

WINGTIPS



December 1998

AVIATION EMPLOYEE WINS RAYMOND E. STOTZER JR. AWARD

We are especially thrilled to announce that within our midst we have an Aviation employee, Karon Wiedemann, who received the prestigious Raymond E. Stotzer Jr. Award at a recent Transportation Conference in College Station, Texas.

Raymond Stotzer, the respected executive director of the former "Highway Department" from 1986 to 1989, led the department in a highly professional manner and was a mentor for many of the department's current leaders. The annual award is granted to a non-engineer for "outstanding leadership, dedication and service to the Texas Department of Transportation." Karon won the award from a potential candidate pool of over 13,000 employees.

According to Dave Fulton, TxDOT Aviation Division director, "Karon Wiedemann is a unique TxDOT employee. Her dedication goes far beyond simply performance of her duties and responsibilities. She is totally committed to improving air transportation in Texas . . . [she] has excelled in her service . . . to aviation progress and program development for TxDOT and for the State of Texas. Karon Wiedemann exemplifies the utmost in professionalism, commitment and competency."

Karon began her 25-year career with the department as a secretary, eventually becoming an accountant and staff services officer. She is now the director of Grants Management, managing the grants program for community airports around the state; handling fiscal and budgetary operations, legislative affairs and contracts.



KARON WIEDEMANN, Director of Grants Management

An accounting major, Karon has attended the University of Texas and St. Edwards University. Karon lives in Northwest Austin with her husband, Ron Stone, and daughter, Kristin, age 10. She is a native Texan from Flatonia, Texas.

Indeed, she is a worthy recipient for this award. We echo these sentiments. Congratulations again, Karon!



1999 UNITED TRANSPORTATION PROGRAM APPROVED!

WHAT: A 10-year program to guide development of transportation projects in Texas was approved on Sept. 24, 1998, by the Texas Transportation Commission.

WHY: The United Transportation Program is updated each year by the transportation commission to help plan federal and state funded transportation projects.

HIGHLIGHTS: The program authorizes approximately \$8.9 billion in highway, aviation and public transportation projects across Texas during the next four years (FYs 1999-2002).

WHAT IT MEANS FOR AVIATION: \$116 million for aviation projects during the next three years.

QUOTE: "This is an ambitious program that will improve mobility and safety across Texas," said David Laney, Texas Transportation commissioner. "But even with additional dollars from the new federal transportation bill, we are able to fund less than one-half of the needed transportation projects statewide. No area of the state will be getting every project it wants and needs, but the program allows us to take care of the highest priorities."

Source: TxDOT Media Advisory, Sept. 24, 1998.



CONGRESS RE-AUTHORIZES FAA AIRPORT GRANT PROGRAM

Late in October, Congress passed an omnibus spending bill for FY 99 which included funding for FAA's Airport Improvement Program. The good news is that funding for the program was increased from \$1.7 billion in FY 98 to \$1.95 billion in FY 99. The bad news is that Congress re-authorized the program for a period of six months only, instead of the entire year, thereby making available only one-half of the authorization, \$0.975 billion to be spent prior to March 31, 1999. Congress must pass additional legislation in the upcoming months to grant authority to spend the remaining half of the authorization. That being the case, our staff is reviewing projects approved for federal funding to determine which ones should be funded now and which ones will have to be delayed. Most likely, the projects selected for immediate funding will be those which are ready to begin immediately. If you have any questions regarding TxDOT Aviation's FY 99 grant program, call either Linda Howard or myself at 1/800/68-PILOT.

ROUTINE AIRPORT MAINTENANCE PROGRAM (RAMP) CHANGES

On Aug. 31, 1998, TxDOT completed its second full year of RAMP, a program to partner with local communities to assist in providing routine maintenance for airports. Although the program has been a success thus far, it was felt that a few changes to the program were needed. In a few instances, the maximum state funding level of \$10,000 per year, when combined with a like amount of local funding, was inadequate to perform the needed maintenance at some airports. Occasionally, delays were encountered due to difficulty in attempting to merge airport maintenance work into district highway maintenance contracts. As a result, beginning Sept. 1, 1998, several changes to the RAMP Program have been adopted. They include: (1) Increased financial participation; maximum state funding for the program has been increased from \$10,000 per airport per year to \$20,000. (2) Greater flexibility in eligible items of work. The program has been broadened to include, in addition to crack sealing, seal coats, herbicide application and striping, virtually all projects which are part of an airport's annual routine maintenance program. (3) Private sector involvement: The opportunity now exists for an airport owner to contract out maintenance work with private sector companies, in certain instances, subject to prior approval by TxDOT. If you would like more information about the changes in this program, contact Kathy Griffin at 1/800/68-PILOT.

AIR SERVICE GRANT RECEIVED

TxDOT's Aviation Division recently received a \$383,000 grant from the FAA which will be used to study opportunities for improvement in air service in Texas. The study will be directed toward medium and smaller cities which either have or desire new and improved scheduled commercial air service. Some 20 to 25 cities, participating members of the Texas Regional Air Service Task Force, are expected to participate in the study. It is hoped that this effort will lead to improvements in air service for many Texas communities.

A TEXAN REPRESENTS U.S. AT WORLD GLIDER AEROBATIC CHAMPIONSHIPS



Glider pilots for U.S. Team are (l to r): Bill Lumbley, Charles Kalko, Kim Reniska, John Lumbley and Walter Prresch, all members of the new U.S. Aerobatic Glider Team.

Five men were selected to represent the U.S. at the World Glider Aerobatic Championships. Selections were made based on scores at the U.S. National Glider Championships held last July at Fond du Lac, Wisconsin.

The seventh biennial contest is scheduled for the summer of 1999 in Niederoblarn, Austria. It is expected to attract 50 top glider pilots from 15 countries.

The American team will include Charles Kalko of Green Brook, New Jersey; brothers Bill and John Lumbley from Delray Beach, Florida; Walter Parresch of River Edge, New Jersey; and Kim Reniska of Austin, Texas. Pilots will be using rented gliders at the contest site and training for the world event will begin in early 1999.

Financial and administrative support for the U.S. Aerobatic Glider Team is provided by the U.S. Aerobatic Foundation.

Source: *Pacific Flyer*, September 1998

CORRECTIONS...mea culpas

- ➔ Page 4 - Sep-Oct Wingtips - Item 4 - our correct 800 number is 1/800/68-PILOT

NEW FACES

We are pleased to announce the following new employees:



TONY S. KRAUS, Airport Project Manager

Tony Krauss, P.E., joined Project Management as our newest engineer and project manager on Oct. 1, 1998. Tony was most recently employed by the Center for Transportation Research at the University of Texas, where he was involved in pavement research projects.

Prior to his most recent assignment, Tony worked in both the private and public sectors. He has spent time in the private consulting world, primarily in Hawaii as a geotechnical engineer. He also worked as a design engineer for the Texas Department of Transportation in the Corpus Christi and Austin districts.

His education includes a Bachelor of Science in Civil Engineering from the University of Texas received in 1980. Tony is a registered civil engineer in Texas, Hawaii and Maine.

In addition to having an avid interest in aviation and airports, Tony enjoys traveling, sailing and other family activities with his wife, Deborah, an elementary school teacher; and two children, Lauren, age eight and Alex, age five.



TAMMY G. STONE, Airport Planner

Tammy Stone joined Planning and Programming as our newest airport planner on Sept. 1, 1998. Her key responsibilities include overseeing the Airport Counter Program, reviewing notices of proposed construction and/or alteration to airports, as well as working with zoning regulations.

In 1979, Tammy began her association with TxDOT as a summer employee in the Maintenance and Operations Division. While working on her degree, Tammy continued to return to TxDOT's various divisions to work during the summer breaks. She earned a Bachelor in Business Administration from Southwest Texas State University in 1983, and began working full-time in the Finance Division at TxDOT.

Prior to coming to Aviation, Tammy was a project leader for the Retooling TxDOT pilot project, the Right of Way Acquisition Process. Tammy is a true central Texan raised in Hutto. She is married to Lee Stone, also a TxDOT employee and both live on the Pedernales River arm of Lake Travis.

LAST REUNION FOR WASP

The Women Air Force Service Pilots (WASP) first came to Avenger Field in Sweetwater, Texas during February 1943. The arrival of WASP trainees made Avenger Field the only co-educational flying field in United States history, subsequently, it became the only all-female training base in the world to date. Given only Civil Service status, WASP students trained under military discipline wearing "zoot suits" designed and sized for men. Of the 25,000 applicants, only 1,830 were accepted, with 1,074 earning their wings. The original seven-month course included 180 hours of ground school and 118 hours of flight training. WASP trainees advanced from light aircraft to piloting every model in the Air Corps' inventory at that time. Women pilots ferried planes, towed targets, flew tracking missions, and did smoke laying. They flew simulated bombing missions, did radio control, searchlight strafing, gave instrument instruction and flight-tested aircraft, among other duties. Thirty-eight WASPs died in service to their country.

When the WASPs were disbanded, an alumni organization was formed, which has been active until the present, with semi-annual reunions held throughout the nation. Sweetwater is honored to announce that it has been selected as the site for the last official reunion of the WASP organization, to be held in the year 2000. Following the 2000 reunion, the surviving WASP membership, along with the Kids of WASPs (KOWS), will become members of a more recently-formed national organization called Women in Aviation. The WASPs were pioneers in aviation. A memorial to these courageous ladies was dedicated at Avenger Field in 1993 during their 50th anniversary celebration and features the WASP motto, "We live in the wind and the sand and our eyes are on the stars."



AIRPORTS VOICE COMPETITION CONCERNS

Seventeen airport officials from Colorado, Idaho, Montana, Oregon, Washington and Wyoming have written to members of Congress who represent the northwestern states, expressing concern about the decreasing level of competition in the airline industry.

"Over the past three years, our airports/communities have experienced reduction in air service, a decrease in the number of airlines competing in our markets and a disproportionate increase in the price of airline tickets," the airport official said. "At the same time, airlines have recorded record loads and profits."

The officials pointed to a number of issues now under study in Congress or at DOT and urged the lawmakers to give the issues "the oversight and congressional consideration warranted." Among the issues listed were the trend toward domestic code share alliances, ticket pricing practices and/or scheduling practices by major airlines that might reduce competition, travel agency computer reservations systems that provide a preference to specific carriers "that mislead the consumer," and airline financial incentive programs for travel agents that encourage ticket sales for a specific airline.

In a related air-service concern, Texas has received a grant from the FAA which will be used to study opportunities for improvement in air service in Texas. (See Dave's Column.)

Source: *Airport Report*, AAAE, Aug. 31, 1998.



A NEW LOOK FOR EDINBURG INTERNATIONAL AIRPORT

City officials and members of the community gathered eagerly on a beautiful Saturday morning, Sept. 19, 1998, for the ribbon-cutting ceremony at the newly remodeled Edinburg International Airport. The sneak preview of the \$2.2 million dollars worth of work that was recently completed at this facility assured City Manager John Milford that "the airport will be a major tool in economic development in attracting businesses and industries to our area. It's another way for our economy to grow not only in Edinburg but in the Valley."

The airport, located at 400 E. Hargil Road, off Farm-to-Market Road 490 and U.S. Highway 281, previously could only accommodate single- or twin-engine aircraft weighing less than 12,000 pounds. The new \$1.56 million runway, which measures almost a mile long, can now accommodate aircraft weighing up to 30,000 pounds.

In addition to the main runway, other renovations, some funded with TxDOT's assistance and some funded locally, included:

- ❖ remodeling the fueling station and adding a self-serve station,
- ❖ replacing the beacon with one 23-in. in diameter on a 55-ft. tower,
- ❖ adding a new storm drainage system and
- ❖ installing a security fence around the airport.

Additionally, to ensure future growth, about 350 acres of land surrounding the main runway has been reserved for incoming businesses. Officials anticipate that businesses will take advantage of the airport's proximity. According to Airport Manager Arnold Vega, "The airport will mainly land cargo and small private aircraft and will not accommodate any commercial airlines. City officials do not want to compete with airports at McAllen, Brownsville or Harlingen, which concentrate extensively on commercial airlines. Officials prefer to focus on the work with the City of Pharr with its international bridge as a cargo type of crossing. Vera said, "We'll work with Mexico and the maquiladoras, we feel there is a market in the area of import-export with Mexico."

Funds for the multi-million dollar renovation project arrived in 1995 from Texas Department of Transportation, while the city contributed \$285,000 dollars for its share. After going through major airport renovations over the last few years, for Edinburg, the long wait seems to be worth it!

NEW TEXAS AVIATION MARKETING CONTEST

We are working actively this year to make the 17th Annual Texas Aviation Conference better than ever. It is time to practice what we preach!

In an effort to highlight successful marketing strategies and advertising campaigns, we are holding our first Texas Aviation Marketing Contest to demonstrate to you how marketing and promotional efforts can best support your airport.

There are many methods to promote your airport and to educate the public. We will show you how marketing can benefit aviation, airport services and aviation careers as well as economic recruitment for your community.

In this contest, we have designated four types of media categories to promote your airport: print, audio, video and the Internet. The print category will include brochures, posters, calendars, newspaper advertisements and special events programs. The audio category will include radio advertisements on audio cassettes. The video category will include TV advertisements and marketing VHS tapes. The Internet category will include a home page/website.

OBJECTIVE: To showcase current marketing efforts throughout Texas and to inspire others to participate.

Complete the enclosed form and mail your entry by March 7, 1999, to: TxDOT Aviation Division, Texas Aviation Marketing Contest, 125 E. 11th Street, Austin, Texas 78701-2483. For further information, please contact Michelle Hannah at 512/416-4500 or 1/800/68-PILOT.

We will display the winning entries at the conference and on TxDOT's web site, including the list of prizes won.

All material submitted for the contest will become TxDOT property and will NOT be returned.

TEXAS AVIATION CONFERENCE: April 7-9, 1999, Austin Texas (Austin North Hilton, 6000 Middle Fiskville Road)



BIG SKY AIRLINES ARRIVES IN BROWNWOOD

The Billings, Montana-based Big Sky Airlines has won a \$6.3 million federal contract to provide Essential Air Service to cities in Texas, Oklahoma and Arkansas. The U.S. Department of Transportation's essential air service program subsidizes airlines flying to rural communities that do not have enough passenger traffic to pay for their air service.

Brownwood city officials and county officials from surrounding areas were treated to a "get acquainted" luncheon recently with Big Sky Airlines officials. "We are extremely pleased to finally get service from a financially-sound organization and one that knows what it's doing," said Everett Pitts, Brownwood airport manager. Big Sky Airlines will begin scheduled air service to Brownwood on Nov. 15, 1998.

Big Sky Airlines will service these markets by flying out of the hub cities of Dallas and St. Louis. Additionally, the airlines plans to increase their fleet as well as to add more employees to serve these markets.

TEXAS AVIATION MARKETING CONTEST

ENTRY FORM

ELIGIBILITY

All entries must be aviation-related or include an aviation segment.

INSTRUCTIONS

- * Please fill out the entry form completely.
- * Use only one form per entry; please feel free to duplicate this form for multiple entries.
- * Be sure to include your tape or Ad with form. (Materials will not be returned.)
- * Please type !

Send entry form and materials by March 7, 1999 !!!

TxDOT - AVIATION DIVISION
TEXAS AVIATION MARKETING CONTEST
125 E. 11th Street
Austin, Texas 78701-2483

ENTRANT'S INFORMATION

Title of Entry _____
Name of Airport _____
Person or Company _____
Address _____
City/State/Zip _____
Phone _____
Entry Description _____

CATEGORIES (select one)

PRINT

- ☐ BROCHURE
- ☐ POSTER
- ☐ CALENDAR
- ☐ ADVERTISEMENT
- ☐ PROGRAM

AUDIO (audio cassette)

- ☐ RADIO ADVERTISEMENT

VIDEO (VHS cassette)

- ☐ TELEVISION ADVERTISEMENT
- ☐ MARKETING VIDEOTAPE

INTERNET

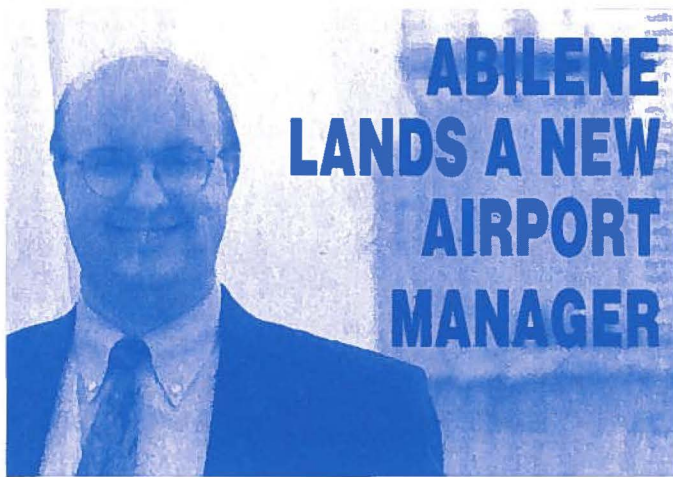
- ☐ WEBSITE (provide URL) _____

RELEASE & SIGNATURE

Entry form must be signed by authorized person with entrant's company, or, in the case of a production house, signed by the client, I hereby affirm that I or my organization own or have a clearance to all materials, both sound and visual, contained in this program. Furthermore, my organization and I will hold TxDOT harmless from any and all suits or liabilities arising from any alleged or actual violations of copyright or from any loss of video programs submitted to the Promotion Contest.

Authorized Signature:

Name _____ Title _____
Company _____ Phone _____
Date _____



In June, at the beginning of our smoldering summer, Abilene Regional Airport's new manager drove into town! Richard Crider, the former manager of an Ohio commercial service airport, took over the reins from A.R. "Fal" Falcioni, former airport manager, who plans to retire at the end of this year.

Crider's top priority is the \$3.1 million, 11,500-square-foot terminal expansion currently underway. Work on safety zone improvements, runway overlays and terminal renovations are on schedule. Construction is expected to take up to 15 months to complete. Crider anticipates that his economic development experience will help land jobs at the airport's 1,686-acre complex and lists "Air service and working with airlines as my other priorities."

Airport activity at Abilene Regional Airport is constant. The airport played an active and important role this summer in accommodating the Texas Forest Commission during the range fires. The airport has just finished hosting in October the successful annual Southwest Regional Fly-In. Crider's right hand man, John Maceda when asked what he does at the airport said, "You name it, I do it." Maceda has been with Abilene Regional Airport for 10 years and is a certified air rescue fire fighter in Texas.

Crider earned a Bachelor in Aviation Management from the University of Central Texas in Killeen and a Masters in Public Policy and Management from Ohio State University. He is an accredited member of the American Association of Airport Executives. A native Texan, Crider said "it feels good to be back. . . it is great to be back home."



RECENT AVIATION CAPSULES. . .

➔ **THE OSPREY HAS LANDED.** Amarillo, Texas, will become the site of a Bell Helicopter manufacturing facility for the V-22 Osprey tiltrotor. This decision is a major step toward production of the much heralded, dual mode aircraft which has weathered development problems and political attempts to thwart its creation. The site will also serve to produce Bell's Model 609 civilian tiltrotor, currently in development.

➔ **THREE NAMED TO FLIGHT INSTRUCTOR HALL OF FAME.** The National Association of Flight Instructors recently announced that three well-known CFI's have been nominated to the Flight Instructor Hall of Fame. The three,

Bill Kershner, Marvin Easter and the late Joe Vorbeck, together have amassed nearly 40,000 hours of flight time. They will be officially inducted this fall.

➔ **EAA VENTURE '98 AT OSHKOSH ATTRACTED THE LARGEST CROWD EVER.** Visitors topped the 1994 record attendance of 850,000. EAA states that 855,000 airplane enthusiasts viewed a record 2,743 showplanes. A total of 12,000 planes flew to AirVenture during its seven day run. EAA AirVenture '99 will be held on July 28-Aug. 3.

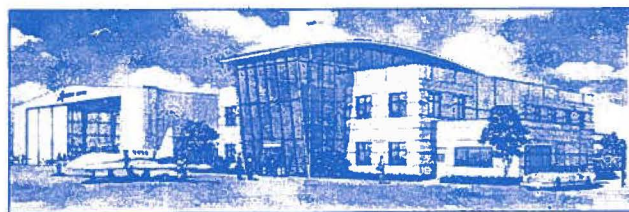
➔ **EAA VENTURE '98 AT OSHKOSH HAD RECORD NUMBER OF SHOWPLANES.** Led by nearly 700 aircraft, showplane registrations set a record at the event. A total of 2,743 showplanes were registered during the event, nearly 100 more than in 1997 and 28 more than in 1995, the previous record year. The totals included 682 Homebuilts; 125 Antiques; 583 Classics; 271 Contemporaries (Amphibian/Floatplanes/Seaplanes (another record total); 38 Aerobatics; 212 Ultralights; 56 Light Planes; 16 Specials; and eight Replicas.

➔ **NEWEST INDUCTEES INTO HALLS OF FAME.** Thirteen of aviation's brightest have become the newest inductees into the EAA's Halls of Fame. Included are some very recognizable names: Curtis Pitts, Pitts Special; Burt Rutan, designer extraordinaire; and Bill Warwick, known for the Tiny Champ and Hot Canary racer entered the EAA Homebuilders' Hall of Fame. Rodney Jocelyn and EAA president Tom Poberezny, as well as posthumous inductees Harold Neumann, Tex Rankin and Bill Barber, became the newest members of the international Aerobatic Club Hall of Fame. John Ellis and Randy Sohn joined the EAA Warbirds of America Hall of Fame, while Bill Kershner, Marvin Easter and the late Joe Vorbeck were honored as inductees into the Flight Instructor Hall of Fame.

Congratulations to all!



NEW AUSTIN AERO TERMINAL AT BERGSTROM INTERNATIONAL AIRPORT



Drawing of the new Austin Aero Terminal under construction.

AUSTIN—Austin Aero Jet Center has signed a 40-year lease for 70 acres on the new Austin Bergstrom International Airport, which is scheduled to open next May. Construction is underway for an FBO and 65,000-square-foot hangar. The terminal will be a two-story building made of glass, limestone and stucco. The interior will consist of granite and marble. The facility is scheduled for completion next April. The Jet Center will be open 24 hours a day, and will offer maintenance, aircraft cleaning, fuel and hangar space.

CONFEDERATE AIR FORCE'S AIRSHO '98 IS A WINNER!

MIDLAND—The Confederate Air Force's Airsho '98, the annual "big show" with non-stop warbird action, was a spectacular event again in October.

As many as 44 airplanes simultaneously flew over the field in racetrack patterns. About a dozen Zero, Val and Kate "Tora! Tora! Tora!" replicas buzzed through a smoke-filled sky as explosions rocked the ground. Once again, no CAF show would be complete without the Pearl Harbor and Midway re-enactments. But the most impressive demonstration was the five B-17s that flew with a B-29, a B-24, four A-26s, three B-25s, two C-46s, a DC-3 and a Lockheed C-121A Constellation. The grand finale was a re-enactment of the B-29 raids on Japan that finally brought WWII to a close.



Confederate Air Force plane gets ready for takeoff.

One close call came on Sunday, when CAF pilot Christ Avery flying a Corsair in formation with two others took a bird strike on the leading edge of the left wing. Despite a hole and a bird carcass buried inside the wing, Avery recovered the aircraft without incident. Another episode occurred when two Wildcats ground-looped with only minor damage when their brakes locked up. Aside from a few mechanical glitches, there were no serious problems at Midland this year.

Airsho '98 provided an opportunity for CAF to honor a number of deserving individuals in the aviation community. Inducted into the CAF's American Combat Airman Hall of Fame were:

Maj. Gen. John Alison, Col. Rex Barber,
Brig. Gen. Robert Galer, Maj. Jack Ilfrey,
Col. "Bud" Mahurin, Col. Bob Morgan,
and the crew of Navy Torpedo Squadron
Eight Avenger serial Number 00380.

Also, the Flying Tigers were inducted as a unit into the Hall of Fame this year. Only 66 members of the unit are still alive, 16 of them pilots. Thirty-three members made it to Texas for the induction ceremony.

Source: *Pacific Flyer*, November 1998.

FLIGHT SAFETY

THE MOST FREQUENT CAUSE FACTORS OF GENERAL AVIATION ACCIDENTS

1. Inadequate Preflight Preparation and/or Planning
2. Failure to Obtain/Maintain Flying Speed
3. Failure to Maintain Directional Control
4. Improper Level-Off During Landing Flare
5. Failure to See and Avoid Objects or Obstructions
6. Mismanagement of Fuel
7. Improper Inflight Decisions or Planning
8. Misjudgment of Distance and/or Speed
9. Selection of Unsuitable Terrain for Landing
10. Improper Operation of Flight Controls

SOURCE: Federal Aviation Administration (FAA)

GUMP REDEFINED

We continue to see gear up landing accidents. In an effort to reduce these accidents, I have redefined GUMP as follows:

- G - Gear Down
- U - Undercarriage Down
- M - Main Wheels Down
- P - Put The Wheels Down

Remember that gas, mixture and prop will not help you taxi in if you don't put the wheels down and check that they did go down and lock in place.

Aviation Safety is a State of Mind. Think About It.

—Al Neal, Flight Safety Program Manager
Flight Standards District Office, Rapid City, SD

GUMP REDEFINED II

How about G-R-U-M-P-H?

- G - Gas
- R - RADIO
Are you sure the radio is on and
tuned to the correct frequency?
- U - Undercarriage
- M - Mixture
- P - Prop
- H - Carburetor Heat

It is a good habit even in a fixed-gear and fixed-prop airplane.

—Stuart Faber, Cincinnati, OH

SOURCE: Federal Aviation Administration (FAA)

CAREER OPPORTUNITIES IN AVIATION

FIXED-BASED OPERATOR (FBO) - Fayette Regional Air Center at La Grange, Texas, is looking for an FBO who would like to utilize a part of a "soon to be built" 100 x 100 ft. hangar which the Economic Development Corporation of the La Grange Chamber of Commerce has approved for bid. The airport, currently, does not have an FBO. For more information, contact the airport manager, Mr. Jack Herzik at La Grange Aviation, Box 1137, La Grange, Texas 78945 or call 409/242-4056.

PILOT INSTRUCTOR - FIXED WING/HELICOPTER, (AOC Program/NJ N) - Raytheon Aerospace is seeking this position for Alliance Airport, Fort Worth, Texas. If interested contact: RAYTHEON AEROSPACE, Attn: Alliance AOC, 555 Industrial Drive South, Madison, MS 39110-9073.



Flight Safety Advisory



is an official publication of the Aviation Division of the Texas Department of Transportation. The intent of WINGTIPS is to keep the aviation community and others interested in aviation informed of local developments in aviation. Printed circulation: 11,500.

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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DID YOU KNOW?

The Historical Eras of Texas

For all aviation travelers to the State of Texas, Texas was:

- ☞ Under Indians: years not known,
- ☞ Under Spain: 1519-1685, 1690-1821 - total of 297 years,
- ☞ Under Mexico: 1821-1836 - total of 15 years,
- ☞ A republic: 1836-1845 - total of nine years.
- ☞ In the Confederacy: 1861-1865 - total of four years,
- ☞ In the United States: 1845-1861, 1865-1998 - total of 149 years.

SOURCE: The Answer Folks, The Telephone Information Center, Austin John Henry Faulk Central Library, 1998.



- December 1** The Civil Air Patrol is formed, 1941.
- December 6** The first flight of the Sikorsky S-61 L Transport helicopter in the U.S., 1960.
- December 23** First time that an airplane reaches 20,000 ft., 1913.
- January 13** NASA selects its first group of women astronauts, 1978.
- January 26** Glenn Curtiss flies the first seaplane, the Curtiss single-float plane, 1911.
- January 30** The longest serving flight attendant to ever work for Northwest Airlines, Connie Walker, retires after 42 years of service, 1990.

SOURCE: Minnesota DOT, Office of Aeronautics, 1998 Calendar.

FAVORITE WEB SITES

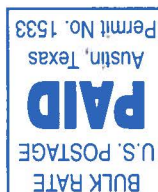
- **American Airlines**
www.americanair.com
- **American Association of Airport Executives**
www.airportnet.org
- **Angel Flight**
www.angelflt.org
- **Aviation Owner & Pilot Association (AOPA)**
www.aopa.com
- **Delta Airlines**
www.delta-air.com
- **Federal Aviation Administration**
www.faa.gov/ar/arphome.htm
- **Flying Physicians**
www.fpadrs.org
- **Jeppesen Sanderson**
www.jeppesen.com
- **National Transportation Safety Board**
www.nts.gov
- **Seaplane Pilots Association**
www.seaplanes.org
- **Sporty's Pilot Shop**
www.sportys-catalogs.com
- **U.S. Aerobatic foundation**
www.usaf-aerobatics.org

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Piper Pilot Shop	piperstuff@aol.com
Research Management Consultants	mmc.inc@sympatico.ca

MARK YOUR CALENDAR!

Dec 12, 1998	Texas Museum Airport Fly-In, Rio Hondo, Texas
Dec 19, 1998	EAA Fly-In Breakfast, Moriarty, New Mexico
Jan 5-9, 1999	Aviation Issues Conference, Kona, Hawaii
Feb 21-23, 1999	Heli-Expo '99, Dallas, Texas
Mar 18-20, 1999	Women in Aviation Conference, Alexandria, Ohio
Apr 7-9, 1999	Texas Aviation Conference, Austin, Texas



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