

WINGTIPS



Aviation Division Quarterly Newsletter Sep.-Oct. 1999

ADOPT-AN-AIRPORT PROGRAM

By Bob Woods
Aviation Division

Finally, a new program is being considered that will allow private citizens an opportunity to support Texas Department of Transportation's anti-litter and beautification programs by adopting an airport for the purpose of controlling and reducing litter, beautifying, and creating better public awareness for airports. This new program will be similar to TxDOT's Adopt-a-Highway, Adopt-a-Freeway, Landscaping, and Cost Sharing programs as sanctioned within Chapter 2, Environmental Policy, Subchapter D, Public Participation Program.

The following brief module gets to the point:

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.

**GET INVOLVED
SHOW YOU CARE**

The Adopt-an-Airport Program will not only assist in the maintenance and beautification of all airports, but will assist in the education of the general public about what goes on at their airport and how much of an economic impact the airport has on their community.

The program also offers an opportunity to civic clubs, garden clubs or chambers of commerce to contribute on a voluntary basis to their community and state. These efforts will also generate publicity for these groups and their efforts.

Regarding procedures for participating in the program, a volunteer group would need to apply to TxDOT to adopt an airport or part of an airport when sharing work with another group within their community. The applicant would have the responsibility of working on that airport or part of the airport for a minimum of four times a year in a two-year period.

Each group would complete a formal application, including age and safety training requirements, and sign a "Hold Harmless Agreement." Each volunteer would be furnished a safety vest to wear while working at the airport. Finally, TxDOT would erect a permanent identification sign at the airport's entrance or in proximity of the "airport turn-sign" on the nearest highway, which would identify group or groups responsible for the care of that airport.

Two airport sponsors in the TxDOT Yoakum District, Fayette Regional (La Grange) and Yoakum, are presently working with district representatives to adopt airports as soon as possible. It is anticipated that many other sponsors across the state will follow suit to increase the public awareness of the airport's importance to their communities.

If you are interested in starting an Adopt-an-Airport Program for your airport, write to TxDOT Aviation Division, 125 E. 11th Street, Austin Texas 78701-2483 or contact Bob Woods at 512/416-4503.



TEXAS AIRPORT ROUTINE MAINTENANCE PROGRAM (RAMP) PROVES SUCCESSFUL!!

On Sept. 1, 1996, the Texas Department of Transportation began a new program (RAMP) to assist communities throughout Texas with the routine maintenance of their airports. The purpose of the program was to encourage improved routine maintenance of our state's airports in order to extend their useful life, improve safety, and preserve the federal/state/local investment in our statewide airport system. As an incentive for participation in the program, TxDOT provides each publicly-owned general aviation or reliever airport in Texas \$20,000 per year in matching funds to be used for routine maintenance work. Additionally, TxDOT provides field personnel to assist in determining what work needs to be done and in some cases to actually perform the work.

Out of a total of 270 airports in Texas that are eligible to participate in RAMP, 154 airports have participated during the past three years. A total of \$3,225,000 in routine maintenance work has been performed to date. As we attempt to build and maintain a statewide airport system of which we can all be proud, the importance of RAMP cannot be overstated. If you have not yet participated in the program, I encourage you to contact either our office or the TxDOT office in your area and get started.



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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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STATE APPROVES FUNDING FOR LOCAL AIRPORTS

WHO, WHAT, WHEN

More than \$13 million in funding for fifty community airports was approved in August by the Texas Transportation Commission.

The funding will cover construction activities such as terminal buildings, taxiways and runways, aprons, and lighting. In addition, many airports will begin engineering design work for future construction projects as well as develop airport master plans.

The approved projects will use a combination of federal, state and local funds.

WHY

The funds are part of the Texas Department of Transportation's Aviation Facilities Grant Program, which provides funds to preserve and improve the state's general aviation system.

BACKGROUND

Airports receiving state funding must be included in the Texas Airport System Plan. To be eligible for federal funding, airports must be included in the National Plan of Integrated Airport Systems.

There are 307 airports eligible for state funds and nearly 200 eligible for federal funds.

Each year, approximately 36,000 jobs are created in Texas by general aviation and the industry has a \$3 billion impact on the state's economy.

SOURCE: TxDOT News Release, Aug. 30, 1999



TEXAS AIR MUSEUM OPENS SOON AT STINSON!

The Texas Air Museum is establishing a museum and education resource center dedicated to the preservation of aviation history with special emphasis on San Antonio and Stinson's contributions. The lease to Texas Air Museum, Stinson Chapter is for approximately 13,500 square feet of ground for static display aircraft. The museum currently operates two other museums in Rio Hondo and Slaton, Texas. A key attraction to the museum is a replica of a Bleriot aircraft with an engine originally owned by Katherine Stinson. Contact John Tosh at 210/923-5665 for more information on the museum's progress.

M E A C U L P A

Correct spelling of last name: David Pearce, McKinney Municipal Airport, McKinney, Texas (Jul '99 *Wingtips*)

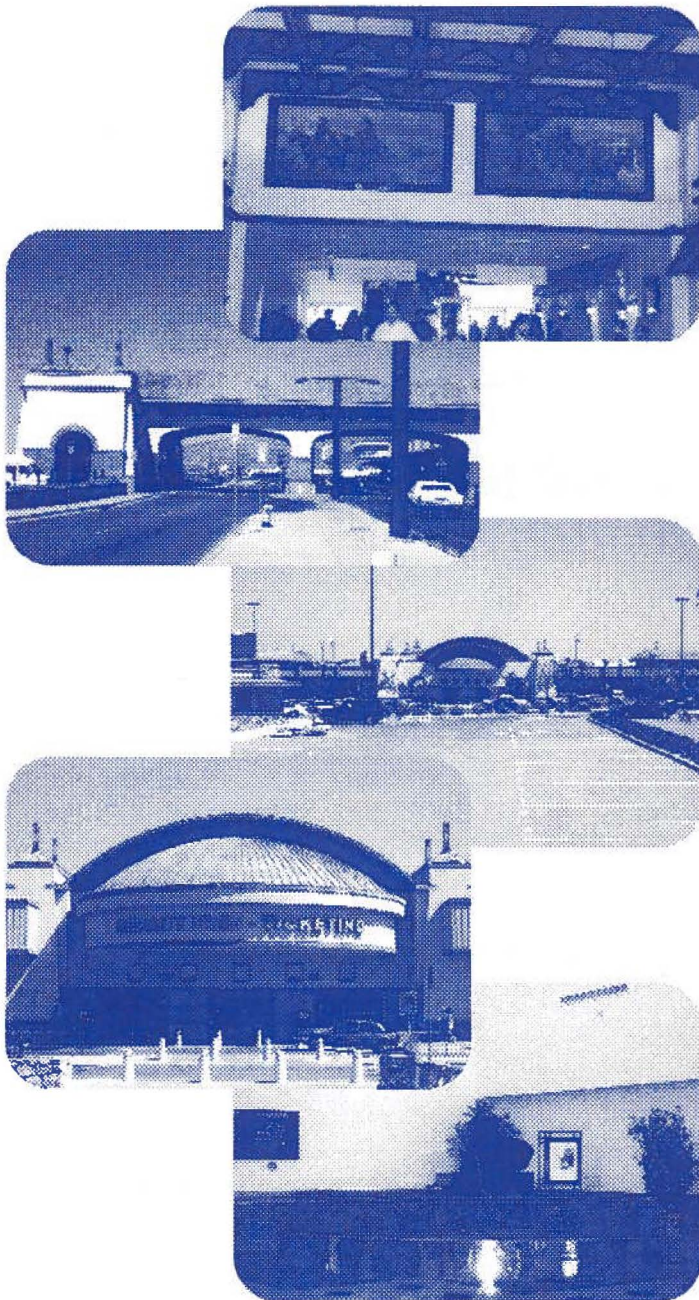
We regret the inconvenience caused by our misstatements.

Q & A

QUESTION: WHERE IS THIS AIRPORT LOCATED?

CLUE: A beautiful and efficient airport, recently renovated with a price tag of approximately \$62 million. The renovation included an expanded baggage-claim area, upgrades on gate areas and lobbies, additional parking areas and larger concourses. A jewel of the Southwest, indeed!

ANSWER: See Page 4



18TH ANNUAL TEXAS AVIATION CONFERENCE

By Yolanda Alvarez
Aviation Division

The 18th Annual Texas Aviation Conference will be held on March 29–31, 2000 at the Doubletree Hotel, 6505 Interstate-35 North, in Austin.

The conference will include a wide-range of topic presentations, workshops and round-table discussions with noted guest speakers, who will address the aviation community in Texas.

For special activities, look for the popular golf outing on Wednesday from noon to 4:00 p.m. and on Thursday, various social activities for your entertainment. Mark your calendar now and plan to attend the conference next year.

Conference and hotel information including pre-registration will be forthcoming soon.



2000 INTERNATIONAL AVIATION ART CONTEST IS UNDERWAY

By Yolanda Alvarez
Aviation Division

Entry forms for the 2000 International Aviation Art Contest are now available from the Texas Department of Transportation Aviation Division. The theme for this year's contest is **FLIGHT INTO THE FUTURE**. The contest offers school age children the opportunity to become involved in aviation through art and encourages youth, ages 6–17 from all over the world to reflect on aviation by having them create artwork on this year's theme.

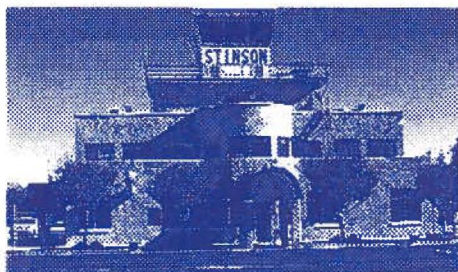
The contest's objective is to motivate and encourage children to become more familiar with, and participate in aeronautics, engineering and science. The aviation art contest continues to be one of the best tools we have for introducing aviation into the classroom.

Entries will be judged in three classes: I. Ages 6–9, II. Ages 10–13, and III. Ages 14–17. Calculate contestant's ages as of Dec. 31, 1999. State, national and international awards are given in each age category.

Teachers and students interested in participating in the 2000 Aviation Art Contest should contact Yolanda Alvarez, TxDOT Aviation Division (1-800/68-PILOT) for rules on format, medium and entry information, as well as a brochure on the art contest. Entries must be postmarked by Feb. 4, 2000, and sent to our mailing address at 125 E. 11th Street, Austin, Texas 78701-2483. Please visit our Web site to view last year's winners at www.dot.state.tx.us and click on aviation.

STINSON MUNICIPAL AIRPORT UPDATE

By Tim O'Krongley, A.A.E.
Stinson Airport Manager



Stinson Municipal Airport ("Stinson") is a growing modern facility, but with deep roots to its heritage. The "Stinson family" founded the airport in the early 1900's.

Today, it is the second oldest, continuously-operating general aviation airport in the United States. Stinson Municipal Airport is a city-owned facility operated by the San Antonio Aviation Department. The airport is located approximately six miles south of the central business district and approximately half mile north of southeast Loop 410.

Through the years since those "barnstorming" days, Stinson has served San Antonio as a reliever airport to San Antonio International Airport (SAT). In the past 10 years, over \$11.2 million have been invested to improve runways, taxiways, ramps, guidance signs, the terminal building and maintenance/refurbishment of aircraft hangars.

Stinson encompasses approximately 300 acres, on which two runways and an efficient modern taxiway system have been built. Runway 9/27 is 4,835 feet long and 100 feet wide. Runway 14/32 is 4,128 feet long and 100 feet wide.

In addition to fixed base operators offering aircraft parts/maintenance, other services are offered such as aircraft fueling, aircraft sales, storage, charter and rental. Other tenant services include a restaurant, aerial photography, an aviation museum, an aviation consultant and ground school, a law enforcement helicopter division, a helicopter parts facility, and aircraft wash rack.

For further information, contact Stinson Airport Manager at 8535 Mission Road, San Antonio, Texas 78214, 210/923-4357.

Editor's Call for Submissions to Wingtips

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, and your airport's economic development impact on your community. We need to touch base with each other more often and to discover our similarities or uniqueness! The news items do not have to be long, just small clips will do, to keep us informed of your progress. And, yes—don't forget the photographs!

My address is Wingtips Editor, TxDOT Aviation Division, 125 E. 11th Street, Austin, TX 78701-2483 or my FAX 512/416-4510. Thanks.

December Wingtips deadline: November 10, 1999

SLATON OPENS NEW TERMINAL BUILDING

By John Greer
Aviation Division

Things have changed at the Slaton Municipal Airport. The old airport office is gone and in its place stands a new airport terminal. The grand opening was on June 18.

The 1,800 square foot terminal, funded in part by a grant from the Texas Department of Transportation, provides separate spaces for offices, service counter, public lounge, snack/vending, storage, and flight planning. The restroom even has a shower for the convenience of the flying public.

As the terminal was to occupy the same site as the existing airport office, Slaton decided to use a manufactured building to reduce "downtime" between vacating the old office and occupying the new terminal. This meant tenants were displaced for only two weeks instead of the four to five months needed for conventional construction.

Parkhill, Smith & Cooper of Lubbock was the architect/engineer. Contractors were Hindman Ready Built Homes and C&W Housemovers, Inc., both of Lubbock.

Kudos to the City of Slaton in its effort to make the Slaton Municipal Airport a more appealing and functional facility.



Continued from Page 3 – Q&A



ANSWER: El Paso International Airport, of course; the gateway to West Texas, southern New Mexico, and northern Mexico. Located just east of downtown El Paso, Texas, the airport is noted for its abundant land (nearly 7,000 acres of high desert country), superb

flying weather (99.2 percent visual flight rules are in effect), and over 2,500 acres available for future development.

El Paso International Airport handles 200 combined arrivals and departures daily. Eight commercial airlines are currently operating out of El Paso International Airport.

Geographically, the airport is located three miles north of Interstate 10, five miles northeast downtown El Paso, and thirty-nine miles southeast of Interstate 25. El Paso International Airport is easy to find, with good roads and easy directions.

More news about El Paso International Airport's new cargo facility and its new airport director, Patrick Ablen, will be showcased in subsequent *Wingtips* issues!

Photos by: Blanca M. Del Valle, PIO, TxDOT El Paso District.

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.



Suetta Murray

*By Marie C. Peinado
Aviation Division*

It is with great pleasure that I introduce to you Suetta Murray, administrative assistant to Dave Fulton, our Aviation Division director. A talented lady endowed with professional skills and who manages crises with exceptional calm and composure as

they occur in our busy and complex office. Additionally, Suetta is our liaison person who exhibits great rapport with professionals in different types of settings—governmental agencies and the private sector. To say Suetta is missed whenever she is away from the office is like locking yourself out of the car—you can't go anywhere!

You have heard of Atlantis, haven't you? . . . the mythical island that fell into the sea quite a few thousand years ago. Well, Suetta hails from Mt. Olympus . . . in southern Indiana, that is, AND which is no longer on the map! This is what happens when Suetta leaves a place—the operation ceases to exist or it comes to a stop!

Seriously, Suetta came to Aviation in 1989, when we were the old Texas Aeronautics Commission or better known as TAC, and just before being incorporated into the Texas Department of Transportation. Suetta; her husband, Bill, an engineer; and their daughters—Kelley and Heather—had just returned to the states from Dhahran, Saudi Arabia after working five and a half years with the Arabian American Oil Company (ARAMCO).

World travelers, Suetta's family have enjoyed different cultures, and viewed exotic places through their great travel opportunities. In 1994, Suetta and Bill traveled to China by invitation to consult and speak to the Chinese government about building the Three Gorges Dam across the Yangtze River. After a whirlwind of activity—sightseeing and shopping—Suetta returned home refreshed and enthused about their next excursion to Kenya, Africa in the year 2000. They will be celebrating their 36th wedding anniversary then.

There are too many stories about Suetta, printable and unprintable, that we often remember with great fondness. One is, of course, her "magic purse" syndrome. She believes that if you hold your purse out in front of yourself at arm's length, you are protected from getting hit by cars . . . hence you will always see women if hurrying somewhere, like crossing the street holding their purses out front as they scurry along . . . BUT it only works for the one holding the purse! Or, the story about the "sissy hamburgers" . . . our group almost always goes out to lunch together and everyone has different tastes, phobias, and whatever; and to save time, we elected Suetta to place the order ahead as we instructed her. Well, when we got our hamburgers

(Continued on Page 6)



Sherry Lynn Gilbert

*By Karon Wiedemann
Aviation Division*

The Aviation Division is delighted to welcome Sherry Lynn Gilbert to the Grant Management Section. Sherry Lynn will be responsible for the financial aspects of the planning and

airport development grants and division purchasing, operating budget and fiscal matters. What that all boils down to in plain old English is that she will make sure we have the grants paid out of the right place, that we have sufficient money to cover your grant costs and that we have collected all local funds as and when needed. She is obviously someone you will want to know and work with closely!

Sherry Lynn brings with her nearly 20 years of experience in state government. Previously, she worked for the Texas Military Commission where she was responsible for all the contracts for design, construction and federal cooperative agreements required for the development of the state's military facilities. She worked closely with the Adjutant General's Department, which oversees the National Guard.

A Harlingen, Texas native, Sherry Lynn comes from an Air Force military family, well-travelled, with stays in metropolitan cities such as Chicago, Seattle and Denver. After his military assignment, her father was a pilot for United Airlines and eventually, settled at Lake Buchanan where the entire family partakes of Central Texas' wonderful climate and hospitality.

A central Texas resident, Sherry Lynn graduated from New Braunfels High School and attended Baylor University in Waco, Texas.

In addition to all the state experience, Sherry Lynn is an experienced mother of two beautiful daughters, Jillian and Olivia who attend middle and elementary school in south Austin. A single-parent, Sherry and her daughters enjoy a multitude of school activities, as well as learning how to sew—a quilt is under construction—and learning how to bake cookies, and make home-made ice cream!

Please join us in welcoming Sherry Lynn to Aviation, as an important member of our "A-Team."

... forget about, "hold the mayo; or no onions, please; or no tomatoes, light on the lettuce; or sourdough bread, please" ... the shock took us some time to recover ... to discover we got basically bread and meat, thus our "sissy hamburgers." No problem with Suetta, she handled the situation with aplomb as always. Or what about our famous ladies' lunches, one special Halloween comes to mind ... and that young, good looking male, dressed in a rather revealing, tight black outfit and that strategically-placed serving tray ... OOPS, the unprintable one! ... just teasing. You guessed it, we have the most fun in Aviation!

You see, we are very fond of Suetta, and have always had a marvelous time with her, especially when socializing. We are holding our breath because Suetta and Bill have bought 40 acres of property in Colorado's beautiful mountains for their retirement home to be built within the next two years. We wish them well!

FLIGHT SAFETY

HOW MUCH IS TOO MUCH?

By Bill Gunn
Aviation Division

I don't understand some things, aircraft accidents being one of them. Oh, I know the mechanics of the crash, a list of things done poorly, incorrectly, or not at all; actions done too soon or too late, perhaps, mechanical failure rarely will cause a plane to crash.

What I do understand is that statistics of most aircraft accidents point to the pilot in command as the primary cause for the mishap - 75 percent of the time!

We are all creatures of habit. Best advice is to develop good habits when flying. A simple and easy mnemonic can really make a difference. In your mind's eye evaluate yourself and check yourself before you fly. Ready? I'm SAFE! Illness—Medication—Stress—Alcohol—Fatigue—Eating (nourishment).

Some pilots will privately write down this "list of things to do" before the flight, and carefully review their situation. Others like me, say this list out loud and will check to see, if I measure up at this moment to my personal standards.

When you have passed your evaluation, the key is to stick to your decisions once you have made them.

How much is too much? A great deal when it comes to the safety of yourself and your passengers!

ANOTHER SUCCESSFUL AEROSPACE SUMMER CAMP!

By Russell Deason
Aviation Division

The 7th Annual Aerospace Summer Camp was held on July 19-23, 1999, at Maplewood Elementary School in Austin. The camp, sponsored by Travis County 4-H and the Texas Agricultural Extension Service, was tailored for 9-12-year-old children in the Austin area.



Rocket model launches at the 7th annual Aerospace Summer Camp, 1999.

The day camp consisted of a series of educational classes combined with various hands-on learning experiences and field trips designed to spark children's interest in aviation and aerospace. The various classes included news about solar power, space food, weather and geology. Each child also built his or her own rocket during the classes and there was a group rocket launch on Thursday where each child's rocket flew successfully. The highlight of this year's camp was the space flight simulator that revolves on three axis and gives the children a real taste of the disorienting effect of space travel. The camp concluded with a trip to Space Center Houston/NASA on Friday.



JOHN CHESKEY'S ODYSSEY

(A pilot's journal)

OBJECTIVE: To land at every public airport in Texas

TIME: August 1998 – May 1999

AIRPORTS: Visited a total of 380 airports

TEXAS BY AIR—During a fuel stop in Livingston the usual question came up between the attendant and myself “where are you coming from and where are you headed?” After giving my response, he called to a bystander “come and see this guy that has nothing to do.” I had to laugh as he was right, but what do you do with a C152 and no particular place to go? My answer to him had been that I was on an odyssey to land at every public airport in Texas and he was number 226. While I did end up completing this quest, what became more important as time went on, was that I was seeing just about every square mile of Texas from 1,000 agl. With very few legs over 30 nm I normally climbed up to pattern altitude and got ready for the next one. Not being a writer, it's difficult to describe the beauty of Texas. Be assured though that all areas have beauty in their own way, and each town its own personality. The crystal clear skies of the Panhandle, the woods of East Texas, the coastal areas of the Valley and the intimidating deserts of far West Texas, to name a few. The Hill Country has to be my favorite though, what a great place to have our capitol. My plane is based at Dallas-Addison, so I had a good central point to work from. Basically, I split the state on the 97th meridian and worked East and West between parallels of latitude to keep track of where I had been. I have been flying in Texas since 1968, but had only landed at 24 airports before starting last August and finishing in May of this year. Flying time was approximately 150 hours and estimated distance flown at over 12,000nm. Alvin got the prize for the shortest (runway) 1420 feet and Amarillo the longest at 13,502. DFW (Dallas/Fort Worth) had to be the most memorable, landing there at 2:00 a.m. and seeing those four big parallel runways all lit up on final, or maybe it just seemed that way as it was the only airport to charge me a landing fee! Got in a few before they closed and the total (airports) landed at was 380. All in all, it was a grand experience and would recommend to anyone that this is a great way to see our giant state.

Joe A. Chesky, Jr., CFI

Editor's Note: Joe A. Cheskey Jr., lives in Carrollton, Texas, and actually landed at his first Texas airport in 1967 in Addison, Texas. And, we are hoping that Joe will have more to tell us in future Wingtips about Texas' notorious remote landing strips. Thanks Joe, for a wonderful account of your travels!

NASM DIRECTOR DIES IN GLIDER CRASH

Donald Engen, 75, director of the National Air and Space Museum, a former administrator in the Federal Aviation Administration and general aviation supporter died July 13 in the crash of a power glider. The crash occurred five miles east of Minden-Tahoe Airport in Nevada. The Schempp-Hirth Nimbus glider apparently broke up while flying at 11,000 feet.

Also killed in the accident was William Ivans, 79, a former president of the Soaring Society of America and a world-renowned glider pilot.

Engen served as FAA administrator for nearly four years in the Reagan administration, and as general manager of Piper Aircraft in the late 1970s. He later became president of AOPA Air Safety Foundation, the safety and education arm of the Aircraft Owners and Pilots Association.

A World War II navy aviation hero and winner of the Distinguished Service Medal and Navy Cross, Engen reached the rank of Vice Admiral.

His highest priority at NASM had been to raise funds and guide planning for an annex to the Air and Space Museum at Dulles International Airport.

Engen and Ivans were long-time friends. Engen was godfather to one of Ivans' sons, and the men flew together frequently.

A pilot for 57 years, Engen had in excess of 7,500 flight hours in more than 260 types of aircraft. He had single- and multi-engine land ratings, commercial and instrument tickets. His wife, Mary, four adult children and seven grandchildren survive him.



“Big Country” in Texas

The South West Regional Fly-In

The South West Regional Fly-In (SWRFI) for the Experimental Aircraft Association has a new home in the “Big Country” of Abilene. Abilene and EAA chapters in Texas have scheduled the event on Oct. 13–17, 1999. SWRFI is a premier family event, with room for camping, RVs and scores of aircraft from around Texas and other states, Canada and Mexico. There are specific arrival procedures for all aircraft, contact Flight Service for NOTAM or check <http://www.swrfi.com> for further details.

AIRPORT COMPLIANCE MATTERS

By Jim Cummins
Aviation Division

The term "compliance" refers to an airport owner's responsibility to comply with the term and conditions of Texas Department of Transportation (TxDOT) airport improvement or planning grant contracts. Notice the use of the word "contracts" in that sentence. Airport grants are actually legal and binding contracts executed between an airport owner such as the local city or county government, usually referred to as the "Sponsor," and the State of Texas. These contracts contain their share of "whereas's" and "therefores" just like any other contract which explains the amount of the grant and the specific improvements to be accomplished. They also contain other sections that list the terms and conditions placed on each party.

The terms and conditions which apply to the sponsor are contained in a section titled "Sponsor Responsibilities." The section begins, "In accepting this Agreement, the Sponsor guarantees that . . ." and goes on to list certain things the sponsor guarantees it will or will not do. These are often referred to as the "Sponsor Assurances" and are included in the contracts for several reasons; the most fundamental reason being safety. Each airport must be constructed, operated, maintained and improved with safety in mind.

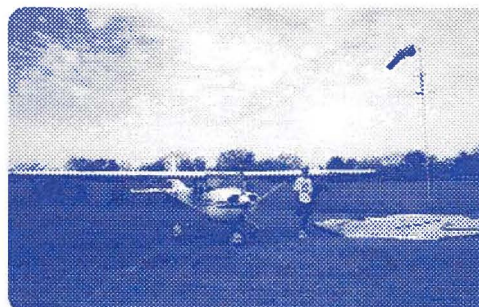
While safety is certainly paramount in the operation and development of an airport, the sponsor assurances also address issues such as the ownership and control of the airport property, discrimination, exclusive rights, non-aeronautical use, aircraft access from adjacent property, use of fees collected on the airport, operation of airport lighting and hazard zoning. Some of these are based on safety, some on public access and others on the sponsor's ability to control the airport.

Different sponsor assurances may be inadvertently overlooked or perhaps not completely understood, so over the next several issues of *Wingtips* we plan to offer an ongoing series of articles addressing one or more of the sponsor assurances in each issue. The next issue will address the sponsor's obligation to establish and maintain ownership and control of the airport property, including how to request unused or unnecessary parcels be removed from these obligations. It is hoped that this series of articles will answer any lingering questions pertaining to the sponsor assurances. Look for another article under "Airport Compliance Matters" in the next issue of *Wingtips*.



HORSESHOE BEND AIRPORT SPORTS A NEW LOOK!

By William Scott
Lifeguard Aeromed, Inc.



Chase Idleman at Horseshoe Bend airport.

Horseshoe Bend Airport, a public use airport in Southern Parker County, got a much-deserved renovation through the efforts of Chase Idleman and more than 27 energetic project

volunteers. Idleman, a 17-year-old student pilot, spearheaded the Eagle Scout project which succeeded in benefiting the community by making this small airport safer and more enjoyable for everyone.

Idleman began his project by contacting various local businesses for the donation of supplies, collected old tires, and arranged a work day for the job. He efficiently gathered all materials necessary for the project and arranged for the filing of NOTAMS /safety officer with unicom, oversaw the the closure of the runway while the work was performed, scheduled food catering and recruited BSA Troop 326 for assistance. Working with precision, Idleman and his work parties got the job done in one day—one group cutting and painting tires, another group marking their placement and another group building the segmented circle.

At the end of the day, these young, hard workers canvassed the runway, which included trimming overgrown grass on the runway; and cleaned and picked up additional debris.



Eagle Scout project volunteers at Horseshoe Bend Airport.

Through Idleman's coordinated efforts with the FAA, Texas DOT, Airport Association and Longhorn Boys Scouts of America (BSA), the airport now has a runway completely outlined in brightly painted tires, along with the parking area and taxiways, as well as a new segmented circle, complete with an airport identifier which now complements the windsock.

This project provided an excellent example of getting the public involved and caring for their airport. A special thanks to Chase Idleman, BSA Troop 326 and all the volunteers and contributors for a job well done!

Editor's Note: Chase Idleman grew up in aviation; his parents fly for a living — own an air ambulance company in Fort Worth. His current interests are obtaining a private pilot's license, playing basketball and the restoration of his '69 Camaro.

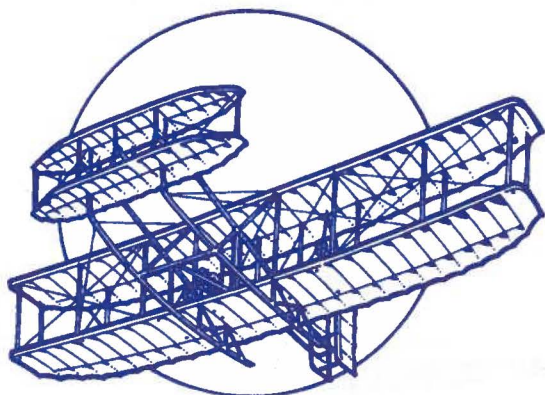
AND SO IT GOES . . . THE LAST DEPARTURE

AUSTIN — The last aircraft on the airfield departed from the closed Austin Robert Mueller Municipal Airport at 5:05 p.m. on June 24, 1999.

The Turbo-charged Cessna 206 was flown on an FAA Ferry Permit from Austin to Precision Aircraft Services of Leander, Texas.

The pilot, Mike McKenna, was interviewed by local television station KTBC prior to departure, as he walked the airfield to visually inspect and determine a hazard-free taxi path and good runway to use for the departure. Since taxiways and runways had been plowed-up earlier, the taxi path necessitated crossing grass medians and avoiding debris littered about for a safe departure. McKenna lives in Cedar Creek and has been a pilot for more than 35 years, 29 of those years as a flight instructor. He said, "I have been in and out of worse airports," noting the worsening airfield condition at Mueller. McKenna continued, "another airport will probably be necessary in a decade or so in the Austin area."

Editor's Note: Michael F. McKenna, CFI, ATP, can be reached at tmckenna@ix.netcom.com.



RAMP

By Karon Wiedemann
Aviation Division

FY 2000 is here and it comes to state government even sooner than January. On Sept. 1, 1999, Texas Department of Transportation (TxDOT) began the new fiscal year 2000, and with the new year comes your opportunity to participate in the FY 2000 Routine Airport Maintenance Program (RAMP). By now most of you are familiar with this maintenance program for publicly-owned airports in the Texas Airport System. If, however, you are new and need additional information on the basics of the program, please call Kathy Griffin at the Aviation Division at 512/416-4522, so she can fill you in.

For those familiar with the program, be sure to contact your RAMP coordinator in the district and get a new scope of services ready for the FY 2000 year. The program remains the same as the previous year — the state will match your maintenance funds 50/50 up to \$20,000 in state dollars. You can use available district forces for the scope of services or you can use your local contracts for eligible items of work.

We hope FY 2000 will bring many new RAMP projects and encourage you to contact your District RAMP coordinator. If you don't remember who your contact person is, call Kathy. She is here to help make RAMP work for you.

As an additional note on RAMP, recent survey results compiled by the Texas Transportation Institute show that airport sponsors believe the program is beneficial. While there are always a few problems that have to be dealt with, the survey showed that a great majority of the users of the program are happy with the services and financial assistance. If you are experiencing problems, if you have any good news to share, or if you have ideas for improvement, please call Kathy. We want this program to be successful and we'll listen to whatever you have to say.

First Notice

Don't miss out on future
issues of *Wingtips* ...
Mail in your renewal today!



Texas law requires that we update our mailing list annually in three consecutive notices. If a reply is not received by April 1, 2000, we will reluctantly delete your name from the *Wingtips* mailing list. This is the first of three notices. (Only one reply is necessary.)

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FAVORITE WEB SITES

Aviation Week
www.aviationweek.com

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Career Pilot's Association
www.erols.com/burside/cpa.htm

EAA Association
www.eaa.org

Executive Flyers Aviation
www.executiveflyers.com

Fighter Escort Wings
www.taskresearch.com

Hamburger, The \$100
www.tpw1.com

MARK YOUR CALENDAR!

Oct. 9-10 Airshow, El Paso, Texas
Oct. 13-17 South West Regional Fly-In, Abilene, Texas
Oct. 16-17 Wings Over Houston Air Show,
Houston, Texas
Oct. 22-24 South Central Seaplane Fly-In,
Lake Texoma, Texas
Nov. 5-6 S.W. Trade Show & Symposium,
Austin, Texas
Nov. 13 Turkey Day Dinner Fly-In, Reklaw, Texas
Dec. 11 Air Salvage of Dallas Fly-In, Lancaster, Texas

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

TRANSPORTATION WEB SITE FOR SCHOOLS

Check out the new Internet-based educational resource called "Tools for Schools" which is located on TxDOT's Web site, www.dot.state.tx.us.

The Web site provides visitors with information about transportation and safety. It contains photos and facts on a variety of transportation topics including roads, and bridges, construction equipment, different modes of transportation, school safety, traffic signals and signs, recycling, litter prevention, archeology, bats, coastal erosion and wildflowers. Additionally, the Web site contains facts about Texas, coloring pages that include K-1 reading level text, a puzzle section, TEX and DOT's Coloring and Activity Book, links to many educational Web sites and a resource page for teachers.

TxDOT produced Tools for Schools in response to numerous requests for transportation related information to enhance classroom instruction.

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Aviation Division
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