

GOD BLESS AMERICA WINGTIPS

Aviation Division Quarterly Newsletter

October 2001

TxDOT and FAA Partner with Sugar Land Airport for Air Traffic Control

By Phillip Savko
Airport Manager, Sugar Land

Sugar Land Airport's role as a corporate aviation hub in southwest Texas continues to expand, as new tenants like Parker Drilling Company, Western Airways and Beeler Properties Inc. choose the airport based on the addition of amenities like a state-of-the-art air traffic control tower.

Officially opened for business on August 3, 2001, the tower was made possible through a unique partnership between the Federal Aviation Administration (FAA), Texas Department of Transportation (TxDOT) Aviation Division and City staff.

Sugar Land Airport is the first airport in the state to receive funding from TxDOT for construction of an air traffic control tower. TxDOT approved \$500,000 toward the construction, with the remaining \$500,000 paid through a loan from Sugar Land Development Corporation, a non-profit corporation whose purpose is to support economic development. The airport will repay these funds through revenues from fuel sales.

As part of the Contract Tower Program, the FAA will fund tower operations, saving the airport more than \$250,000 annually. The tower is currently staffed by five full-time controllers, with a sixth controller to be added soon by the FAA. Robinson Vanburen Associates, Inc. is the new air traffic control contractor under an FAA contract that began funding the controllers' salaries Aug. 1, 2001.

In addition to an Automated Surface Observation System and other standard equipment that is already operational, the following items will be installed in the tower:

- a Digital Bright Radar Indicator Tower Equipment system;
- a Flight Data Input Output system; and
- voice-switching gear.

Joining local dignitaries and airport staff for the official dedication of the air traffic control tower on August 22 were U.S. Representative Tom DeLay and Texas Department of Transportation Aviation Division Director, Dave Fulton. In addition to an F-16 fly-by, Captain Gene Cernan, a retired astronaut and the last man to walk on the moon, participated in the celebration as the first pilot to officially touch down on Sugar Land's runway under direction from the new tower.



New Air Traffic Control Tower at Sugar Land Airport

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On August 30, 2001, the Texas Transportation Commission re-appointed Mr. Blair Bisbey of Jasper and Mr. Bill Knowles of Palestine to additional three year terms on the Texas Aviation Advisory Committee.

The Texas Aviation Advisory Committee is composed of six members appointed by the Transportation Commission to advise the commission and the department on aviation matters. Each member must have at least five years of successful experience as an aircraft pilot, an aircraft facilities manager, or a fixed-based operator. The Committee affords an opportunity for aviation users across the state to provide input to TxDOT's Aviation Division. Members serve as a direct link between the state and its citizens to communicate needs and ideas for development of the statewide aviation system.

Blair Bisbey holds a private pilot license with instrument rating and flies for business and pleasure. He received his Bachelor of Art degree, Phi Beta Kappa, in 1975 and his Doctorate of Law degree from the University of Texas School of Law in 1978. For the past 16 years, he has practiced general civil trial law with the firm of Seale, Stover, Coffield and Bisbey in Jasper, Texas. He is a member of the Aircraft Owners & Pilots Association, Lawyer-Pilots Bar Association, and has served as Chairman of the Jasper County Airport Advisory Committee. Bisbey was elected Vice Chairman of the Texas Aviation Advisory Committee on August 25, 2000.

Bill Knowles, an investment broker with A.G. Edwards & Sons, has been a licensed pilot since 1960 and is also an A&P mechanic. He served as owner/operator of the Palestine Flying Service, an FBO at Palestine Airport, for 15 years. Knowles received a degree in Business and Economics in 1966 from the University of Houston and graduated from the Colorado School of Banking in 1976. Prior to the formation of the Texas Department of Transportation, he served as a Board Member of the former Texas Department of Transportation. Knowles was elected Chairman of the Texas Aviation Advisory Committee on August 25, 2000.

Members of the Texas Aviation Advisory Committee are your representatives for aviation matters in Texas. Contact them with your suggestions and recommendations for improving aviation in Texas.

Other members of the Committee include:

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Lake Jackson, Texas
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Corky Pledger
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TEXAS SLIPSTREAMS . . .

- **Archer City Municipal Airport** — Airport New Name: Rolling Green Hills Airport, privately-owned and open to the public. New Owner: Valter Dellanebbia, P.O. Box 734, Archer City, TX 76351, or 410 E. Chestnut, Suite 100, Archer City, TX 76351, Telephone, 940/574-4900.
- **Benger Air Park, Friona, Texas** — New Airport Manager: Rick Jennings will take over his father's duties. E. T. Jennings, owner and manager of the airpark, died recently.
- **Bridgeport Municipal Airport** — Interim Airport Manager: Joe Jackson, city administrator. Bob Barham is no longer airport manager, but is involved in development surrounding the airport.
- **Gainesville Municipal Airport** — New Airport Address: 2300 Airport Drive, Gainesville, Texas 76240.
- **Gregg County Airport** — Airport Manager Bucky Walters retired on August 30, 2001.
- **McKinney Municipal Airport** — New Airport Manager: Richard Nasipak, effective August 1.
- **Stephenville Municipal Airport** — New Airport Manager: Bill Smith, P.O. Box 1552, Stephenville TX 76401, Telephone: 254/965-2795, E-mail: aviation@our-town.com.

Join Us at the 20th Annual Texas Aviation Conference!

By Yolanda Alvarez
Aviation Division

Please mark your calendar for our 20th Annual Texas Aviation Conference scheduled for March 20-22, 2002 at the DoubleTree Hotel, Austin, Texas. More information, as it becomes available, will be posted on our website www.dot.state.tx.us, or noted on our December-January 2002 *WINGTIPS*. The conference program will include a variety of sessions and workshops on current aviation issues, including guest speakers with related expertise. For further information about the conference or exhibit space availability, contact the Aviation Division at 1/800/68-PILOT.



is an official publication of the Texas Department of Transportation Aviation Division. The intent of *WINGTIPS* is to keep the aviation community and others informed of local developments in aviation. Printed circulation: 5,000.

Comments and suggestions are welcome. Submission of articles is subject to space and editorial review; and should be directed to the editor at:

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Copies of this publication have been deposited with the Texas State Library in compliance with the state Depository Law.

New Executive TxDOT Director Selected

Michael Behrens, an assistant executive director of Texas Department of Transportation was named executive director on August 16, 2001 by the Texas Transportation Commission. Behrens succeeds Wes Heald, who retired on August 31.

Behrens, 53, began his career with TxDOT in 1971 as an engineering assistant in the department's Yoakum District and has served in numerous engineering positions at TxDOT.

Presently, Behrens has announced no specific changes in mind for TxDOT, but noted important issues such as safety, mobility and preserving the transportation system in Texas as priorities.

TxDOT has 14,500 employees and is responsible for the 79,000-mile state highway system, including public transportation, aviation, motor vehicle registration, special truck permits, regulation of motor vehicle dealers, water transportation, rail, tourism and pedestrian, bicycle and traffic safety.

INTERNATIONAL AVIATION ART CONTEST

*By Yolanda Alvarez
Aviation Division*

The 2002 International Aviation Art Contest is now underway. School age children from all over the world will compete in this annual event that is open to children ages six through seventeen. Contest theme is "Silent Flight. For more information about this worthwhile opportunity to become involved in the exciting world of aviation, download the brochure from our website at www.dot.state.tx.us or call our office at 1/800/68-PILOT. Contest deadline is January 7, 2002.

GRANTS RECENTLY AWARDED TO AIRPORTS

AIRPORT NAME	GRANT AWARDED	GRANT AMOUNT	PROJECT DESCRIPTION
Rooke Field Airport	06-18-01	\$423,294	In general, the work at Rooke Field Airport consists of: runway, taxiway and apron overlay, and runway electrical improvements.
Spearman Municipal Airport	06-29-01	\$706,474	In general, the work at the Spearman Municipal Airport consists of: rehabilitating RW 2-20, striping and marking RW 2-20; rehabilitating and marking parallel taxiway to RW 2-20; rehabilitating hangar access taxiways; rehabilitating apron; installing PAPI-2's on RW 2-20; installing and relocating guidance signs.
Panhandle-Carson Co. Airport	06-29-01	\$702,911	In general, the work at the Panhandle-Carson Co. Airport consists of: rehabilitating RW 17-35, striping and marking RW 17-35; rehabilitating and marking stub taxiway; rehabilitating and repairing public apron; updating runway lighting and signage.
Perryton-Ochiltree Co. Airport	06-29-01	\$4,526,433	In general, the work at the Perryton-Ochiltree County Airport consists of: extending RW and taxiway 17 end; rehabilitating RW and taxiway 17-35; providing signs and markings for RW and Taxiway; reconstructing hangar access taxiways; rehabilitating North and South public apron; correcting drainage, installing erosion/sedimentation controls; installing PAPI-4; installing a segmented circle; and replacing rotating beacon.
C. David Campbell Airport	06-29-01	\$915,531	In general the work at C. David Campbell Airport consists of: overlaying, striping and marking RW 14-32; rehabilitating parallel taxiway; reconstructing hangar access taxiways; rehabilitating and marking hangar access taxiways; overlaying and marking terminal apron; installing tie-downs; constructing drainage improvements; rehabilitating and reconstructing hangar access taxiways; upgrading runway signage and lighting; installing PAPI on RW 32 and installing REIL on RW 14-32.

Lest We Forget...

TOM LANDRY – Famous Dallas Cowboys coach, Tom Landry served as a B-17 pilot for the U.S. Army Air Corps during World War II. He flew 30 missions with the Eighth Air Force in Europe. In 1944, the 20-year-old first lieutenant was forced to land his bomber in Belgium after running out of fuel on a bombing run over Germany. Landry and his crew escaped without injury. After moving to Dallas in 1957, he re-qualified as a private pilot. In 1995, a mechanical problem in his single-engine Cessna forced him to make an emergency landing on a road near a suburban Dallas high school. There were no injuries or damage to the plane. Landry was a member of the Aircraft Owners and Pilots Association and served on the AOPA Air Safety Foundation's Board of Visitors for several years. Tom Landry died on February 12, 2000, after a nine-month battle with Leukemia. He was 75.

DR. PATRICIA HILLIARD ROBERTSON, a crew-support astronaut for the International Space Station, died on May 24, 2001, two days after suffering second- and third degree burns in a plane crash. Robertson, 38, was flying as a passenger in an experimental Wittman Tailwind aircraft, owned and piloted by Roy Mack Adams, 46. The preliminary accident report says that the two were performing touch-and-go's at Wolfe Air Park in Manvel, Texas when "the aircraft pitched to the right" and "the left wing struck the runway." The aircraft cartwheeled into trees and caught fire.

FLOYD H. "SLATS" RODGERS – The flying career of flamboyant pilot Floyd H. "Slats" Rodgers will be memorialized this autumn with a marker from the Texas Historical Commission. The bootlegger, smuggler, cropduster and stunt pilot is being recognized for his exploits and the innovative contributions he made to the fledgling aviation industry. According to legend, Rodgers built one of the first airplanes in Texas, nine years after the Wright brothers' historic flight at Kitty Hawk, North Carolina in 1903. He was also known for running contraband machine guns across the border and returning to Texas with a load of liquor. Afraid of carrying ammunition in case he crashed, Rodgers built a trap door in his plane and dumped the ammunition while in slow flight, then landed to collect his pay. He made a living barnstorming until its popularity died out. He modified his plane and became a crop-duster and promoted infrequent charter flights, giving passengers a thrill with unexpected maneuvers. The marker scheduled for dedication on October 5, at 10 a.m., will be displayed inside the McAllen Airport at the entrance to Slats Landing Cantina, the airport bar named for Rodgers. Rodgers was born on March 7, 1889 and died on July 5, 1956.

Friends & Veterans Celebrated Perrin Air Field Reunion

More than 400 people with personal ties to Perrin Air Force Base and friends, including supporters of the former Air Defense Command units stationed here, crowded the Silver Wings Building at Grayson County Airport in Denison, Texas.

State politicians and guest speakers along with others who figured in the history of the base joined in reminiscing what

they did at this base during their stay here. No doubt, Perrin AFB holds a significant spot in military aviation history, and to many who were assigned to the base—certainly, a focal point for them.

Perrin Field saw the transition from an Army Air Corps base to a U.S. Air Force base in 1947, when the Air Force became a separate branch of the service, a move that military people hardly noticed, since the camaraderie between services continued to flourish. In retrospect, the most astonishing reflection made by many is how much change has occurred in the aviation industry in such a short span of time – commencing from the Wright Brothers, and the first aircraft flying 130 miles an hour to 31 years later flying at excess of Mach 2, around 1,400 miles per hour, and, the recognition that the people who tended, maintained and flew such aircraft, were most likely trained at places like Perrin Air Field.

Nationwide generations mingle at such reunions every year, and they pass on the traditions to another generation; a reliving of a time past and achievements made with pride for a cause.

More than 400 people gathered for the 9th Perrin Air Field Reunion meal in the Silver Wings Building at Grayson County Airport.



TxDOT AVIATION EMPLOYEE NEWS

We believe that our employees are the most important resource that we have available to support us daily in the fulfillment of the "aviation" mission for the State of Texas. They are, as team members, our winning hand. We will continue to showcase employees in WINGTIPS, so that you can get to know them, their responsibilities and their interests.

*By John Greer
Aviation Division*

The Project Management Section welcomes two new employees to its ranks. Clayton Bridwell and Charles Graham joined our team on May 1 as Design Project Managers in administering the design and construction of airport improvement projects.

Clayton Birdwell



Clayton was born in Columbus, Ohio and raised in Washington D.C. Before coming to the Aviation Division, Clayton worked for the TxDOT Austin District since 1986 as an illumination design specialist and District Traffic Signal Coordinator. Clayton has also attended the Texas Tech School of Engineering and worked in the private sector for HDR. Clayton

and his wife Sandy live in Round Rock. For recreation Clayton enjoys reading and League and Tournament Bowling.

Charles Graham



Charles is originally from Wichita Falls and worked in the TxDOT Wichita Falls Residency for three years before joining the U.S. Army where he served as a helicopter pilot for ten years. After leaving active duty he worked in the TxDOT Kerrville District Office and the Dallas District Maintenance Section prior to coming to the Aviation Division. Charles has a B.S. in Professional Aeronautics from Embry-Riddle University, a commercial rotary wing pilot's license, and continues to fly helicopters in the Army Reserve.

Gliding Over Uvalde...



Nearly 50 gliders lined up on the runway in August for the 2001 SSA 15-meter Nationals. This aerial view was taken from the plane of tow-pilot Bob Dittert.

MARK YOUR CALENDAR FOR THE GULF COAST GENERAL AVIATION EXPO APRIL 5-6, 2002!

The Gulf Coast General Aviation Expo is expected to develop as the "Texas' Oshkosh" or approach the scope of "Sun-N-Fun" annual nationwide fly-in events. This aviation event is coming to the Galveston's Moody Convention Center, conveniently adjacent to Galveston's historical Scholes Field, the Texas Air Museum and Moody Gardens.

Scholes Field is believed to be one of the first sites for general aviation activity in Texas, with the airport having extensive available space for aircraft parking and "static displays", within easy walking distance of the convention center.

Representatives from prominent aerospace and aviation industries, including the Federal Aviation Administration (FAA) will be present. Each group from throughout Texas and Louisiana will provide information about their responsibilities and provide the "answers" for the questions the public have always wanted to ask. Also expected to participate are recruiters from various airlines, air taxi, offshore, helicopter and military interests, along with flight training organizations. Vendors are urged to make the earliest possible inquiry and commitment for this event.

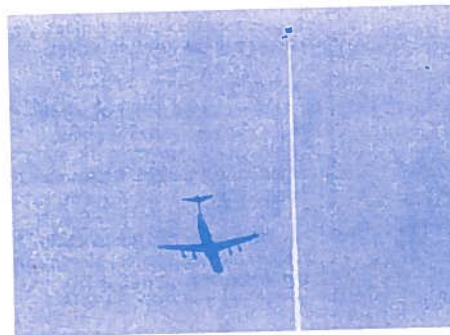
The Expo is designed around the idea of providing a learning environment with emphasis on a quality aviation experience. It is a non-profit operation, with close cooperation from the FAA. Pilot and general public access to the Expo will be totally without charge.

For further information, contact: Bob Webster (FAA/Houston ARTC) 281/230-5520 or Bob.Wester@faa.gov; Paul Downs (FAA/Houston/FSDO) 281/212-9717 or Paul.W.Downs@faa.gov.



Heavy equipment is working full-speed at Coleman Municipal Airport. Construction includes a new seal coat, striping and a larger beacon which will benefit airport customers and Coleman County economy.

Goodbye Kelly!



KELLY AIR FORCE BASE. An Air Force C-5 cargo jet, one of the types of military aircraft serviced at the base, flies for the last time over Kelly AFB during its closure ceremony.

By Marie C. Peinado
Aviation Division

While the shutdown had been inching slowly forward, it finally arrived on July 13, 2001! The base's flags were lowered for the last time during a sober and emotional ceremony. An Air Force C-5 cargo jet, one of the types of military aircraft serviced at Kelly Air Force Base, flew over the closing ceremony to signal its closure and to honor almost 85 years of faithful service to the nation.

Kelly Air Force Base Historical Highlights:

- With World War I raging in Europe, the Aviation Section of the U.S. Army's Signal Corps was ordered to find a suitable location for a training facility. In November 1916, approval came for a new facility in San Antonio. It would later be named for 2nd Lt. George E. M. Kelly, the first U.S. military pilot killed in a crash of a military aircraft.
- During World War I, Kelly Field was the largest aviation training, classification and reception center in the United States. About 250,000 men passed through its halls—pilots, mechanics and other support personnel—to be formed into aero squadrons.
- For most of the 1920s, all flight training was conducted at nearby Brooks Field and Kelly, which served as the Air Corps Advanced Flying School from 1922 to 1941. Almost every Army aviator who earned his wings during this time finished his pilot training at Kelly. These included Charles Lindbergh, Ira Eaker, Hoyt Vanderberg, Pete Quesada, and Curtis LeMay.
- In 1925, Duncan field, which conducted maintenance and supply, was spun off from Kelly, which continued the flight training mission.
- Duncan and Kelly Fields were reunited under the name Kelly Field in 1943, continuing service as a supply and maintenance depot, but the flight training operations were moved to other bases.
- Re-designed Kelly Air Force Base in 1947 provided maintenance and management for the Air Force's various bombers, fighters, transports, trainers, and other support aircraft until 1998. Base personnel were responsible for management and repair of more than half of the Air Force engine inventory. They also managed aerospace fuels, nuclear weapons and related items and more than 185,000 items ranging from gas turbine engines to automatic test equipment.

Continued on page 7

Texas Winners Oshkosh Aircraft Judging

LINDY AWARD WINNERS

Silver Lindy:

Homebuilt Reserve Grand Champion (Plans): Thorpe T-18C, N18XS,
Bernard Fried, San Antonio, Texas

Bronze Lindy:

Bronze Lindy Homebuilt (Plans): Hatz, NX824PC,
David Guillot, Pasadena, Texas
Bronze Lindy Homebuilt (Plans): Falco, N70WR,
William Russell, Houston, Texas

Homebuilts Plaques:

Outstanding Workmanship (Kit): Lancair IV-P, N52PC,
Craig and Pat Dilsch, Texarkana, Texas
Outstanding Workmanship (Plans): Pober Pixie II, NX37PH,
Michael Hoyer, Heath, Texas

VINTAGE AIRCRAFT

Vintage Plaques (Antique):

Runner-Up Customized Aircraft: 1940 Boeing Stearman
A75J1, N5708N, Charles Luigs, Bandera, Texas

Vintage Plaques (Contemporary):

Outstanding Beech Multi-engine: 1960 Beech G18S, N933GM,
Carla Payne, Fort Worth, Texas
Outstanding Class IV Multi-engine: 1957 Piper PA-23, N3187P,
Michael Luigs, Bandera, Texas

WARBIRDS

Silver Lindy:

Judges Choice: L-39, N139Mississippi,
Jim O'Neal, Houston, Texas
Preservation Award: F-51D, NL6168C,
Lewis Shaw, Dallas, Texas

EAA WEB EDITOR AWARD

This award was founded in 2000 to recognize the importance of this new communication technology to the promotion of aviation and local EAA Chapters. The top web editor for Texas included:

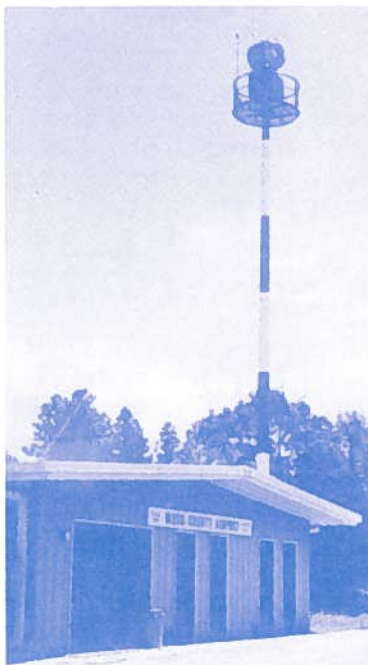
Fourth Place: Don Parson, EAA Chapter 12, Houston, Texas

"AVIATION FIRST"

Dick Keyt of Granbury, Texas, set his own "Aviation First" during 2001 EAA AirVenture at Oshkosh, Wisconsin. On July 26, he topped the previous 500-kilometer record for his aircraft weight by nearly five minutes. Keyt performed the record-breaking flight during the July 26 air show, flying from Oshkosh to Monticello, Iowa and back in 70 minutes, three seconds, at an average speed of 307 mph in his Polen Special.

Congratulations to all the winners!

WOOD COUNTY AIRPORT DEDICATION ARRIVES AT LAST!



New beacon tower stands next to the pilots lounge at Woods County Airport.

Over 1,000 people were drawn to the Wood County Airport Dedication and Business Exposition which was held in June to celebrate the culmination of four years of work and approximately \$1.3 million of improvements on the local airport located in Quitman, Texas.

The airport facility now has a 4,000-foot runway, extended from the original 3,400 feet—60 feet wide and with a 300-foot compacted overrun at both ends. This runway is capable of handling all propeller aircraft as well as small jets. A major feature of the improvement project is the Precision Approach Path Indicator (PAPI) at the end of runway 18, which directs approaching pilots into the proper glide path. Moreover, the runway lighting system is

now radio-controlled, under low, medium and high intensity settings. Another important feature is a new, energy efficient beacon with greater candle power, which is aided by a new and taller beacon tower that can now be seen by pilots for many miles.

The completion of the Wood County Airport upgrade and extension project creates new economic development opportunities for the area by making it more attractive for new businesses and energizing the growing Wood County tourist industry.

At the end of the ceremony, officials, dignitaries, special guests and curious spectators were treated to several flyovers, bright balloons released against a sparkling sky, static displays and an array of World War II airplanes parked on the tarmac. Indeed, a great time to celebrate this accomplishment!

Goodbye Kelly

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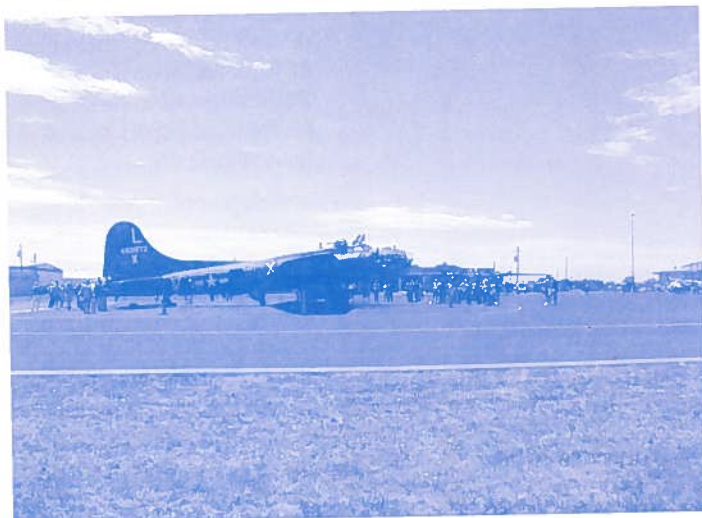
- In 1995, the Defense Base Close and Realignment Commission ordered the closure of Kelly.
- Final shutdown of Kelly was completed July 13, 2001.

(Source: The Associated Press)

The Greater Kelly Development Authority, formed by the San Antonio City Council, deserves our congratulations for their successful efforts to lure private-sector work to the base property center in such a short time span. Thirty-seven well-known business companies and nearly 5,000 jobs now occupy the center. The sign in front of the base reads KellyUSA, the name of the new aviation and industrial park on the grounds. Good Luck KellyUSA!

THE B-17 BOMBER WOWS CROWD AT DRAUGHTON-MILLER AIRPORT

By Sharon Rostovich
Airport Manager
Draughton-Miller Central Texas Regional Airport



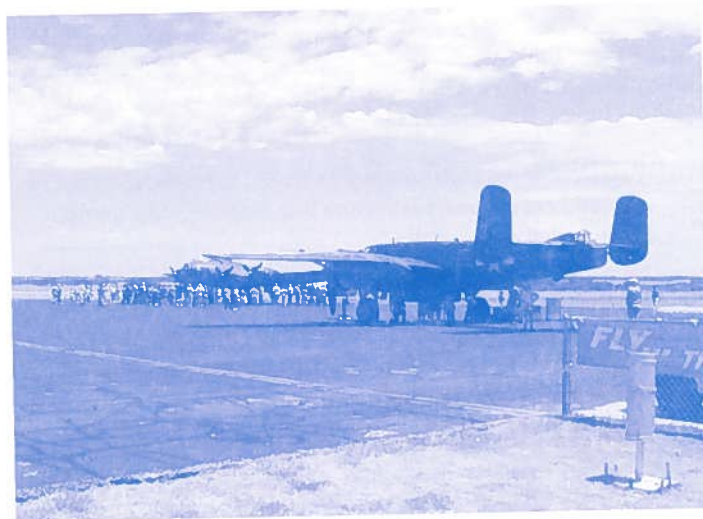
What a weekend we had at our little airport in Temple on August 18-19, 2001! With the arrival of the "Texas Raiders", a Boeing B-17 Flying Fortress, and a PBJ1J, which was the version of the B-25 Mitchell medium bomber that the U.S. Marine Corps flew over the Pacific in World War II, 36 folks (some WWII veterans) took a ride in this 57-year-old B-17 beauty! You can imagine the memories that this event brought back to our WWII fighting men in attendance, who took the ride. Men like J. B. Young, 85, from Wimberley, who was then a young, flight engineer and top turret gunner during the war said, "... this ride was a lot better than when people were shooting at you." Young went on to recall, "... they [enemy] followed me home one night, dropping bombs down the runway behind us."

This gem of an airplane is the oldest, continuous Flying B-17 in existence and is based at Ellington Field in Houston. The Texas Raiders is authentically painted in the colors of the 38th

Bombardment Group of the U.S. 8th Air Force and was built in 1945. The restored aircraft flies annually at various airshows in the United States, Canada and Mexico. Crew members are volunteers and members of the Confederate Air Force (CAF) and pilots, professional aviators with commercial air transport experience.

There were about 5,000 attendees, who flew, drove or walked to this event and were treated to a vintage T-6 Trainer, a beautiful formation flight of RV-6s, a fly-by of outstanding biplanes, including an aerobatic pilot who decided to show off his aviation skills! Our police helicopter and our ARFF truck gave some folks the thrill ride of their lives as well. Temple Aero provided Fun Flights to 85 future aviators and our Civil Air Patrol kept the crowd going with delicious food and beverages during both afternoons.

The most memorable part of this two-day event was meeting so many of our honorable WWII veterans! And, the emotional reminder that this unique aircraft and its crew members fly today as a tribute to the generations, who have served our country to preserve our freedom in the United States.

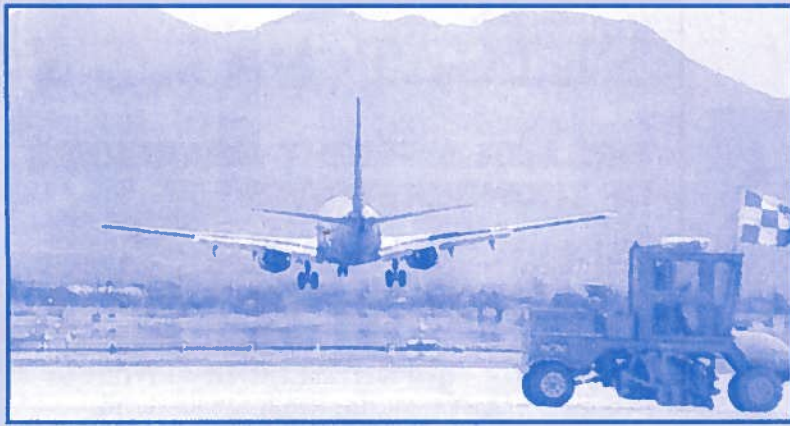


NEED A T-39 SABERLINER?

A T-39 Saberliner, is now available for static display, if anyone is interested. The interested party must pay for moving costs and come to an agreement with the Air Force Museum at Wright-Patterson Air Force Base, which owns all static display aircraft. Plans are to dismantle the T-39 and send it to Davis Montham and the Boneyard in a few months. Kelly Air Force Base officially closed in July and is removing all vestiges of Air Force ownership as soon as possible. For further information, contact Richard Crow, TxDOT-San Antonio District, 210/615-5806.

The Boll Weevil Program

Personnel at the Flight Standards District Office (FSDO) are working with Dr. Charles Allen, Program Director for the Texas Boll Weevil Eradication Foundation, Inc., to conduct a safety seminar for all the pilots and ground personnel that will be working under the contract this year. This meeting will be held sometime in the near future. The exact date, time and location is still to be determined. If you have a particular subject you would like to see covered at this meeting, contact John Boatright, Operations SPM at FSDO, 1/800/858-4115.



El Paso International Airport

A jet lands on an El Paso International Airport runway which is being lengthened. The work is scheduled to be completed in September. The airport also received more federal funding to construct another cargo ramp and taxiway on the airport's east side.



- 1929** — Richard Byrd, along with pilot Bernt Balchen, radio operator Harold Gatty, and photographer Captain Ashley McKinley, make the first flight over the South Pole. Byrd and company flew in a tri-motored monoplane called the *Floyd Bennett*, named for Byrd's copilot on his North Pole flight of 1926. Bennett had died the previous year. November
- 1937** — Howard Hughes, flying his own Hughes H-1, breaks the U.S. transcontinental speed record flying from Los Angeles, California to New Jersey in 7 hours, 28 minutes, and 25 seconds. During the flight Hughes averaged a speed of 332 miles per hour. January
- 1943** — Ann Baumgartner Carl of the Women Airforce Service pilots flies a Bell XP-59A to become the first American woman to fly a jet airplane. October
- 1947** — Air Force Major Charles E. "Chuck" Yeager flying the Bell X-1 "*Glamorous Glennis*" becomes the first pilot to fly faster than the speed of sound. The "*Glamorous Glennis*," named after Yeager's wife, reached a speed of 967 miles per hour, Mach 1.06, at an altitude of 70,140 feet. That was the fastest velocity and highest altitude reached by a manned aircraft up to that time. October
- 1949** — The first round-the-world, nonstop flight begins on February 26 at Carswell Air Force Base in Fort Worth, Texas. Captain James H. Doolittle, flying the B-50 Superfortress, ended his circumnavigation of the globe on March 2. The plane, carrying a crew of 14, averaged 249 miles per hour on the 23,452-mile trip. The Superfortress was refueled four times in the air by B-29 tanker planes. February
- 1950** — Colonel David Carl Schilling of Raleigh, North Carolina makes the first transatlantic, nonstop jet airplane flight. Flying a single-engine F-84E Republic Thunderjet, Schilling travelled a distance of 3,300 miles in 10 hours and 1 minute. The journey began in Manston, England and ended at an Air Force Base at Limestone, Maine. September
- 1953** — Major Horace C. Boren of Dallas, Texas becomes the first person to circle the globe via commercial airlines in less than 100 hours. Boren stopped at 19 airports

during his 21,000-mile jaunt. He arrived at New York International Airport, Idlewild, New York on June 25, having completed his adventure in 99 hours and 16 minutes. June

- 1977** — Champion bicyclist and hang-gliding enthusiast Bryan Allen demonstrates sustained, maneuverable, human-powered flight while flying the "*Gossamer Condor*" for 7 minutes, 2.7 seconds in a closed course. The "*Gossamer Condor*" was designed by Dr. Paul MacCready and Dr. Peter Lissamen and was made of thin aluminum tubes, Mylar plastic, and stainless steel wire. By making the flight, Allen collected the \$95,000 Kremer Prize, established in 1959 by British industrialist Henry Kremer. August
- 1979** — The first solar-powered long-distance airplane flight is recorded when the "*Solar Challenge*" flies for 22 minutes over a distance of six miles near Marana, Arizona. The 210-pound plane, constructed of aluminum and plastic, was piloted by Janice Brown. December
- 1986** — The first round-the-world flight without refueling is made by Dick Rutan and Jeana Yeager, flying on the *Voyager*, a front-and-rear propelled plane constructed mainly of plastic. Their 216-hour, 24,986-mile circumnavigation began and ended at Edwards Air Force Base in California. December
- 1989** — Pilot Lyle Shelton, flying a modified Grumman F8F Bearcat called *Rare Bear*, achieves the fastest speed ever by a piston-engined aircraft. Shelton reached a speed of 528.33 miles per hour over a 1-mile course at Las Vegas, Nevada. August

The Ninety-Nines, Inc.

Many women of achievement in aviation have been members of The Ninety-Nines, including Amelia Earhart who, with 98 other women pilots of her day, helped found the group in 1929. Today, more than 6,000 women from 35 countries continue to focus on the organization's original goal of supporting women in aviation. Programs include aerospace education for children, aviation safety for adults and scholarships for advanced flight training. The organization also preserves the history of women in aviation through the 99s' Museum of Women Pilots at their headquarters at Will Rogers World Airport in Oklahoma City and the Amelia Earhart Birthplace Museum in Atchinson, Kansas.

Zen and the Art of GPS Navigation

By Bill Gunn

If you don't know that GPS is a Global Navigation System, perhaps you have been on an extended vacation – on a deserted island. GPS has begun to alter modern life in the way the transistor did or perhaps the birth of powered flight did in 1903. If you fly an aircraft or operate an airport, GPS looms large in your life in that suddenly all airports can have an instrument approach with vertical guidance – as soon as the rest of the system is tested and available to the public. The pilots, the manufacturers and the FAA have rushed GPS into the cockpit only to discover that GPS approaches in general aviation aircraft are complex and frustrating events. This is made even more difficult by the fact that there is almost no commonality in the knobs and presentation on the instrument approach-capable GPS units from the various manufacturers. Pilots are left on their own to learn the intricacies of using their particular brand of GPS box while flying the aircraft, talking on the radio, completing the checklist, and perhaps a few other things – all at once.

So, the concept of Zen, which is defined as enlightenment that can be attained through meditation, self-contemplation, and intuition rather than through faith and devotion, comes to mind. Why? If you ask the individuals who have slogged their way to GPS proficiency, they will tell you to a person that you must have “oneness” with the particular GPS box they are flying. You must be proficient to the point that you know and feel the correctness of the steps you take to set up and fly a GPS instrument approach. Single pilot GPS operations demand more from the pilot in command than most other flight regimes. Learn the GPS box operation thoroughly, so thoroughly that you can solve any problem or change in clearance instantly; almost without looking at the GPS panel as you do it. More and more GPS systems are easier to use, but the pilot must still MASTER the unit before attempting a GPS approach in weather.

Airport operators want either an approach or improved approaches to their airport. As regional FAA offices can handle the requests, TxDOT Aviation will recommend airports for approaches. A current Airport Layout Plan (ALP) is essential. The FAA can start the approach review process as long as we can assure them the ALP will be current before approach publication. Improved airport markings, improved lighting, and items such as a local altimeter source are required or highly recommended as the approach is nearing publication.

GPS is the way of the future. The FAA fully intends to reduce VOR and NDB navigation as GPS becomes more available for IFR operation. Texas is ready.

FLIGHT SAFETY

TIPS FOR IN-FLIGHT AWARENESS OF THUNDERSTORMS

- Monitor AWOS, ASOS and ATIS frequencies as you fly. Listen for changing ceiling and visibility conditions and high (above 60 degrees Fahrenheit) dew points. Some stations may even have lightning reporting capability.
- Fly IFR, or use VFR advisories/flight following if available. Having a frequency already at hand lets you listen in on any weather-related diversions and ask for advice about routing around storm cells and buildups.
- Keep a VOR tuned to HIWAS (hazardous in-flight weather advisory service). Note the VORs that broadcast HIWAS and listen to the recordings for such weather advisories as convective sigmets and airmets.
- Depart early in the morning -- like 5 or 6 a.m. By leaving well before the heat of the day you can maximize your chance of avoiding the worst of the buildups.
- Maintain visual separation from building cumulus and towering cumulus clouds, even if you are on an IFR flight plan. Keep at least 20 nm away.
- Don't fly beneath a thunderstorm.
- Don't try to outclimb a building cumulus or fly above a thunderstorm.
- Don't try to beat a thunderstorm to an airport.
- Periodically check in with flight watch (122.MHz) for weather updates.
- Use, and know how to use, lightning detection equipment and/or airborne weather radar.

SOURCE: AOPA



Think Safety

Fly Safely

RECENT AVIATION CAPSULES . . .

- TAYLOR MUNICIPAL AIRPORT's gain and Austin Bergstrom's International Airport's loss: Mike Green, Mike Green & Associates, and Stuart Ashmun, Autorate, Inc. have now relocated their helicopter refurbishing business to Taylor. With the completion of runway construction in November, these entrepreneurs expect a positive effect on their business.—the attraction of new businesses and international clientele.
- HOUSTON AIRPORT SYSTEM – The Houston airport system has revamped its website in a number of ways, including changing to a simpler address. The new site includes weather, traffic, flight arrival, and facilities information. The site link to Bush Intercontinental Airport provides terminal maps, amenities, and a parking map with rates. Visit the Houston Airport System at www.Houstonairportsystem.org.
- SAN ANTONIO INTERNATIONAL AIRPORT – U.S. Airways will begin offering three daily nonstop, round-trip flights between San Antonio and its Charlotte North Carolina hub starting December 9. The Arlington, Virginia-based airline also plans to start daily flights to San Antonio, Austin and Portland, Oregon starting June 2002.
- AUSTIN BERGSTROM INTERNATIONAL AIRPORT – There were, in July, 702,726 travelers that used ABIA, and 4.5 million so far this year, up 1.4 percent from 2000.
- PRESIDENT'S HELICOPTER UNIT – Marine Colonel John E. Page was recently selected as Commanding Officer of the HMX-1 Presidential Helicopter Squadron that will fly President George W. Bush. Page, a Texan, often visits his parents, Kenneth and Susan Page, who live in Austin. We are especially proud of John, since Susan works for TxDOT Aviation Division. Congratulations John!
- ROBERT GRAY ARMY AIRFIELD – Air Force One, with President George W. Bush aboard, has landed at Robert Gray Army Airfield at Killeen more than twice in Bush's presidency. Bush has stopped at Robert Gray on his way to his Crawford ranch located about 60 miles northeast of Fort Hood, Texas.
- SAN ANTONIO, TEXAS – In March, the San Antonio City Council approved a contract with Keiser Phillips Associates LLC (PA) to develop an Air Cargo Flow Study. The study will be the first step in an overall marketing strategy to leverage San Antonio International Airport and KellyUSA in the creation of an "Air Cargo Center for the Americas." The Flow Study will include air cargo forecasts and an assessment of infrastructure and facility requirements. It should be completed by year-end.
- HOUSTON AIRPORT SYSTEM – HAS handled 4,012,939 total passengers in June and over 22.5 million total passengers so far this year. IAH served 3.2 million passengers, HOU had 798,163 and Ellington Field (EFD) had 4,425 travelers in June. Year-to-date, IAH has served 17.97 million travelers, HOU handled 4.5 million and EFD registered 28,254 passengers. HAS handled 60.9 million pounds of cargo in June and over 356 million pounds for the first half of 2001. The U.S. and world economies may have slowed down, but Houston's airports continue to grow.
- AUSTIN BERGSTROM INTERNATIONAL AIRPORT – ABIA's parking space expansion is set to open this fall with an additional 589 parking spaces available to the public, bringing the total parking spaces on its grounds to 11,366.
- HONDO MUNICIPAL AIRPORT – No one was injured, but 19 aircraft were lost in August when fire destroyed a World War II-era hangar at the airport near San Angelo, Texas. The exact cause of the fire has not been determined, but it appears to have been started in a fuse box on the northwest side of the 32,000-square-foot building. The damage estimate from the fire is roughly 3.5 million.
- EL PASO INTERNATIONAL AIRPORT – Mike Nicely, manager of Texas Airports Development Office with the FAA, recently honored Leticia Ordonez, EPIA, program manager, for her efforts in the development and implementation of EPIA fiscal year 2001 projects – some of the major airport projects in which Ordonez was instrumental were a new air cargo center, a runway extension, the Yarbrough extension project and the La Placita project.
- SPITFIRE BACK IN TEXAS – The Supermarine Spitfire Mk 9/16Le, a rare non-bubble canopy version of the Mark XVIIe, has finally arrived home at the Lone Star Flight Museum in Galveston. Restored in Florida, the Spitfire went to Hooks Airport north of Houston for its final paint job. The markings for the museum's Spitfire represent those of Lance Wade, a Texan who scored 23 victories flying with the Royal Air Force in the Mediterranean Theatre. By the end of WWII, more than 22,000 Spitfires of all types had been built, making it the second-most produced aircraft in the Allied arsenal. In addition to serving with the United Kingdom, Spitfires were also operated by the United States, France, Soviet Union, Turkey, Belgium, and both Israel and Egypt in post war Mid-East conflicts.
- AIRVENTURE OSHKOSH 2001 – along with an estimated attendance of 750,000 participating in the event, EAA AirVenture 2001 saluted "Aviation Firsts" with an outstanding lineup of people and aircraft, including many first-time visitors to the annual celebration of flight. Total estimated aircraft flown to the event: 10,000; total showplanes, 2,481; international visitors registered: 1,819 from 72 nations; and media attending: 780 from 5 continents (North America, South America, Europe, Africa and Australia).

....VISIT US ON THE WEB....

www.dot.state.tx.us

- Wingtips
- Adopt-An-Airport
- Airport Projects
- Art International Contest
- Texas Aviation Calendar of Events
- Texas Aviation Conference, 2002

...and more!

FAVORITE WEB SITES

Aircraft Photos & Other Resources
www.airlineers.net

Constellation Group
www.connie.com

Flight Journal
www.flightjournal.com

Galveston Scholes International Airport
www.galvestonairport.com

Skydive Archives
www.afn.org/skydive

Ultralight Home Page
www.ultralighthomepage.com

MARK YOUR CALENDAR!

- Oct. 20-21 Wings Over Houston Airshow, Houston, Texas
- Oct. 23-25 NBAA Annual Convention, Dallas, Texas
- Oct. 26-28 Flying M Ranch Get-Together, Reklaw, Texas
- Nov. 8-10 AOPA Expo 2001, Ft. Lauderdale, Florida
- Dec. 7 Holiday Open House, Midland, Texas
- Dec. 14 Frontiers of Flight Museum Night, Dallas, Texas
- 2002**
- Mar. 13-15 Intl. Women in Aviation Conference, Nashville Tenn.
- Mar. 20-22 20th Annual Texas Aviation Conference, Austin, Texas

Editor's Note: For most recent entries, check our Texas Aviation Calendar of Events at our Web site, www.dot.state.tx.us.

Deadline for article submissions for the Dec-Jan 2002 WINGTIPS is November 16, 2001.



Texas Department of Transportation

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AVIATION DIVISION

