," said Collins. "The airport derives revenue from fuel sales. Of course the bigger the airplane the more fuel they take, and so we're very fortunate to be in a position where we can make a little bit of a profit from the sale of fuel. We have a revenue-sharing program with our fixed-base operation, (SRT Aviation), and we don't sell a lot of fuel to the cargo operators because they've got the management down to put as much freight on the actual airplane and not tanker fuel. So we don't see a whole lot from that, but we do get revenues from the cargo companies for loading the airplane. Then landing fees too."

**Economic Impact Study.** The Illinois Department of Transportation, Division of Aeronautics commissioned and released the Illinois Aviation Economic Impact Study. The study was the culmination of numerous passenger and airport surveys conducted to determine the individual and statewide value of the Illinois Aviation System.

The study lists the total economic output of the Mt. Vernon Outland Airport at \$18.9 million and total jobs at 149 when all impacts and multipliers are applied.

Airport jobs are listed at 45 with a \$7,100.00 direct economic output. These numbers are actually higher, as the study only lists aeronautical related businesses. When other airport based businesses are added, the on airport job total is 83 and the economic output is nearly \$11,000,000. With an annual tax levy of \$220,000, the \$11,000,000 direct economic impact yields a 200 percent return on taxpayers investment.

Since the late 1990s, millions of dollars from the FAA and IDOT have been appropriated for pavement revitalizations at the Mt. Vernon Outland Airport. These projects put tradesmen to work and cost local taxpayers 5 percent of the total project costs.

"What a lot of people don't really understand, as we march into the future, we become more of a justifier of the infrastructure," said Collins. "I want to try real hard to explain that. We have an airport that most communities just couldn't wait to develop and have something like this. As a matter of fact, a community wouldn't get this kind of infrastructure anymore through the FAA, and the federal government, without having thousands of jobs attached to it. So here we have it. Since the federal government puts 90 percent into all the pavements and ramps and aprons and things like that, you better have something to produce for that money that they're investing."

"Our way of justifying it is the cargo, the just-in-time cargo ops coming from our five automotive suppliers that are located within 35 to 40 miles away, cargo coming off the interstate, military operations with the bigger planes like the C-130s. By having that kind of activity coming in and out it justifies having our instrument landing system, and the long runway, wide runway, heavy capacity, the big apron, things like that. My job is to make sure that we keep having these bigger operators using the airport so we can continue to have the infrastructure that will give us economic development opportunities moving into the future."

"It's kind of like a chicken and an egg thing. If we let our guard down and we lose these operators, and then the government comes along and says 'Well, Mt. Vernon, you don't need a 130-foot wide runway, and you don't need that instrument landing system anymore,' and then they take that away from us. Then, let's say that you have a new industry coming into the area that needs that instrument landing system or that wide runway or whatever, and we don't have it, then we've not done our job."

**AWARDS**  
Mt. Vernon Outland Airport and its volunteers were honored for service in 2015. Airport officials and volunteers accepted the award in Springfield for the business category in Southern Illinois.

The Jefferson County Hall of Honor, Colonel R.D. White Veterans Museum and Jefferson County Heroes Memorial won the 2014 Governor's Hometown Award in December 2014. The Mt. Vernon Outland Airport won in the Memorials and Monuments category. The service of local veterans is honored by personalized tributes that are displayed at the Mt. Vernon Outland Airport.

Along the main hallway of the airport and in the banquet room, there are more than 500 custom designed picture tributes to veterans of different backgrounds and experience. Several local individuals worked to research, design and create the tributes memorializing the service of local veterans.

**Airport of the Year.** The Mt. Vernon Outland Airport accepted the IDOT 2015 Airport of the Year Award in May, according to Sentinel archives.

Mt. Vernon Airport Authority Board Chairman Mike Ancona, Vice Chairman Greg Martin, Secretary Eddie Lee, Treasurer Gary Chesney and Airport Director Chris Collins accepted the IDOT Division of Aeronautics General Aviation Airport of the Year Award at the 2015 Illinois Aviation Conference in Rockford.

The award is presented based on the following criteria: cooperation with IDOT and FAA (Federal Aviation Administration) officials, safety record, service to the local community and general maintenance of the facility.

This is the third recent honor for the local airport. The Jefferson County Hall of Honor and Colonel R.D. White Veterans Museum, based inside the Koziara Terminal, won the Governors Hometown Award in December. The Governors Volunteer Service Award was presented to the airport and its volunteers in April.

"We are very grateful for this honor," stated Collins. "The dedication to this facility and to the community by the staff, tenants and volunteers is extraordinary (and) has been recognized statewide as evidenced by these awards."

In addition to daily tenant activities, the airport also hosts U.S. Military Athletics Veterans Events, Plane and Pilot Midwest LSA (Light Sport Aircraft) Expo, EAA Adventure Cup Race, Independence Day Salute To Freedom, Balloons Over Mt. Vernon, EAA (Experimental Aircraft Association), Young Eagle Flights, VMAF Programs, U of I Extension 4H Programs, school tours and field trips, weddings, civic club meetings, and the Chamber of Commerce Home Show.

"I feel this award is an extension of our outreach to the national aviation industry and to the local community," added Ancona. "Few airports host as many events and are as welcoming to residents. The team always has the welcome mat displayed."

Collins indicated that this is an exciting time for the airport. "It's nice to be honored by your peers and the governmental bodies," he said.

**NEW TECHNOLOGY**  
Winterization: The airport maintains a full fleet of snow removal equipment, runway de-icing fluids and aircraft de-icing capabilities up to Boeing 717s.

After a unanimous vote from the Mt. Vernon Airport Authority Board of Commissioners, the airport purchased snow removal equipment to ensure the runway is ready for winter, according to Sentinel archives.

"The reason I'm interested in this is we really have no means of deicing the runway in the event of an ice storm," said Collins. "You're probably thinking 'how many times has that happened here?' It's happened twice on my watch since I've been here, 10 years, and it's not an easy feeling when the runway's closed out there because it's iced over and there's nothing that we can do."

The estimated budget for the snow removal equipment which was bought and then built by airport staff is \$1,200, with the money taken from the capital projects fund. For the deicing process, the runway would be coated with de-icer down the center for 50 feet, with the fluid then running down the sides of the runway to melt the ice or snow.

"This stuff is easily storable," stated Collins, "it will last multiple seasons and this is not something where we say 'hey, we've got it, let's put it on the runway, we have ice.' This is only if we have a cargo opportunity or one of our tenants has to go out or the military is coming in. It's not a good feeling to be sitting here enclosed due to ice and ... that opportunity that would



UNDER THE WING — Airport Director Chris Collins inspects the wing of a light-sport aircraft during a tour of the airport last year. Throughout the month of May, Jefferson County preschoolers had the opportunity to tour the Mt. Vernon Outland Airport.

have come here goes to somewhere else that's doing this. So I would like to take a shot at building this system and having it on hand."

Collins advised the board that the deicing liquid would cost more than the equipment, and he expected to spend approximately \$4,000.

"I'm looking at this like it's a commodity like fuel," Collins told the board, "the fluids would be purchased out of flightline (funds) and if we have to use it, then we charge the operator that made us use it."

Collins stated that in the event of an ice storm he would take a reading on the runway to gauge its safety and fully inform a pilot of any conditions.

"We just added deicing capabilities, where we can deice airplanes," said Collins. "We almost got to use it on the night we had the three inches. Of all things, we would have had a new operator use the airport because Evansville, Ind.'s deicing equipment was down, and so the University of Evansville men's basketball team had a Missouri Conference basketball game and, after the game was over that snow was coming down pretty good and so with the deicing equipment down at Evansville, they were going to bus the team over here and then fly out of here. We'd have never got that opportunity without having that deicing equipment. If just so happens, we had a problem with the valve body on our truck and sent it to a local shop and they were in the middle of repairing it but didn't get it finished. I came up with an idea on how to do it without the truck ... and the company says, 'Oh that's brilliant, great plan! I'm gonna call the captain.' So I take off for Florida going to

the Sebring show thinking we're gonna get this and they didn't come here. I'm sure what happened is, when they told the captain that idea they called Evansville, and Evansville's got hangars too and so they did it over there, same thing."

"We did get an op that night, we had a cargo company, a freighter come in at like 4 o'clock that morning, so I mean, we were prepared, we had everybody ready, and if everybody recalled, I know that was a long-winded explanation but having the deicing was a big one for us."

**Security cameras:** A modern security camera system was added in 2015 for the recording of key airport locations. The camera system offers peace of mind by allowing remote access viewing via smart phone or tablet.

According to Sentinel archives, the security system is a feature Collins calls "long needed."

During a July meeting of the Airport Board of Commissioners, Collins proposed purchasing security cameras to continuously record activity at five areas of the airport.

The cameras monitor the airport's Military Museum, parking lot, airline gate, fuel trucks and flight line.

"In this terminal," said Collins, "with the addition of the Military Museum, the weaponry we have, the motorcycle here, it really needs cameras."

Though Collins originally suggested that the monitors recording the camera feeds would be placed in the security room, the board recommended that the screens be placed in an office where they may be more easily watched. Collins took the suggestion under consideration.

step in purchasing security equipment, as Collins referred to the project as "expandable."

"This system could be expandable," he said. "This is just kind of getting the primary locations covered right now."

After stating that he thought having cameras at the airport is a good idea, Chairman Mike Ancona questioned why no cameras had been purchased before.

"Honestly I wanted to do it and I couldn't figure out how," answered Collins. "I wanted it to be something to do to try to save money and I never could get it to work with the different locations."

As well as monitoring the Military Museum, Collins was also concerned with preventing the theft of fuel.

Points of interest: Airport websites are optimized for Google searches and formatted for smart phone and tablet viewing. The airport even has its own YouTube channel containing numerous videos of past and present airport operations.

The airport now also offers certified jet maintenance capabilities.

"We sent one of our technicians to Wichita to be qualified on the Hawker Premier jet," added Collins, "and so now we have capabilities of doing jet maintenance. We always had it, we had people that could do it, but no one had the pedigree hanging on the wall that they had been to the Wichita Flight Safety International Training 20 day training course. Now we have that. So what we hope to achieve with that is bring in jet maintenance to Mt. Ver-

This may only be the first



AIRPORT OF THE YEAR — The Mt. Vernon Airport Authority accepts the Illinois Department of Transportation's Airport of the Year Award in 2015. Those at the presentation are, FROM LEFT, IDOT Division of Aeronautics Director Steve Young, Board Commissioner Eddie Lee, Board Commissioner Gary Chesney, Board Commissioner Greg Martin, Board Chairman Mike Ancona, Airport Director Chris Collins and IDOT Division of Aero Engineering Director Steve Long.

## Airport

non. It normally goes to bigger shops and we want to take advantage of our lower wage rates. We have the same peak-grew. We just have less overhead than they have at one of those huge airports across the river. So what we're hoping to achieve with that is if you own one of these airplanes to a three, four state area, you can come to Mt. Vernon and get the maintenance done at a cheaper level."

### EVENTS

Every other year hundreds of Illinois National Guardsmen from the southern end of the state board multiple Air National Guard Lockheed C-130 Hercules aircraft for flights to their summer training. The aircraft and troops return 2.5 weeks later. Mt. Vernon Outland Airport is one of only two civilian airports where this type of U.S. military movement occurs.

The annual Salute to Freedom and Balloons Over Mt. Vernon events draw thousands of residents to the airport. The airport is also home to other large scale events such as the University of Illinois Extension 4H General Project Fair, Salem South Baptist Association Tent Festival, Summersville Grade School Cross Country Relays, and the occasional Continental Tire Family Picnic.

**Airventure Cup Race:** Also occurring every other year is the airport hosting the Experimental Aircraft Association Airventure Cup Race. The Airventure Cup Race is the country's fastest cross country air race.

"You know it's very proud, very proud to go to Sebring (to the U.S. Sport Aviation Expo), everyone knows you and it's all these events that I go to, everyone knows me and knows the airport. We've accomplished what we set out to do and put Mt. Vernon on the map for that. We look forward to carrying those on in the future, and that's the Airventure Cup Race the EAA [Experimental Aircraft Association] does every other year and then the Light Sport Expo. We hope to continue working with the Illinois Air National Guard doing military movements."

The race alternates each year between Mitchell, S.D., and Mt. Vernon to Oshkosh, Wis. to kick off EAA Airventure. Nearly 60 aircraft participate each year.

The Airventure cup race, I think they went up by 15-20



IN FOR A LANDING — A Boeing 737-400 flies in to the Mt. Vernon Outland Airport on a September morning from Detroit. The aircraft arrived in Mt. Vernon to pick up automotive parts before continuing its journey to Louisville, Ky. According to Airport Director Chris Collins, the plane is much larger than what the airport typically sees, and is the same model used by Southwest Airlines.

racers on their second time here," said Collins. "There's only one starting point and there's only one finishing point, and we all know where that's happening. Having that only one place, I love being able to have that on the resume, and we host that."

Before Mt. Vernon, the starting point for the race was in Ohio.

"It was in Dayton, Ohio," explained Collins, "and the airport manager at the finishing line, Wauson, Wis., came to the very first Plane and Pilot Midwest LSA Expo. He was in the market of buying one of these airplanes. He came here and he was impressed with the infrastructure and our shuttling service back and forth to the hotels for free. It was easy and convenient and everybody was friendly. So whatever year that was, was that ... 2012, when they finished the race from the western location, then [the EAA] immediately started talking about where we gonna go next year? And [the airport manager] was kinda in the background, listening. He calls me and says 'Hey Chris! Hey uh, I signed you up for something, hope you're alright with it. I think you probably will be when I tell you.' He told me and I went 'Yeah! Let's do it!'"

"I had to work to get it though, because that was in November and it was April, before I heard anything about it. I'd sent emails and letters and phone calls and then didn't hear anything. Then I get a call in April saying 'Hey we understand you wanna host us.' 'Yes I do.' 'Well, tell us about yourself.' And I did. It was really easy to just say, just go to [our website] and look at the photos. So I got through that hurdle. Then I had to go through two additional people with the race. We eventually won. They came and they like it, they like it here."

**Midwest LSA Expo:** Each September, the Plane and Pilot Midwest LSA Expo occurs at the Mt. Vernon Outland Airport. This national event has become the place to shop, spend one on one time with aircraft representatives and take part in demonstration flights in the aircraft of choice. The event draws attendees from across the country and Canada.

Collins attributes the expo as one of the factors in gaining the Airventure Cup Race starting point.

"We probably would have never appeared on the radar without having that here and that gentleman being here,"

said Collins. "You have to work very hard to get those things, and then sometimes you just get a gift like the B-17 that came last year. I was at Sun 'n Fun International Fly-In and Expo and walked in and some ropes went up where they were bringing in airplanes, and I turned around there were two guys standing there and they saw my shirt. They said 'Hey we'd like to come to Southern Illinois with the B-17.'"

Collins attributes the success of the Mt. Vernon Outland airport because of several key factors including infrastructure, location, service tenants, first responders, pilot training professionals, the in-house restaurant Wilkey's Cafe, and a team philosophy.

"Various airplane owners that own a certain airplane love our facility because of having the restaurant," illustrated Collins. "There are hotels close by and the 'T' Hangar. It's really great to have that one appearing on the radar because we tried to do that for several years too. It's not a huge building, but having an additional five spaces for airplanes sure helps on the over-crowding."

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