

# WINGTIPS



Aviation Division Quarterly Newsletter Dec. 2000/Jan. 2001

## Non-Primary Airport Entitlement Funds

### What is the Airport Improvement Program?

The Airport Improvement Program (AIP) is a federal government grant program that provides federal funding for eligible projects at public-use airports that are listed in the National Plan of Integrated Airport Systems (NPIAS). Grant funds are derived from taxes and fees placed on aviation products including airline tickets, fuel, and cargo as well as international departure fees. In Texas, for non-primary airports, these funds are administered by TxDOT under the State Block Grant Program.

### What are Non-Primary Entitlements?

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) provides grant funds specifically for eligible projects at non-primary airports (general aviation, reliever, non-primary commercial service) listed in the NPIAS. Non-primary airports with an identified need may receive up to \$150,000 per year each year that Congress budgets \$3.2 billion or higher for AIP.

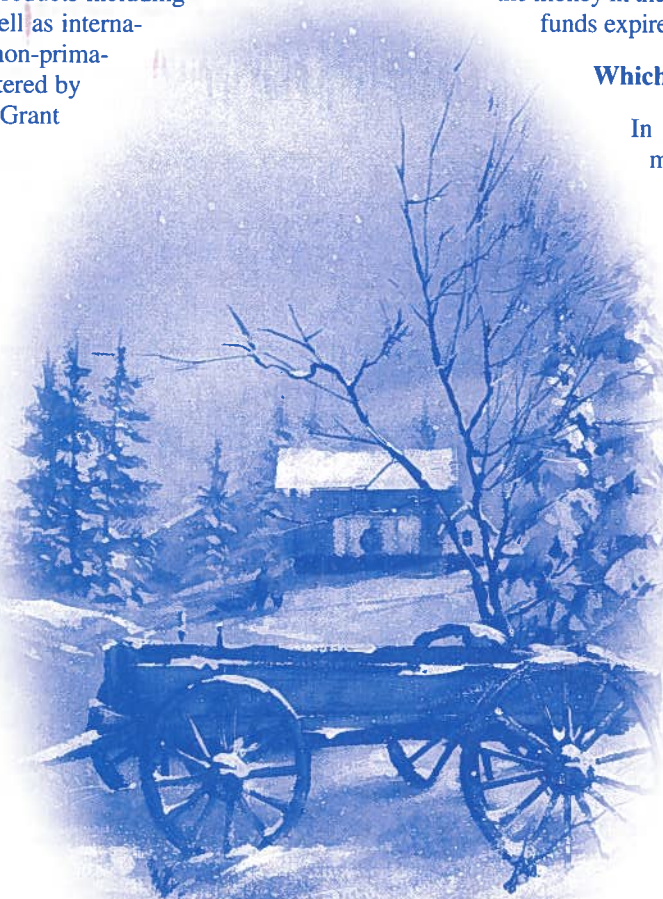
### When can the Non-Primary Entitlement Be Used?

This entitlement is available to use in the fiscal year it becomes available and the next two fiscal years. Working in conjunction with TxDOT Aviation Division, airport sponsors may choose to delay using the entitlement the first or second and use all of the money in the third year to fund a larger project. The funds expire if not under grant within three years.

### Which projects are eligible for funding?

In general AIP funds can be used on most airfield capital improvements except for hangars and non-aviation development. Also, the new legislation allows use of AIP funds on runway, taxiway and apron pavement maintenance. Any professional planning, surveying and design are eligible. The projects are still required to be justified by the aviation demand at an airport and need to meet federal environmental and procurement requirements. Operational costs such as salaries, maintenance services, equipment, and supplies are not eligible for AIP grants.

*Continued on Page 5.*



**Wishing you all the joys of an  
old-fashioned holiday season.**



## CONGRESS AUTHORIZES \$3.2B FOR AIRPORT PROGRAM

Recently, Congress passed legislation to fully fund the airport grant program for Fiscal Year 2001. For Texas, that means that our share of guaranteed funding increases from approximately \$24 million last year to about \$36 million for the current year. This large increase in federal funding could not have come at a better time as we continue to see increasing demand for airport construction grants.

In addition to the \$36 million for general aviation and reliever airport grants, Congress also earmarked funding for eight airports in Texas. They include: \$8 million for Alliance Airport; \$2 million for Abilene Regional Airport; \$2 million for George Bush Intercontinental Airport; \$2 million for Sugar Land Airport; \$2 million to Killeen for joint use development at Robert Gray Army Airfield at Fort Hood; \$500,000 for Brazoria County Airport; \$500,000 for Houston Southwest Airport; and \$200,000 for the former Kelly Air Force Base Airport.

For the first time, some general aviation and reliever airports will be eligible to receive entitlement grants in an amount up to \$150,000 for each of the next three years. Our staff is currently developing a process for administering these grants and will contact eligible airports within the next 30 days to discuss how the grants will be used. (See related article on the front page.)

As always, if you have any questions about this or any other air transportation matters, give us a call 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:

**Aviation Division, TxDOT**  
125 E. 11th Street  
Austin, Texas 78701-2483  
512/416-4550 or 1-800/68-PILOT  
FAX: 512/416-4510

**DIRECTOR OF AVIATION**  
David S. Fulton

**WINGTIPS EDITOR**  
Marie C. Peinado  
E-mail:  
mpeinado@dot.state.tx.us

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

## CAF Inducts eight into Hall of Fame

The Confederate Air Force (CAF) inducted eight World War II veterans and one combat unit into its Aviation Hall of Fame during ceremonies in October at CAF headquarters in Midland, Texas.

The inductees were: Army Air Forces Capt. Victor N. Agather, Army Air Forces Major Richard I. Bong (posthumously), Army Air Forces Major Kenneth H. Dahlberg, Marine Corps Col. Archie Donahue, Air Force Col. Joe M. Jackson, Navy Capt. Stanley W. "Swede" Vejtsa, Army Col. Bruce E. Wallace and Army Air Forces Capt. Jay Zeamer.

The Tuskegee Airmen was the combat unit included.

A vision of CAF founder Lloyd P. Nolen, the CAF Hall of Fame was established in 1997 to recognize Americans whose service in the air during any war of conflict reflects credit upon the fighting men and women of the United States.

For more information about the CAF and its activities, call 915/563-1000.

## TEXAS SLIPSTREAMS . . .

- **Menard County Airport, Menard** — New airport manager: Rick Lenoir, fax 915/396-4724.
- **Goliad County Industrial Airpark, Berclair** — Newly established airpark, previously a naval air base which has two 8,000 foot runways.
- **Texarkana Regional-Webb Field** — New airport manager: Steve Luebbert.

## Editor's Call for Submissions

I want to encourage you to send us news concerning your airport, your new manager, your building or land expansion plans, your new airline provider or your economic development plans that will favorably impact your community. We need to touch base with each other more often and to discover our similarities or uniqueness! The news items don't have to be long, just small clips will do, to keep us informed of your progress. Don't forget the photographs!

Mail the information to *Wingtips* Editor, TxDOT Aviation Division, 125 E. 11th Street, Austin, TX 78701-2483 or fax them to me at 512/416-4510. March *Wingtips* deadline: January 15, 2001.

**M E A  
C U L P A**

**Big Spring McMahon-Wrinkle Airpark** — The correct project amount is \$400,000. We regret any inconvenience this typographical error caused.





## Business Jet Prototype Rolls Out

The first SJ30-2 Business Jet prototype made its debut when it was rolled out of the assembly hangar at Sino Swearingen Aircraft Company's headquarters in San Antonio International Airport on July 17, 2000.

Sino Swearingen—a joint venture between San Antonio's Swearingen Aircraft and Taiwan's Sino Aerospace Investment Corporation—has so far spent \$250 million developing the SJ30-2. Formed in 1995 by local aviation luminary and SJ30-2 designer Ed Swearingen, Sino Swearingen employs about 400 people in San Antonio, which includes its administrative, marketing, and engineering operations.

Sino Swearingen is projecting a year-long certification program for the SJ30-2, with first deliveries scheduled in the fourth quarter of 2001. The company has 164 orders for the twin-engine SJ30-2, which it says can fly faster and for longer distances than other jets in its price range of \$5 million.

## Web Access to FAA Forms

*By Tammy Stone*

Two Federal Aviation Administration forms have been posted on the TxDOT Aviation Division Web site for your convenience and rapid access. Additionally, there are specific instructions for completing the forms; when to and when not to complete the forms, and where to send the forms under different circumstances.

You can access the forms through [www.dot.state.tx.us](http://www.dot.state.tx.us). Then click on the Aviation icon. Go to the area where forms are listed and you will find FAA Form 7460-1 (2-99), Notice of Proposed Construction or Alteration, and FAA Form 7480-1 (1-93), Notice of Landing Area Proposal. Either form can be downloaded in a Microsoft Word file or in a PDF file.

If you have questions or do not have Internet access and still need a form, please contact Tammy Stone, Airport Planner, at 1/800/68-PILOT.

## "Airport Makeover" in Terrell



*Pictured is Terrell Airport's terminal inside and out prior to the vast improvements made with RAMP funds and volunteer help.*

*Read more about this on Page 6.*

### ADOPT-AN-AIRPORT WHY?

#### Safety

Adopt-an-Airport makes the airport safer by removing debris from safety zone areas along runways and taxiways.

#### Beautification

Adopt-an-Airport assists airport managers and operators by improving the appearance of the airport. Dressing up the airport entrance, picking up trash along access roads and fences, mowing and trimming, and painting and maintaining the buildings.

#### Education

Adopt-an-Airport informs the public of the advantages and economic impact that airports have on their city.

#### Public Involvement

Adopt-an-Airport serves to involve local civic groups while promoting the airport and the volunteer groups through the local media.

**For more information on this program, contact  
TxDOT Aviation Division at 512/416-4550.**

# AIRPORT COMPLIANCE MATTERS!:

## USE OF FEES



*By Jim Cummins*

This installment of Airport Compliance Matters deals with the use of fees collected on the airport, airport lighting, and local zoning.

Airport improvement grant contracts specify that all money collected on the airport by the airport sponsor must be used on the airport. There is one exception. Monies derived from mineral royalty where the acquisition of the mineral rights was not obtained with public monies are not obligated to remain on the airport. Otherwise all money collected by the sponsor from activities such as hangar and land leases, landing fees, and even through-the-fence fees, must be deposited into the airport fund and used for the development, operation, and maintenance of the airport. It would be considered as "taking money downtown" for the sponsor of an obligated airport to take money collected on the airport and use it to pave city streets not associated with the airport or to make improvements to the city hall. The grant contracts give the state the authority to audit the airport books at any time for any reason. If misappropriation of funds is suspected, such an audit could be requested. If misappropriations are discovered, the sponsor will be required, as a minimum, to pay back the airport fund with interest.

The wording of airport grants has historically required that runway lighting be "available" from dusk to dawn. Available has been defined as actually being turned on or capable of being turned on by either an on-site attendant or by a pilot (radio controlled lights). Most would agree the lights actually being turned on at the source is by far the best situation. Not all airplanes have radios, therefore, those pilots have no way to contact the attendant. For this reason and to provide availability of lights in the event of radio failure, the wording of recent grant contracts was changed to require the lights be actually turned on at night. An energy saving device can be installed so these lights operate at 10 percent power with the ability for the pilot to increase the percentage to 30 percent or 100 percent with the aircraft radio even without an attendant being present. Representatives from this office did a statewide airport lighting survey a couple of years ago. The results were quite disturbing in that the number of airports with numerous missing or burned out lights was more than anticipated. It seems that our periodic on-site safety/compliance inspections, which are conducted in the hours of daylight, do not provide a convenient way to inspect the lights. The

results of this lighting survey were provided to each affected airport sponsor and, hopefully, corrections will be made. Remember, your grant assurances require the lights to be available.

Another requirement of the various airport improvement grants is that airport sponsors adopt and enforce local airport zoning regulations. Such zoning is authorized by Section 241 of the Texas Local Government Code. Zoning ordinances are normally based on the pertinent parts of Federal Aviation Regulations (FAR) Part 77.25. Any proposed object that would penetrate a zoning surface must be studied by the zoning enforcement officer. Construction of a new obstruction may be prevented by the zoning ordinance if necessary to protect the airport. Neither this office nor the Federal Aviation Administration (FAA) has the ability to prevent an object, such as a cellular antenna, from being constructed near an airport. We can object during the aeronautical review, but there is no mandate for the proponent to abide by those objections. Thankfully, the Federal Communications Commission (FCC) will usually not grant the necessary license without FAA's concurrence, but this only pertains to a license to transmit, and does not restrict construction. There are no legal provisions authorizing this office or the FAA to prevent the construction of power lines, multi-story buildings, or other tall objects near airports. There must be a way to protect the safety and the investment of public money in an airport, and local zoning is the best way. It gives the local authorities the legal right to prevent the construction of certain objects if those objects would adversely affect an airport.

This is the final installment of "Airport Compliance Matters." I hope some of the sponsor assurances of various airport improvement grants were brought to light through this series of articles. Should anyone have specific questions pertaining to airport compliance, please feel free to contact the TxDOT Aviation Division. An important item to remember is that only the recipient of a grant (normally a city or county government) is obligated under the sponsor assurances. If a tenant at an airport, even a publicly-owned airport, which has never received a grant from TxDOT or the FAA has a complaint about the airport owner, there is nothing TxDOT or the FAA can do to assist. Since that airport owner has never received an airport improvement grant, they are not obligated by any sponsor assurances.

# Grants Recently Awarded

Airport Name	Grant Awarded	Grant Amount	Project Description
Giddings-Lee County Municipal Airport	9/28/00	\$453,490.00	The work consists of improvements to Runway 17-35, taxiway, apron and drainage; construction of a new stub taxiway and relocation of the beacon and tower at the Giddings-Lee County Airport.
Andrews County Airport	9/27/00	\$712,990.00	The work consists of improvements to Runway 16-34; Runway 2-20; taxiways and the drainage on apron; installation of REIL; PAPI; heliport lighting, taxiway centerline reflectors and segmented circle at the Andrews County Airport.
Decatur Municipal Airport	9/20/00	\$830,000.00	The work consists of improvements to Runway 16-34, taxiway, hangar access and apron; relocation of lighted windcone, segmented circle and fuel storage tanks, upgrading of runway lighting and signage at the Decatur Municipal Airport.
Granbury Municipal	10/20/2000	\$482,910.00	The work consists of constructing new hangar access taxiways, and expanding the apron at the Granbury Municipal Airport.
Fisher County Airport	10/13/00	\$486,965.24	The work consists of improvements to Runway 16-34; turnarounds, and drainage; replacement of segmented circle and airfield lighting on Runway 16-34 at the Fisher County Airport.

Source: Grant Management, Aviation Division

## Non-Primary Airport Entitlement Funds (Continued from Page 1)

### Typical examples of eligible development projects:

- Updating/creating an airport layout plan (ALP)
- Runway construction/rehabilitation/maintenance
- Taxiway construction/rehabilitation/maintenance
- Public-use apron areas
- Airfield beacons, lighting, and signage
- Access roads located on airport property
- Removing, lowering, moving, marking, and lighting hazards
- Drainage improvements
- Land acquisition for eligible development
- Tree clearing in runway approaches
- Automated weather observation stations.

### Typical examples of ineligible development projects:

- Mowers, sweepers, trucks, office equipment
- Maintenance hangars and T-hangars
- General aviation airport terminals
- Fuel farms
- Revenue producing automobile parking lots
- Buildings and maintenance or repairs of buildings
- Industrial park infrastructure and buildings
- Business & marketing plans
- Training.

### What are the obligations for accepting ALP funds?

When an airport operator accepts a grant, the community agrees to specific obligations to the federal government for a period of 20 years. A few of these obligations, among others, are that the airport sponsor will operate and maintain the airport for this period for the public benefit; agrees to not grant exclusive rights to those providing aeronautical services; also agrees to make the airport available for public use on reasonable terms and without unjust discrimination to all types, kinds, and classes of aeronautical activities including commercial aeronautical activities offering services at the airport; and, finally, agrees to take necessary action to prevent activities that would interfere with its use as an airport.

### Who should I contact?

Contact TxDOT Aviation Division: 1/800/68-PILOT.



# RAMP GRANTS EXPANDED

## (Continued From Page 3)

By Kathy Griffin and  
Raymond Hicks

The Routine Airport Maintenance Program (RAMP) is a state-funded, 50 percent matching grant for maintenance work such as crack repair, slurry seals, pavement markings, drainage, herbicide and fire ant control, limited pavement failure repair, and repair and maintenance of beacons, lighting and approach aids. Since the program was started in 1996, there have been changes as local airport sponsors have discovered the versatility of the program.

Initially, the program was a 50 percent match not to exceed \$10,000 for each eligible airport for each fiscal year. In 1999 we requested and received approval to increase the state match to \$20,000, and in 2001 we will be able to offer a \$30,000 match for maintenance work. The program has also been expanded to include non-hub primary airports in addition to general aviation and reliever airports.

In addition to the increases for the matching funds, the program has been expanded to include "lower cost" airside and landside improvements. For example, if your airport has addressed maintenance for airside pavements and has improvements like construction or maintenance for the airport entrance road; paving or expansion of airport public auto parking lot and the installation of security fencing, the RAMP grant program may be used.



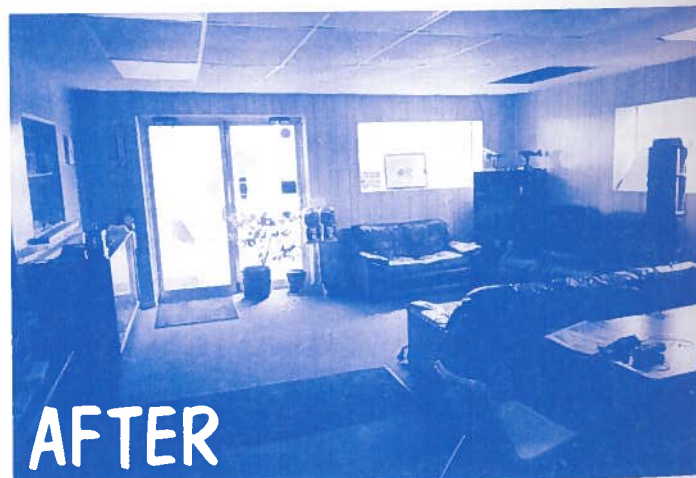
*Like New! Hard work and RAMP funding helped make the renovation of the Terrell Municipal Airport possible. The "after" photos show the interior and exterior restorations of the terminal area.*



Recently the City of Terrell requested assistance in the renovation of their terminal area. Raymond Hicks, TxDOT Dallas District RAMP coordinator, worked with Stan Ballard, Terrell City Engineer, to coordinate this RAMP project. Once the project was approved and a RAMP grant was in place, the renovation work began. The city replaced the hangar roof, painted the hangar white with their own funds, and then upgraded the terminal area using the matching state funds.

TxDOT would like to commend the hard work done by all involved in this project: Tom Norton, Tenco Properties, Inc., and director, American National Bank; Karl Sigler, Tenco Properties, Inc.; Mark and Melissa Hardin, Terrell Aviation, Inc., FBO; Stan Ballard Jr.; Raymond Hicks; and Tommy Johns, TxDOT Dallas District architect.

The Aviation Division looks forward to seeing communities improve their airports by taking advantage of the RAMP matching grant. Please call 1/800/68-PILOT for more information concerning this program or to obtain your district RAMP coordinator's name.



## RECENT AVIATION CAPSULES . . .

- **AUSTIN-BERGSTROM INTERNATIONAL AIRPORT T-Hangars Available Summer 2001**—On October 5, the Austin City Council approved Phase I of new construction, a \$5.6-million plan that will include 54 T-hangars and an undisclosed number of tie-down spaces. The Austin Department of Aviation will be erecting these hangars in an area adjacent to Signature Flight Support. Reportedly, nine months before the scheduled opening date of July 1, 2001, all 54 hangars have been leased, \$600 deposit and \$300 monthly rental not withstanding.
- **LINDA HOWARD**, Director of Planning & Programming, Texas Department of Transportation Aviation Division, was certified in August as a member of the American Institute of Certified Planners. Congratulations Linda!
- **LONE STAR FLIGHT MUSEUM** in Galveston recently hosted three very rare Russian fighter aircraft, two Polikarpov I-16s and one Polikarpov I-153, made famous during the 1930s and in the beginning of WW II. In 1927 the Russian dictator Joseph Stalin demanded a superior Russian fighter plane to be built and designed in Russia. In 1932, when years had passed without a suitable design, he had two of the leading aeronautical engineers imprisoned to design under supervision and scrutiny of the government. The Polikarpov I-16 flew for the first time in December 1933 and at the beginning of WW II, encompassed the majority of Russia's fighter force. They first saw combat during the Spanish Civil War and proved a formidable opponent against the new Messerschmidt Bf 109. The Polikarpov I-153 came into use in 1938 and saw service in the Far East, Finland, and on the Eastern Front.
- **HOUSTON AIRPORT SYTEM (HAS)** has set a passenger record by handling over four million passengers in July 2000. HAS broke June 2000's 4,021,860-passenger record by serving 4,118,694 travelers in July.
- **AUSTIN-BERGSTROM INTERNATIONAL AIRPORT** announced recently that Wayport, Inc., will launch a high-speed wireless Internet service, offering fast, wireless Internet access to travelers throughout the entire airport. This Internet access provides travelers with the full power and convenience of the Internet at their fingertips, bridging the gap between home and office so travelers are never out-of-touch between their destinations. Travelers with wireless ethernet cards follow a simple sign-on process and have instant access to the Web—there is no need to load client software.
- **DALLAS/FORT WORTH INTERNATIONAL (DFW) AIRPORT** is finally going ahead with its \$2.5 billion program to accommodate the 100 million passengers expected to be visiting its terminals by 2025. Named the Capital Development Program, the project aims to add an international terminal building, a "people mover" intra-airport transport system, an eighth runway, and a lot more. The project is the largest expansion in the airport's history.
- **BROWNWOOD REGIONAL AIRPORT** held official groundbreaking ceremonies in August for the new public airport terminal. The project will provide a larger terminal facility for commuters and passengers. The \$400,000 project is scheduled to be finished just after the New Year's holiday, possibly sooner providing Brownwood has favorable weather conditions.
- **WOMAN FLIES WORLD SOLO IN R44**—Jennifer Murray, 60, British helicopter pilot and grandmother, in September became, the first woman to fly solo around the world in a rotary-wing aircraft.
- **CONGRESS APPROVES \$12 BILLION FAA BUDGET IN OCTOBER**—How do some of these funds impact aviation in the real world? Here are some answers, as detailed in the AIR-21 FAA reauthorization bill. Some \$2.65 billion is targeted to replace or modernize aging facilities, including the enroute and terminal automation programs, next-generation weather radar and satellite navigation. About \$2.2 million will help create additional GPS instrument approaches, and about \$3 million will go to develop and implement a navigation database with Internet access for users. The final bill also includes a provision prohibiting the FAA from imposing any new user fees—at least for another year. Additionally, a provision in the budget bill stipulates that federal funds "shall not be used to permanently close aircraft landing strips, officially recognized by state or federal aviation officials, without public notice, consultation with cognizant state and federal aviation officials, and the consent of the FAA." And while these millions will be spent to upgrade infrastructure, established aviation organizations urge Congress to insulate airports from groups opposed to the funding of these much-needed airport improvements ... to ensure that these small factions are not allowed to dictate whether or not airport improvements can be made.
- **AMERICAN EAGLE** began regional jet service between Midland-Odessa and its hub at Dallas/Fort Worth Airport in May. The Airline also announced that it opened a new terminal at DFW on November 4, 2000. The new terminal has 13 gates, each with a covered boarding bridge that passengers can cross to or from a regional jet or the ATR turboprops. Additionally, the airline will operate a shuttle bus every three minutes, carrying passengers to Terminal A to make connecting flights.
- **AMELIA EARHART's** flight suit was one of the items displayed at the national Women's Museum at the State Fair of Texas in September. The clothing was on loan from the Smithsonian's National Postal Museum. Earhart's brown leather flight suit is one of the well-known objects in the collection. Historians say Earhart wore the suit during the 1930s while working for the Post Office. She became famous in 1931 when she piloted solo across the Atlantic. Earhart was last heard from in 1937, while on a flight over the Pacific.

*Continued on Page 10.*



# ADOPT-AN-AIRPORT SENDOFF AT TEMPLE'S DRAUGHON-MILLER AIRPORT IS A "GO"!

By Marie C. Peinado

On Saturday, October 14, beneath a beautiful sky filled with cotton-candy clouds and a beaming sun, Draughon-Miller became the sixth airport in the State of Texas to benefit from the Adopt-an-Airport Program. The program is geared toward enhancing the beautification and maintenance of Texas airports through the labor of local voluntary groups—their contribution to their communities.

In an agreement between the City of Temple, Texas Department of Transportation, and Bell County Civil Air Patrol, Draughon-Miller Central Texas Regional Airport in Temple will begin to reap the bounty produced by this event.

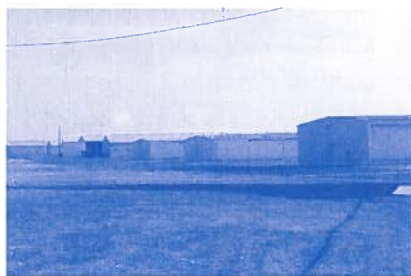


*Aircraft on the tarmac.*

The Bell County Civil Air Patrol, a local chapter of the national organization that promotes aerospace education, and serves as a leadership program for youth, also provides emergency services during a crash or loss of an aircraft in the area. The local chapter has approximately 30

members, meets once a week, and is under the command of Lt. Col. Mike Finn, who gives Maj. Melissa Givvines the credit for the original idea for CAP to volunteer their services to their airport.

CAP's first project will consist of scraping peeling paint from all airport hangars followed by repainting. The airport sits on 933 acres of land and other tentative plans include the beautification of the airport grounds.



*Hangars at Draughon-Miller.*

Sharon Rostovich, airport manager, along with local dignitaries, was on hand to provide encouragement and compliments to CAP members, 20 members of whom were in uniform for this early morning celebration. They also acknowledged Waco District PIO Ken Roberts, who provided valuable assistance to Draughon-Miller in formulating plans for this event. A striking sign announcing the adoption by CAP sits at the entrance to the airport.

Congratulations to all Bell County Civil Air Patrol members for their community service and to Draughon-Miller for providing its community a sense of pride and accomplishment.



*Draughon-Miller Central Texas Regional Airport entrance.*



*Adopt-an-Airport sponsors: Civil Air Patrol, Bell County.*

## FAVORITE WEB SITES

AOPA  
[www.aopa.org](http://www.aopa.org)

Confederate Air Force  
[www.confederateairforce.org](http://www.confederateairforce.org)

CAF's Gulf Coast Wing (Houston)  
[www.gulfcoastwing.org](http://www.gulfcoastwing.org)

EAA  
[www.eaa.org](http://www.eaa.org)



# 1ST AIRPORT OPERATORS TRAINING COURSE HELD IN DENTON

*By Jeff Borowiec*  
Texas Transportation Institute

The first airport operators training course was held on October 25, 2000, at the Denton Municipal Airport in the facilities of the Medallion Flight Group. This workshop was the first of what is hoped will eventually become a quarterly event held in various locations across the state. This training program is a collaborative effort between TxDOT Aviation Division, the Texas Airport Management Association (TAMA), and the Texas Transportation Institute (TTI) at Texas A&M University.

Airport managers across the state are a diverse group having various levels of knowledge and understanding of the day-to-day management of airports. Airports in Texas vary significantly across the spectrum from small, rural airports with no services and no on-site management to major international airports serving large, metropolitan areas. Often, those charged with managing the state's smaller, less active airports have no specific training in airport management. It is hoped that these workshops will provide a forum for professional dialogue and training on topics that are encountered on a daily basis. Others in the profession who may be more experienced will benefit as well from the training and exchange of ideas.

The training course held in Denton covered a range of topics including:

- Proper Fueling Procedures for Aircraft;
- The Importance of Quality Control;
- Proper Aircraft Towing Procedures;
- Airport Pavement Maintenance and Management;
- Routine Airport Maintenance Program (RAMP);
- Vegetation Management; and
- Roundtable Discussion.

The next training course is expected to be held in January 2001, in the southern or southeastern part of the state. Organizers hope to hold the workshop once a year in each of the four TAMA regions before moving on to a different set of topics. Notification was sent to all public airports in the state. If you did not receive notice of the workshop in the mail and would like to receive it for future workshops, please contact Jeff Borowiec at the Texas Transportation Institute at (979) 845-5200 or by e-mail at [jborrowiec@tamu.edu](mailto:jborrowiec@tamu.edu). Any ideas, comments, or suggestions pertaining to these training workshops are also appreciated. If you have suggestions on topics that should be covered or if you are interested in serving as an instructor on a particular topic, please let Jeff know that as well.

# WASP 2000 REUNION WAS HELD IN TEXAS

*By Jane C. Thoma*  
Sweetwater Chamber of Commerce

The Women's Air Force Service Pilots (WASP) 2000 Reunion was a Waltz across Texas (West) and a true nostalgic trip for WASPs, their families and guests. The activities began on Tuesday, October 3 at The Women's Collection at Texas Women's University in Denton. TWU is the home of the WASP Archives and the official opening of the WASP Exhibit was observed there. More than 200 people attended this portion of the event.

On Thursday, October 5, WASPs were transported by bus to Sweetwater where they were joined by over 200 more WASPs, their families, and guests. During their visit to Sweetwater, they participated in a dedication on Friday of a Memorial Plaque for Cornelia Fort who was the first female pilot killed during WWII. Fort collided with another aircraft and crashed in Mulberry Canyon which is about 30 miles southeast of Sweetwater. Also, there was a visit to the local Pioneer Museum, which has a room dedicated to the WASPs. Then, at the WASP banquet, the ladies were entertained by 8th grade students with a skit, "WASPs Revisited," which is based on actual events that happened during their training days in Sweetwater. Keynote speaker was Nancy Robinson Masters who is from Abilene, an author and pilot.

After Saturday's luncheon, the participants were taken by bus on a tour to the site of the WASP Memorial which is located at Avenger Field—WASP's old training grounds. Later in the afternoon, almost 200 attendees departed by bus to Midland where the Confederate Air Force was their host at the CAF Annual Airshow.

The WASP 2000 Reunion involved visitors from 47 states, including Alaska and Hawaii, as well as Germany.



# More Recent Aviation Capsules (Continued From Page 7)

## AVIATION MILESTONES



- **SPRUCE GOOSE** migrates to new home—Folks near McMinnville, Oregon have now seen the real Big Bird. The gigantic Hughes flying boat, the HK-1 "Spruce Goose," was recently transported across a road to its new home at the Captain Michael King Smith Evergreen Educational Institute. The Spruce Goose will be reassembled and displayed in the as-yet-unfinished 121,000-square-foot museum and institute. The new facility is scheduled to be dedicated in the spring of 2001.
- **ASDE-X, NEW GROUND FAA SURVEILLANCE SYSTEM AT TEXAS AIRPORTS**—Austin-Bergstrom, Houston Hobby, and San Antonio International. An FAA safety assessment focused on potential accidents and fatalities in determining which airports have the greatest need. This detection equipment will provide detailed coverage of runways and taxiways at an airport and also alert air traffic controllers in the tower to impending collisions.
- **AVIATION PIONEER DIES**—Peter G. Tanis, known for developing cold-weather systems for aircraft, died August 13 in Rochester, Minnesota. He was 63. Tanis developed and patented the first electric preheater for light airplanes and received numerous patents for cold-weather systems to airplanes and helicopters. Tanis heaters are sold worldwide.

### A Century of Flight Achievements

- Dec. 1** — The Civil Air Patrol is formed, 1941.
- Dec. 17** — The Wright brothers' make the first powered, sustained controlled flight, which lasted 12 seconds, Kittyhawk, NC, 1903.
- Dec. 23** — The Airplane Voyager, piloted by Jeana Yeager and Dick Ratan, lands at Edwards Airforce Base, completing the first around the world airplane flight, non-refuelled, nonstop, 1986.
- Dec. 31** — Airworthiness regulations for aircraft components and accessories became law, 1930.
- Jan. 10** — Radar bounces off the moon for the first time, 1946.
- Jan. 26** — Glenn Curtiss flies the first seaplane, the Curtiss single-float plane, 1911.
- Feb. 4** — Birth date of Charles A. Lindbergh. He was born in Detroit, MI, 1902 and was raised in Little Falls, MN.
- Feb. 4** — The prototype of the first U.S. designed fighter, the Thomas-Morse MB-3, makes its maiden flight, 1919.



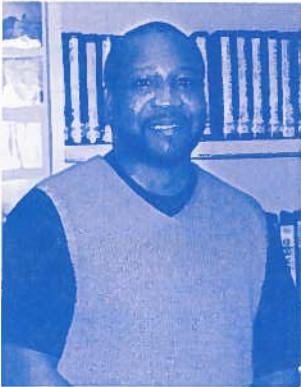
*Happy  
Holidays  
to all  
from your friends  
in the  
Aviation  
Division*





# 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.*



## Donald Brown

*By Marie C. Peinado*

Allow me to introduce to you a person who has seen many, many, changes in Texas aviation ... you name it! He has seen aviation directors come and go, he has seen legislative organizational changes that included momentarily, a limbo-status for our division, he

has transported us safely to new headquarters several times during his tenure. But, mostly Donald has massaged our frustrations from time to time when things are not going our way. He is indubitably our Mr. Fix-it Man! And, NO, it's not Charles Lindbergh, although he has been here long enough ...

Originally hired 28 years ago, come next April, to run the aviation division's print shop, which he did for fifteen years, Donald's job description has since evolved because of ... guess what? ... changes! State agencies decided several years ago to consolidate their print shops. So Donald, without missing a beat, now coordinates our special reproduction jobs and helps with the distribution of our airport directory. Furthermore, Donald, as our division vehicle fleet manager, reserves vehicles for our travel needs, and makes certain that we have available transportation whenever necessary, including overseeing vehicle maintenance when needed. Another important contribution is Donald's assistance in providing lending services in our aviation video library—enrolling new patrons, mailing video requests, monitoring overdue videos, cataloging, and dubbing video tapes. And whenever Donald wants to take a break, he works with special statistical projects, office equipment repair referrals and whatever else is needed to keep this Big Bird flying. And as the "energy bunny" goes, Donald keeps going and going, and going and going ...

A native Texan, Donald served his country in the Air Force for four years, statewide. And, as a family man, Donald has been married to Brenda, for 27 years and counting. Brenda and Donald have a daughter, Amber, who is a successful supervisor in the accounting section at one of the state's leading grocers. Brenda, like her daughter, is an accountant in Austin.

Donald likes to bring things back to life ... seriously ailing plants, that is ... with his green thumb and his plant hospital; and has been known to occasionally diagnose situations and dispense treatments. He also likes to barbecue in his patio most weekends, and to relax with his favorite music.



## Edie Stimach

*By Marie C. Peinado*

I am delighted to introduce to you Edie Stimach, grant manager for TxDOT Aviation Division, Grants Management.

Edie joined the Aviation Division almost 10 years ago, although employed by TxDOT for nearly 12 years. Before Aviation, she worked in the Finance Division for two years

and began working with the department as a temporary employee in the Planning & Policy Division.

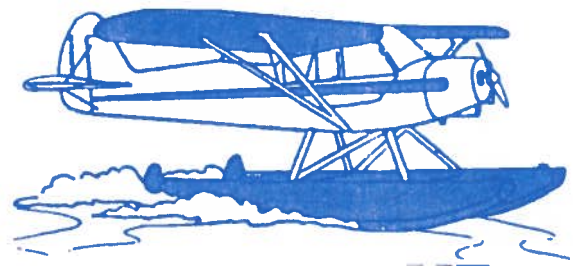
Edie monitors the Disadvantaged Business Enterprises' Historically Underutilized Businesses program in Aviation for federal and state compliance purposes. Furthermore, she oversees and manages some airport construction projects for contract compliance.

A career woman with an entrepreneurial spirit, Edie worked in small-business operations, particularly home-based businesses, for approximately five years prior to coming to the department. Moreover, she worked in the construction trade business for 10 years, including three years with a financial credit company. Business-oriented, Edie has consistently been involved with accounting systems in business enterprises, which has enhanced her experience in accounting.

Educationally, Edie attended Concordia University in Austin off and on for some time, and is only 32 hours away from getting her Business Administration degree.

Edie has an adult son who lives in Ohio and she is a doting grandmother to Tara Sanders, 10 years old, and Ryan Sanders, 8 years old.

Recently remarried, Edie and her husband, Tommy, bought a new home with acreage near Cedar Creek. She is busy settling into her new surroundings, along with actively being involved in her husband's tile installation business. Edie, a native Texan, likes gardening, reading, and most outdoor recreational activities.





## AVIATION VIDEO LIBRARY NOTICE!

Our quarterly video inventory will be taken shortly, so please return ASAP any overdue videos in your care.

**REMEMBER:** No fees charged for overdue videos!

All tapes should be rewound and in their proper cases before they are returned to us.

All checkout cards should be returned along with the videos for proper record keeping.

Thanks!

## MARK YOUR CALENDAR!

- Mar. 22-24** 12 Annual International Women in Aviation Conference, Reno Nevada
- Apr. 4-6** 19th Annual Texas Aviation Conference, Austin
- Apr. 8-14** Sun 'N Fun, EAA-Fly-In, Lakeland Florida
- Apr. 26-28** Aircraft Electronics Association Trade Show, Dallas, Texas
- Jul. 25-31** EAA AirVenture, Oshkosh, Wisconsin

*Editor's Note: For most recent entries, check our Texas Aviation Calendar of Events at our Web site, [www.dot.state.tx.us](http://www.dot.state.tx.us).*

*Deadline for article submissions for the March 2001 Wingtips is January 15, 2001.*



**Texas Department of Transportation**

125 E. 11TH ST • AUSTIN, TX 78701-2483

AVIATION DIVISION

BULK RATE  
U.S. POSTAGE  
**PAID**  
Austin, Texas  
Permit No. 1533