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Two New Aviation Advisory Committee Members!

On August 29, 1996, the Texas Transportation Commission appointed two new members to the Texas Aviation Advisory Committee. Mark T. Huffstutler of Uvalde and John W. Schwab of San Angelo will replace Jose Flores and Judge Bill McCoy. TxDOT greatly appreciates the contribution made by Mr. Flores and Judge McCoy in serving as members on this committee.

Mr. Huffstutler holds a license for airline transport pilot, commercial pilot, private pilot in Mexico, Certified Flight Instructor, flight engineer, A&P mechanic and is also certified for inspection authorization. He is Airport Manager of Garner Field, President/Director of Uvalde Flight Center, Inc., and President/Director of Sierra Industries, Inc. In 1979, he received an Associate of Science Degree from Southwest Texas Junior College. Mr. Huffstutler is an Eagle Scout, a recipient of the National Aeronautic Association's Exceptional Service Award, recipient of the Exceptional Achievement Award from the Soaring Society of America, holder of FAI World Speed Record in Group II Class C1 - Cessna Citation and was recognized in 1991 by INC Magazine as one of the 500 fastest growing private companies in America. Mr. Huffstutler's term will expire on August 31, 1999.

Mr. Schwab holds a license for commercial pilot, multi-engine, instrument, and a Flight Instructor Certificate. He retired from the Federal Aviation Administration as Tower Chief/Manager and launched a new career as Airport Manager of Mathis Field until 1995. Mr. Schwab received a commendation from the President of the United States for his work with crippled children, is a life member of the Lions Club Crippled Children's Camp at Kerrville, Texas, and is a member and past president of the Texas Association of Airport Executives. He serves on many boards and councils, such as the Hospital Authority of Tom Green County, Civil Service Commission, Dallas Area Government Recruiting Council, Federal "College Coordinator" for Angelo State University, El Paso Area Recruiting Council for CSC in EEO activities. Mr. Schwab's term will expire on August 31, 1999.

Committee Members are:

George F. Mitchell, Jr. - Beaumont (Chairman)
 Blair Bisbey - Jasper
 Mark Huffstutler - Uvalde
 Bill Knowles - Palestine
 John Schwab - San Angelo
 Loretta Scott - Grand Prairie

Projects Approved!!

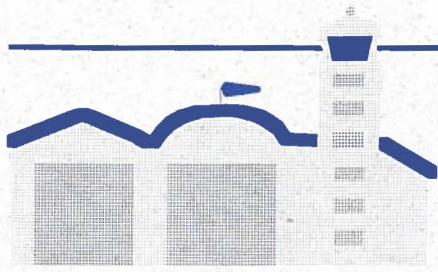
The Texas Transportation Commission has authorized project funding for the following 31 airports. Requests for qualifications have been issued on all projects requiring design services, and requests for proposals for planning projects will be issued by the beginning of the calendar year.

Aransas County
 Athens Municipal
 Childress Municipal
 Clifton Municipal
 Colorado City
 Comanche County/City
 Dalhart Municipal
 Dilley Airpark

Eastland Municipal
 Fabens
 Graham Municipal
 Kent County
 Kerrville Municipal/Louis
 Schreiner Field
 Lampasas
 Levelland Municipal

Lockhart Municipal
 Miami-Roberts County
 Mineral Wells Municipal
 Mt. Pleasant Municipal
 Perry Lefors Field
 Cox Field
 Port Isabel-Cameron Cty
 Nueces County

Rockwall Municipal
 Smithville Municipal
 Winston Field
 Clark Field Municipal
 Taylor Municipal
 Teague Municipal
 Garner Field
 Chambers County-
 Winnie Stowell



Dave's Hangar

- David S. Fulton, Director

Routine Airport Maintenance Program Approved!!!

Realizing that many smaller communities are not staffed or equipped to perform necessary preventative maintenance on their airports, the Texas Transportation Commission approved a new program on August 29, 1996, authorizing the Texas Department of Transportation to provide routine maintenance support for publicly owned airports throughout Texas. The work, part of each TxDOT district's annual highway routine maintenance program, will be provided by district personnel or through contracts with private companies. Types of work which can be performed under this new program include crack repair and seal coats for pavements, striping, herbicide application, and any other type of maintenance work that the districts and the airport owners feel would be beneficial to maintaining the airfield facilities. As an added incentive for participation in this program, the department will share the cost of the work on a 50/50 basis up to a \$10,000 maximum per airport per year in state funds.

As we begin to make strides to "rebuild" the general aviation airport system in Texas, we must insure that the investment we are making is adequately protected. I encourage each airport representative to take advantage of this new program to the maximum extent possible to ensure preservation of your airport. A letter explaining the program has recently been mailed to each elected chief official representing a general aviation airport. A visit to each airport by a district representative will also be scheduled soon to explain the program in detail and to determine the maintenance work that each community needs to have performed. In the interim, you may call our office at 1-800-68 PILOT or your local district office for further details.

Congress Approves Federal Airport Grant Program For FY 97 !!!

On October 3, 1996, just prior to adjournment for the year, Congress passed legislation reauthorizing funding for the Federal Aviation Administration, including the Airport Improvement Program (AIP). The legislation authorizes AIP funding for Fiscal Year 1997, at \$2.28 billion and \$2.347 billion for Fiscal Year 1998. However, the authorized levels are maximum amounts allowed

with the actual funding for FY 97, approved in an earlier omnibus appropriations bill, set at \$1.46 billion. Actual funding for FY 98 will be determined by Congress at a later date. The funding level for FY 97 is a very slight increase compared to FY 96 which was funded at \$1.45 billion.

Another important part of the legislation changed the status of TxDOT's Block Grant Program from a "Pilot Program" to a permanent program. This is an important step as it will give the state and local governments more flexibility in the future in improving and developing our state airport system. The bill also addressed FAA reform and aviation security and safety matters.

Major Overhaul of DFW Airspace!

October 10, 1996 was the biggest single charting event ever completed by the FAA. Every chart, AND THIS DOES MEAN EVERY CHART, depicting North Central area airspace, plus the Houston terminal area chart, has changed!

New frequencies and new radials make up the airways. New intersections will be on these airways with new minimum altitudes, and obstruction clearance altitudes. This expands the airspace available to handle arriving and departing aircraft to all Metroplex airports.

If you fly through the system regularly you have probably memorized several of the intersections. These intersections are gone. Over 140 intersections were canceled and replaced with approximately 275 new intersections, all with new names, radials, and distances.

The FAA says they cannot overemphasize the magnitude of the October 10, 1996 changes. The air traffic control system serving the North Central Texas area, as you have known it for years, has changed. In its place is a totally new air traffic control system with far greater capacity and flexibility than ever before. Call the FAA Charter Program Office at 817/222-5060 for more information...and FLY SAFELY!!

Excerpts from DOT - FAA Southwest Region Brochure

Probably the most important consideration for the general aviation flyer is the four "corner post" VORs (Bridgeport, Acton, Scurry, and Blue Ridge) CEASED TO EXIST, and are replaced by four new VORs (Cedar Creek, Bonham, Bowie, and Glen Rose) which are approximately 20 miles further outward.

Big Spring's Historic Hangar To Become Aviation Museum

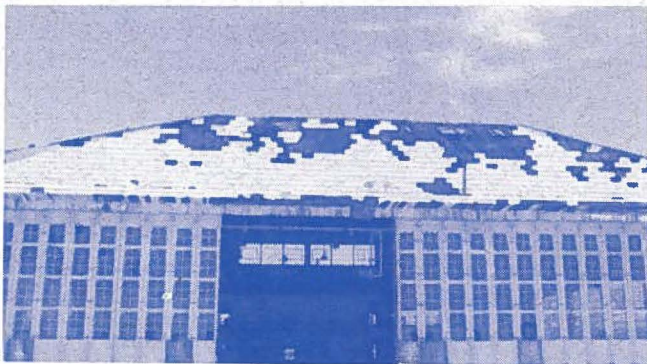
The City of Big Spring demonstrated tremendous commitment in making their dream of restoring an historic 1941 hangar a reality. They were diligent in pursuing the federal grant that would preserve a very significant part of Big Spring's history for future generations.

The hangar is on its way to becoming an aviation museum after receiving \$458,880 through TxDOT's Transportation Enhancement Program. Big Spring officials applied for a federal matching grant to help them restore the World War II Hangar to house vintage planes and mementos at McMahon-Wrinkle Industrial Airpark. The local match will be \$114,720.

The Hangar was built in 1941, for the purpose of training Bombardiers for World War II. Over 5,000 Bombardiers went through the school during its tenure. The base closed after the war and was reopened during Pearl Harbor, and then became Webb Air Force Base.

The hangar will be completely restored to its original status. It will house a World War II, C-46 Cargo turned flying hospital, called the TinkerBelle. The museum will have displays and memorabilia for visitors to see, and the Chamber of Commerce will have a visitors bureau inside.

Transportation Enhancements are eligible activities in the Surface Transportation Program (STP), which is one of the federally funded federal aid transportation programs created under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This law allows TxDOT to expand its activities beyond traditional highway and public transportation projects to include projects that will both support and enhance the enjoyment of the state transportation system. Projects are judged on their quality, potential benefits and the transportation enhancement value of each project.



AIRMAIL

1996 marks the 11th year of my participation with the Texas Airport Operators Conferences. Each year the Conference has been bigger and better, more participants and more exhibitors. I treasure the friends which I have come to know through these annual meetings.

My efforts over the years have been to increase understanding of the aircraft modeler by the full scale community and conversely to bring back to the Academy of Model Aeronautics some understanding of the problems which the full scale folks have faced in modelers. I proudly report to you that some of my efforts have borne fruit. There have been at least two new clubs formed which have been a result of my presence at the conferences. There have also been some "horror stories" which you have brought to me which we have discussed and tried to resolve.

I have continually urged that any modelers granted the use of airport facilities or to be involved in a special event at the airport be a Chartered Club of the Academy of Model Aeronautics. Dealing with an established organization is necessary both for your confidence in the control of the modelers in following your rules as well as for the liability insurance which they can provide to you at no cost.

I was very gratified this year to learn of several airport organizations which have, or soon will be, involving modelers in shows and other events. Especially gratifying was the report from the City of Edinburg. The Airport Manager, Mr. Arnold Vera, invited modelers to use an abandoned runway thinking that 5 or 10 people might participate. When 150 modelers attended, Mr. Vera brought the Mayor of the City out to see the event. The Mayor promptly directed that a permanent facility be built at the site!! Edinburg modelers now have their own runway, a ramp, and a covered pavilion with facilities!! I hope that this will be an association which will benefit both the airport and the modelers for many years.

I thank you all very much for the privilege of meeting with you for the past eleven years, and look forward with eager anticipation to number twelve!! Keep Them (Safely) Flying!!!

With warmest regards,

Bob Spivey
Academy of Model Aeronautics
Austin, Texas

Number twelve for Mr. Spivey will be April 9, 10, & 11, 1997. More details on the 1997 Texas Airport Operator's Conference will follow in the next WINGTIPS issue.

Waco Has First "Clean Airport"

Texas State Technical College Airport in Waco is the nation's first U.S. Department of Energy designated "Clean Airport", because of its commitment to the development and use of alternative aviation fuels. TSTC in Waco has provided crucial support and resources to the Renewable Aviation Fuels Development Center at Baylor University in the effort to certify aircraft to use pure ethanol as fuel. There is an ethanol fueling facility on site and four aircraft powered by ethanol. The college's aviation facility has earned a distinguished reputation as a pioneer in promoting alternative fuels.

Max Shauck, head of Baylor University's Aviation Sciences Department, led the effort to win the U.S. Department of Energy designation for the TSTC Airport. Shauck, along with his wife, made the first trans-Atlantic flight in an ethanol-powered plane.

The Department of Energy (DOE) has initiated a voluntary Clean Airports Program in hopes of further increasing the use of alternative fuels. The Clean Airports Program is a spin-off of the Clean Cities Program, which encourages use of alternative fuels for cars, trucks and buses.

The removal of lead from fuel, as mandated by the Clean Air Act, provides a great challenge to the aviation industry. An unleaded alternative will soon be required to replace avgas. The Renewable Aviation Fuels Development Center (RAFDC) at Baylor University has proven, in the course of sixteen years of research and development, that 100% denatured ethanol has all the desired technical characteristics to replace 100 LL avgas. In addition, ethanol, even at today's prices, is economically competitive with aviation gasoline. The RAFDC at Baylor University will assume Clean Airport program administration.

According to John Russell, Director, Office of Alternative Fuels, DOE, "Clean Airports will notify the public there's a clean-burning alternative out there. Replacing avgas with ethanol will not only improve the environment and reduce foreign oil dependency, it can help aircraft owners save money as well. I anticipate a year or two from now an airplane will be able to fly from here to Minnesota on ethanol and refuel as many times as it needs to."

To qualify for a "Clean Airport" designation, an airport must have alternative fuel facilities; have at least one airplane running on alternative fuel based at the airport; have an alternative fuel education program; and have a ground vehicle running on an alternative fuel.

For a copy of the brochure "A Guide to Establishing a Clean Airports Program in Your Community", call us at 1-800-68-PILOT.

WANTED: Success Stories!

Upcoming issues of the WINGTIPS newsletter will feature articles from personal interviews with business and community leaders, FBOs, and airport managers, regarding the specific economic benefit their airport brings to their community. If you have a success story to share, and would be willing to allow our editor to interview you, please call Cheryl Williams, TxDOT Aviation Division, 512/416-4542 or 1-800-68-PILOT.

Surplus Property Through FAA

Airports that are federally-obligated and open for public use are eligible to receive surplus federal property. This program is designed to provide equipment specifically for the development, improvement, operation or maintenance of a public airport.

The FAA's recommendation of approval is limited to items formerly used directly and primarily in the preservation, maintenance, operation of basic airport facilities. Items such as miscellaneous visual aids, viewgraphs, projectors, tables, chairs, desks, and typewriters, etc., are not included in this program.

The first step in participating in this program is to apply for a screener identification card. After filling out the information, return it to FAA with a photograph, and they will get the card validated for you. The card is good for two years.

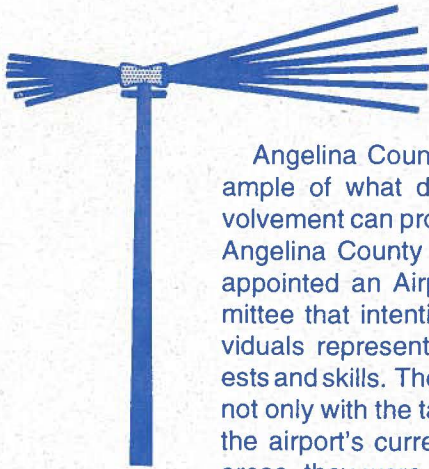
After applying for the property and receiving it, the airport is accountable for the property for one year, unless it is valued at less than \$100 or consumable.

You should mark the item to indicate that it has been conveyed for airport purposes. You should keep it in good repair and make it available for inspection by FAA on request.

The surplus property can't be sold, salvaged or disposed of without the consent of the FAA. Property can't be used for non-airport purposes but could be rented out at fair market value. For example, if the airport had acquired a sweeper as surplus property and the city government wanted to borrow it, the sweeper could be rented to the city.

How do airport officials find out what equipment is available? A catalog which listed the items is no longer in existence. There are a number of "holding agencies," like Sheppard AFB in Wichita Falls. But, the best approach would probably be to talk to fellow airport managers about what you are interested in acquiring. Many managers have sought out surplus property for years, and would be glad to help you out.

For more information on FAA's Surplus Property Program, contact Betty Davis at 817/222-5646.



Rotating Beacon (Airport Highlights)

Angelina County Airport is a prime example of what dedicated community involvement can produce! Early in 1995, the Angelina County Chamber of Commerce appointed an Airport Development Committee that intentionally consisted of individuals representing a multitude of interests and skills. The committee was charged not only with the task of taking inventory of the airport's current status in a variety of areas, they were charged with the task of planning the airport's future. The committee was also challenged to find the means to make the things they wanted to happen at the airport become a reality.

Barley Lenderman, Angelina County Airport Manager, is extremely proud of his community's success, and he should be.

He recently wrote to us to share the good news about Angelina County Airport.

"After several months and several meetings, the overall picture presented the fact that we had a very good operational airport;

but that one of the most obvious things that we, as a gateway to the community, needed was a fresh modern image in our Terminal and grounds. Plans and sketches were decided on and the financial requirements were refined in relation to securing local help. After much study, presentations, and community involvement by all seg-

ments of the committee members and input from all other areas of the county, the plans were ready for operation."

"The complete study was then given to a local foundation which is widely known for their worthy endeavors, the TLL Temple Foundation. After the Airport Board, Angelina County Commissioners Court, and the Chamber of Commerce as a whole proved their dedication to their intentions to be working partners, the foundation gave their blessings and financial support for the airport. \$150,000 was granted for the work on the terminal, and as an added bonus, we were presented with over \$35,000 for partial payment of our portion of the 1.53 million TxDOT project we are currently involved in as rehabilitation of paved surfaces of aprons, taxiways, and lighting."

"The airport itself dedicated approximately \$33,000 for ADA changes, furniture, and other amenities of enhancement. This is in addition to a new 11,500

square foot hangar we have just completed which was already rented out to three of our corporate customers before construction was started."

"This was all made possible by our support-

ing community along with fuel purchasing customers we strive to serve. Angelina County, as a growing, vibrant entity, greatly recognizes the economic benefits and contributions the airport bestows and therefore is ready to help when needed.



"Plane Talk" From Plainview

FBOs at Plainview's Hale County Airport each provide the *Plainview Daily Herald* with a weekly report of their businesses' daily flights. The newspaper's standing article is called "Plane Talk", and is a great way to let the community know how its airport is being used both for business and for pleasure. It is also a great way to advertise the aircraft you have available for use and the services you provide.

This might be something you would want to do! Call and ask them how they established this outstanding relationship with their local paper. Hutcherson Air Service (806/293-1307) and Miller Flying Service (806/293-4121).

Not Just A One Time Thing!

If an airport is to succeed in the purpose for which it was built, it must be constantly and consistently promoted. The promotion of an airport in a community or in groups of communities is not just a one time thing. Airport promotion can never be truly successful in winning the hearts, minds, and support of the people and community leaders simply by putting on a pancake breakfast once a year. To be successful, the promotion of the airport must be ongoing and continuous.

The people and organizations that use an airport must be involved in the continuous and positive promotion of that airport. The management and caretakers of the airport as well as the city leaders must also have a part in the proper and ongoing promotion of activities. In other words, the responsibility does not fall solely on the shoulders of the airport manager or owner, but also falls on the shoulders of the users as well, whether direct or indirect users.

To be the best it can be, the airport requires the active support and efforts of the people who want it to succeed and grow. It must also be used for the purpose for which it was designed and built. It must be cared for as if we each own a piece of it, because in fact, if it is a publicly-owned airport, we do!

The specific requirements for promoting an airport will vary somewhat from airfield to airfield. The efforts and needs of promoting a small rural airport will certainly be different than those of promoting a large urban facility. However, some very basic things are common to every promotional effort. First of all, it must be a TEAM effort. It is easier for many good minds to find creative and imaginative solutions to problems and ways to overcome obstacles, than just one good mind. Writer Napoleon Hill said, "first comes thought, then organization of that thought into ideas and plans; then transformation of those plans into reality. The beginning, as you will observe, is in your imagination!"

The team can benefit from a membership made up of people from a cross-section of the aviation community including non-flyers as well. Make sure to have a representative from airport (on field) businesses. Involve a member of your local Civil Air Patrol Squadron. Call on a member of a flying club, or a sky diving club. Be aware of the many different points of view and talents they can bring to the team.

In promoting the airport, it is equally important to keep in mind the audience to which you will aim your promotional efforts. In other words, be aware of the current attitude and opinion of the public about the airport. Remember that public opinion anywhere is a powerful force that can change the direction of major highways, or elect presidents, or restrict and possibly close an airport.

If an airport is to succeed in the purpose for which it was built, it must be constantly and consistently promoted. It must be promoted to the direct users as well as the indirect users. When the community is educated about the benefits the airport brings to them and how the airport can be used, they will help to support it and its growth in a manner that solidifies its future.

Promoting an airport is not a one time thing. In fact, it is an ongoing thing throughout your community and surrounding areas. Promoting an airport takes the efforts of more than just one person, but the results of a successful promotion will benefit many. An anonymous writer once said, "There are no limits to our opportunities. Most of us see only a small portion of what is possible. We create opportunities by seeing the possibilities, and having the persistence to act on them."

Minnesota Flyer Magazine, September 1996

Texas Air Museum

The Texas Air Museum, located in the Rio Grande Valley of deep South Texas, is a non-profit corporation that strives to both preserve and restore vanishing bits of aviation's past. The museum is home to the world's largest collection of rare World War II Focke-wulf 190s. The museum exhibits some 50 aircraft, ranging from the early days of flight to the post-Vietnam era. Areas of special emphasis include early aviation, agricultural aviation, Texas and Hispanic aviation history, the World War II eastern front, and Vietnam. The museum is known worldwide for its epic-scale restoration projects. Visitors can tour the museum's restoration facilities and watch museum volunteers working on aircraft throughout the year. The museum is open Monday through Saturday from 9 a.m. until 4 p.m. Admission is \$4. for adults, \$2. for youth 12-16 and free for children 11 and under accompanied by a paying adult. The museum is located 1 mile east of Rio Hondo on Highway 106. Visitors are also welcome to fly in to the museum any time. The airport is designated as Texas Dusting Service on current aeronautical charts.

On regularly scheduled fly-in days (usually the 2nd Saturday of each month), visitors are usually treated to an all-you-can-eat waffle breakfast, served from 7 a.m. to 11 a.m., free with the price of museum admission. Visitors can also expect to see some of the museum's historic aircraft take to the air, weather permitting.

Don't miss the Texas Air Museum's very special Early Aviation Fly-In, "Celebrating Aviation from the Dawn of Flight to the Golden Age" on Feb. 7-8-9, 1997! Contact John Houston, Museum Director, 210/748-2112 for complete details.

Another Beautiful Compass Rose!

Chances are pretty good that if you see a giant compass rose beautifully painted at an airport, that a 99s Chapter was there! It would seem as though the compass rose is becoming a trademark of the Ninety-Nines' generosity and dedication to service! Pictured here with the new compass rose at the Mesquite Metro Airport are (left to right), Judy Johnson, Melody Dougherty, Chairman of the Dallas 99s, and Chris Swain. This compass rose is a brand new one since the old one was covered with concrete when the airport resurfaced their runway and taxiways. After two days of hard work, this one was completed by the Dallas Chapter of the Ninety Nines on June 30, 1996. The Ninety-Nines provide these compass roses as a service to their fellow pilots and the aviation community in general. The Dallas Chapter also



completed the compass rose at the Grayson County Airport on July 13, 1996! **OUTSTANDING!**

The 99s organization offers mutual support for women in aviation and supports the advancement of aviation. The organization is well known for its involvement in education, charitable and/or scientific activities as they relate to aviation. For information about a chapter in your area, call us at 1-800-68-PILOT.

It's Time Again For The 1997 International Aviation Art Contest !

The theme for artwork in the 1997 contest is "Design your own aviation/space-themed postage stamp for the imaginary country, Aeromania." The contest offers school age children the opportunity to become involved in aviation through art. The objective of the contest is to motivate and encourage children to become more familiar with and participate in aeronautics, engineering and sciences.

Entries will be judged in 3 classes: ages 6-9, ages 10-13, and ages 14-17. Contestants ages should be calculated as of April 30, 1997. State, national, and international awards will be given in each age category.

Teachers and students interested in participating in the 1997 Aviation Art Contest should contact TxDOT Aviation Division, Yolanda Alvarez, for a brochure outlining the contest rules for format, medium, and entry information at 1-800-68-PILOT.

Deadline for entries is February 21, 1997. Entries are to be sent to our office mailing address, 125 E. 11th Street, Austin, TX 78701-2483.

Angel Flight of South Texas

Alfred 'Bubba' Thomas is one of 10 winners of the *Corpus Christi Caller-Times'* Jefferson Volunteer Award, sponsored by the American Institute for Public Service, a national organization that recognizes volunteers. This is the fifth year the newspaper has sponsored the awards locally.

Since 1993, Thomas has taken his Beechcraft Sundowner on numerous missions of mercy flying and landing to help the ill and injured, racking up nearly 165 hours in the air and covering more than 23,000 miles. Thomas helps operate Angel Flight of South Texas, along with Jim Dering of Ingleside, Gary Harding of Mathis and Fletcher Kelly of Sinton. This volunteer group handles a variety of emergency requests. The cost to the passengers? Nothing, although sometimes people pay for the fuel.

Thomas has flown a man with a broken back, auto accident victims, people needing cancer treatments, transplant recipients, terminally ill patients and seriously ill children.

This is a powerful example of how general aviation provides a means of contributing humanitarian service to our communities.

Weekend FIRCs

TxDOT/ASF Flight Instructor Recertification Clinics have been adjusted to a 16-hour Saturday Sunday schedule. Registration is at 7:30 a.m. Clinics begin at 8:00 a.m. Saturday mornings and end by 4:30 p.m. on Sundays. The clinic schedule is now set on an annual cycle to always be held in the city listed by the corresponding month. For example, in January the clinic will always be held in San Antonio. You may register to attend on of these clinics through AOPA Air Safety Foundation, 1-800-638-3101.

Flight Instructor Recertification Clinic
December 14-15, 1996 - Austin
Omni Austin Hotel Southpark
4140 Governor's Row (I-35 @ Ben White Blvd.)

Flight Instructor Recertification Clinic
January 11-12, 1997 - San Antonio
Sheraton Fiesta San Antonio
37 NE Loop 410, Exit 20B

Flight Instructor Recertification Clinic
February 1-2, 1997 - Dallas
Doubletree Guest Suites
4650 West Airport Freeway
Irving, Texas

Aviation Web Sites

Aviation Web - Aviation events, databases, etc.,
www.avweb.com

National Association of Aviation Officials www.nasao.org/

FAA Headquarters--From the Home Page provides numerous links to other FAA divisions. Some of these are Accident Investigations, Aircraft Certification, Airport Planning and Programming, Flight Standards, Aviation Medicine, Communications, Navigation and Surveillance Systems, Regulation and Certification, System Capacity, etc., www.faa.gov/

Also from the FAA Server is an excellent listing and link to other non-FAA web sites. Access this directory at:
www.faa.gov/other.htm

Airports	Education	General Aviation
Airlines	Organizations	Weather & Misc. Sites

A fun and useful method of discovering new aviation sites is to use the on-line search engines such as:

Alta Vista
(<http://www.altavista.digital.com/>)

Yahoo
(<http://www.yahoo.com>)

Lycos
(<http://www.lycos.com/>)

Web Crawler
(<http://www.webcrawler.com/>)

BULK RATE
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Aviation Division
125 E. 11th Street
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