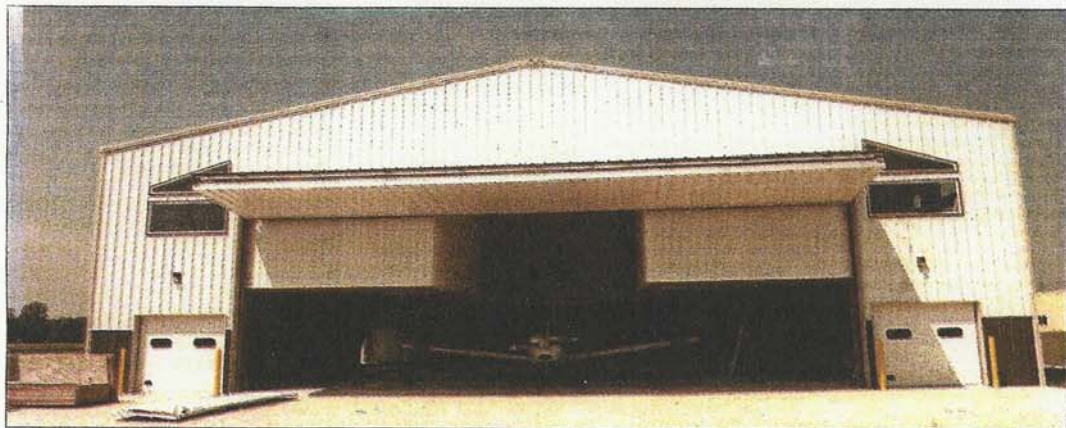


# BUSINESS

See more BUSINESS NEWS  
online at [www.globeGazette.com](http://www.globe Gazette.com)



ARIAN SCHUESSLER/The Globe Gazette

Craig Draves of the Clear Lake-based business BCD Development LLC has a patent pending on Carousel Condos. An airplane is sheltered in a condo prototype at the Mason City Municipal Airport.

## Home in a Hangar

□ Frequent flyers can have all the comfort of home in Carousel Condo

By JAN HORGAN  
Of The Globe Gazette

**M**ASON CITY — Frequent flyers can have all the comforts of home at smaller airports if Craig Draves' idea takes off.

Carousel Condos, a conceptual innovation in hangar ownership, is his brain child that integrates a computer-operated carousel aircraft handling system and indoor vehicle parking on the lower level, which can be customized for personal or business use.

"Pilots, business people, even families can have a personalized living space at airports they fly into frequently," said Draves, Clear Lake, co-founder of BCD Development LLC and a private pilot.

Walking through his 85-by-85-foot working prototype at the Mason City Municipal Airport, Draves talks enthusiastically of the concept.

The hangar has four 1,450 square-foot suites. To show off what can be done, Draves outfitted one with a full kitchen and bath, washer, dryer and floor coverings. Vaulted ceilings above spacious area would allow for a loft.

"These suites could be finished as workshops, business offices or luxurious living quarters," Draves said.

Below, in the common area, a single hangar door opens to reveal the 75-foot diameter carousel, which can be manipulated to park multiple aircraft — no more than 7,000 pounds with 55-foot wing span, 16-foot vertical stabilizer and overall length of 40 feet — tails to the center.

Pushing two buttons, pilots rotate their aircraft to the door, then onto the tarmac. There is also only one apron to maintain.

There is a two-hour fire rating



**ABOVE:** Craig Draves shows the interior of one of four condos located in his prototype building at the Mason City Municipal Airport. **LEFT:** Draves pushes an airplane into a Carousel Condo.

ARIAN SCHUESSLER/  
The Globe Gazette

separation between the two floors, R-25 insulation in the steel structure walls and R-32 ceiling insulation. The lower level has climate control maintained at 55 degrees and in-floor hot water heat.

Garage doors beneath each suite allows for private vehicle parking.

"But what makes it such a unique concept is that the hangar can be built to scale — bigger or

smaller — for just about any type of aircraft," Draves said of his idea that has a patent pending. "The technical capability and engineering make entry and departure very easy."

Designed to meet the 2003 International Building Code, the units operate under the by-laws and covenants of a condominium association.

Multiple suites in one building provides economy-of-scale, securi-

ty, amenities and better use at lower per-square-foot expense, Draves said.

Security is a concern. Prospective owners are subject to the same Federal Aviation Administration background and security checks as a pilot applying for a license, airport officials said.

When the plan was approved by the airport commission, there were specific stipulations, according to Pam Osgood, Mason City airport manager.

"The property is not zoned residential so it cannot be used as permanent address," Osgood said. "Pilots, business people or families cannot live month-to-month in the condos but can stay on a short-term basis."

Draves has a 50-year property lease with the airport commission for the 137-by-96-foot lot, and when it expires, owners must renegotiate, Draves said.

Before being issued a key to get past the security gate, owners must register at the airport, provide a driver's license number, proof of pilot's insurance and certificates of liability, Osgood said.

Focused on meeting the needs of the general aviation public while conforming to today's special airport security needs, Draves hopes to sell the concept at air travelers.

"With all the air travel of today, I believe there will be a growing need for these multi-use hangars — as training centers, businesses, even elegant homes," Draves said. "There are more than 5,000 airports in the U.S. and I believe the vast majority have need for a hangar system like this."

The differences would be in size and configuration, Draves said.

"There are really no limits to this design."

Reach Jan Horgan at 421-0534 or [jan.horgan@globeGazette.com](mailto:jan.horgan@globeGazette.com).