

ILLINOIS COMMERCE COMMISSION

DOCKET NO. 06-0706

DIRECT TESTIMONY

OF

HERMAN REINHOLD

SUBMITTED ON BEHALF

OF

FOX RIVER ALLIANCE

OFFICIAL FILE

L. C. C. DOCKET NO. 06-0706

FRA Exhibit No. 12 Revised

Witness H. Reinhold

Date 4/5/10 Reporter SW

ILLINOIS COMMERCE COMMISSION

Illinois Power Company)	
d/b/a AmerenIP)	
and Ameren Illinois Transmission Company)	
)	
Petition for a Certificate of Public Convenience)	
and Necessity, pursuant to Section 8-406 of the)	
Illinois Public Utilities Act, to construct,)	
operate and maintain new 138,000 volt electric)	06-0706
lines in LaSalle County, Illinois.)	

TESTIMONY OF HERMAN REINHOLD

NOW COMES HERMAN REINHOLD, and for my testimony adopt the statements as forth in my testimony attached hereto as Exhibit 7.

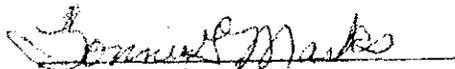

 Herman Reinhold

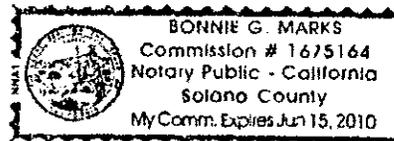
ATTESTATION

NOW COMES Herman Reinhold, and I swear and affirm under penalty of perjury that I have read the above testimony made by me and state that the above is true and correct to the best of my knowledge, information and belief.


 Herman Reinhold

Subscribed and sworn to before me this 22nd day of December, 2009.


 Notary Public



STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

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lines in LaSalle County, Illinois.)

TESTIMONY OF HERMAN REINHOLD

NOW COMES HERMAN REINHOLD, and state my testimony as follows:

Q. please state your name and address.

A. My name is Herman Reinhold. I reside at 3183 E. 1969 rd. Ottawa, IL 61350.

Q. Are you a pilot licensed with the FAA?

A. I hold an FAA pilot certificate for commercial single or multi-engine aircraft I'm also a licensed commercial helicopter pilot with an instrument rating.

Q. How many total flight hours do you have?

A. (insert answer)

Q. What special training do you have to be a helicopter pilot?

A. (Insert answer)

Q. Are you familiar with the area along the Fox River from Ottawa Illinois to Wedren Illinois?

A. Yes I am. I have flown fixed wing aircraft and helicopters in that area for years. I am familiar with the location of Sky Dive Chicago and the Ottawa Airport. I am familiar with the location of the helicopter pad at the Ottawa Hospital. I am also familiar with the * proposed route for the power lines up Champlain Street and along the west bank of the Fox River.

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Witness H. Reinhold
Date 3/22/10 Reporter SA

Q. Based on your experience in flying in that area do you have any concerns regarding the safety impact of the proposed 38,000 V transmission lines up Champlain Street in Ottawa Illinois near the Ottawa Hospital and along the west bank of the Fox River near the Ottawa Airport.

A. I am greatly concerned.

Q. What are those concerns?

A. My concerns are for the safety of passengers and crew of any fixed wing or helicopters which may be flying in that area. I am also greatly concerned for the safety of any parachutists who may not be able to make it back to the main landing area at Sky Dive Chicago. My concern is that wires are difficult to see in the best visibility and can be impossible to see at night or in bad weather conditions.

Q. Have you surveyed the area of the hospital helicopter pad and personally observed the situation with regards to the proposed placement of a 38,000 volt transmission lines?

A. Yes I did, on November 15 I took a helicopter and flew a practice approach over the proposed power lines into the helipad at the Ottawa Hospital. In my opinion, and based on my experience, power lines where they are proposed to be will make for a very tight dangerous approach for any helicopter in any conditions. The fact that helicopters will be coming in and out in all weather conditions, night, rain, fog, etc. will make that approach even more dangerous. Please keep in mind the wires will be virtually invisible requiring the pilots to estimate the position of the wires based on the position of poles and the insulators. It is also important to note that flights in and out of the Ottawa Hospital will be for patients with emergency conditions. Time will be of the essence. Also it should be noted that wires are the number one cause of helicopter crashes.

Q. Please comment on the lines proposed along 18 or 19 street with regard to flights into or out of Ottawa Airport runways 27 or 21.

A. Generally speaking taking off to the west would be without problems, transmission lines would not pose a threat. However, if you are taking off to the west in a heavily loaded aircraft and had an engine failure, which could have and has happened, that gives one more item to deal with. You need to gain altitude with only a single-engine, to remain clear of the line. It could be difficult to clear the lines.

Q. Please describe in noise abatement procedures used when departing Sky Dive Chicago runways 21?

A. We try to keep the noise as close to the airport is possible and away from the homes to the southwest. The noisiest portion of the flight is when the engines are at full power during takeoff, before a power reduction is made. We do make a turn immediately after takeoff and fly to the west and north of Dayton road which keeps the noise away from the

houses and businesses along the route. Runway 21 is the most commonly used departure runway, it is the paved runway, and our standard departure involves an immediate turn to the west. Further the area to the west is often used for arrival and descent pattern.

Q. Do you have any other comments you wish to make relative to the situation?

A. At this time it would be difficult to determine all of the possible hazards that could arise in the foreseeable future with regard to airport facility expansions, runway extensions and/or the addition of instrument approach technology.

ATTESTATION

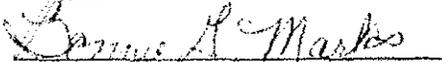
Now comes Herman Reinhold and having been duly sworn in placed under oath states I have read the above questions and answers by me subscribed under penalty of perjury state that they actually inaccurate best of my knowledge information and belief.



Herman Reinhold

Subscribed and sworn to before me

this 8th day of December, 2009.



Notary Public

