



PUBLISHED BY AVIATION DIVISION - TXDOT - 1997

## WELCOME RELIEVERS!

We are pleased to announce that the Block Grant Program in Texas has been expanded to include the twenty-one Reliever Airports in the state. The Aviation Division staff is ready to provide the same high level of service that we have been providing to the General Aviation non reliever airports.

Congress recently passed the FY-97 FAA Reauthorization, which made the State Block Grant Program permanent, eliminated set-aside discretionary funds for reliever airports, and increased state apportionment funds by 6.5%. Reliever airports now compete with all other general aviation airports for AIP funds. Texas' new State Block Grant is estimated at \$18.7 million for FY-97.

To ensure a smooth transition, the Aviation Division and the FAA are conducting meetings with each reliever airport sponsor to review and evaluate proposed improvements and funding needs.

Based on these meetings and recommendations from FAA, the Aviation Division will develop a Capital Improvement Program (CIP) for the reliever airports. The CIP must be approved by the Texas Transportation Commission before any grants may be issued.

The airports affected by this legislative change are:

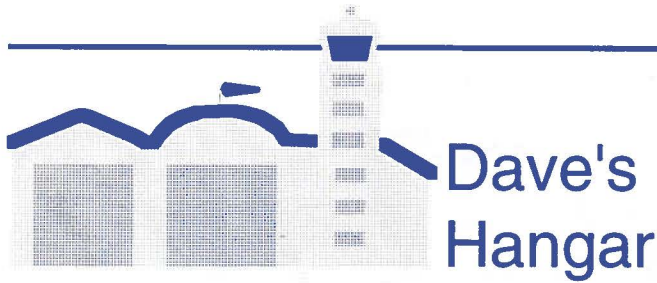
Arlington Municipal	Dallas Addison
Grand Prairie Municipal	Brazoria County
Denton Municipal	Montgomery County
Mesquite Metro	La Porte Municipal
Lancaster Municipal	West Houston
McKinney Municipal	Stinson Municipal
Dallas Redbird	Clover Field
Fort Worth Spinks	Houston Hooks
Fort Worth Alliance	Austin Executive
Fort Worth Meacham	San Marcos
	Sugar Land-Hull

Current and open reliever airport improvement projects or other airport-related items will continue to be managed by the FAA through the closeout procedure. All new projects and related airport items will be the responsibility of the Aviation Division except for compliance issues, which will remain with the FAA Airport Development Office

## General Aviation Looks for 100,000 New Pilots!

The 47 founding members of **GA Team 2000** have pledged to get the industry moving again through a cooperative multi-year effort to educate the public on the benefits of general aviation and increase student pilot starts. "With the passage of product liability reform and revitalized aircraft production, this is the moment to pull together to get flight training and participation in aviation growing again," said General Aviation Manufacturers Association (GAMA) President Ed Stimpson, chair of GA Team 2000. "The program will be highly focused and based on solid market research. Innovative approaches and up-to-date messages will attract today's high-potential customers," said Stimpson. "It will be a campaign focused on today and tomorrow, not looking back to yesterday!"

Research shows that 1.2 million Americans are strong prospects to enter the world of general aviation. The program will reach and educate these potential new pilots on the challenge and fun of flying, and why and how to get started now.



- David S. Fulton, Director

## Federal Airport Grant Program Reauthorized

On October 9, 1996, President Clinton signed a bill into law reauthorizing funding for the Federal Aviation Administration for the next two years. Although this legislation covers all aspects of the FAA, the major impact for TxDOT is the reauthorization and changes made to the Airport Improvement Program.

Under the new legislation, the State Block Grant Program has now become permanent. That means that the Texas Department of Transportation will continue to manage the federal grant program for general aviation placing the reliever airport program, of which Texas has 21, and the non-primary commercial service airports, of which Texas currently has none, under state oversight as well. We think that this is a significant step in the right direction giving more flexibility and predictability for federal grant funding to these classes of airports. Funding levels for general aviation airports during Fiscal Year 1997 will continue at approximately the same level as Fiscal Year 1996.

## Federal Legislative Concerns

Although the decline in federal funding for airports finally ended with the funding level approved for FY 1997, the Administration has submitted a budget for airport improvement grant funding for next year that **could reduce our federal grant program for general aviation airports by 50%! With our overall airport grant program already severely under funded, a further reduction in federal funding would have an extremely detrimental impact on our state airport system.**

**A second concern is the balance of the Aviation Trust Fund.** The collection of revenue for this fund ended on December 31, 1996. Unless Congress takes immediate action, the fund will be bankrupt by sometime in March leaving most of the FAA's programs and services without financial resources with which to operate. Indications are that the Congress has made this matter a high priority. Hopefully, this problem will be corrected by the time you receive this newsletter. Stay tuned!

## West Texas Judge Supports GA Funding

Texas' general aviation airports are in immediate need of operational and safety funding to preserve existing facilities and prevent closures. A West Texas judge is trying to do something about it.

Terrell County Judge Dudley Harrison is leading counties in a concerted effort to secure adequate funding for maintenance and repair costs. "We (in Terrell County) are fortunate in that our facility is adequate, but there are far too many general aviation airports in our great State that are woefully inadequate. The federal curtailment of funding has and will continue to leave our communities incapable of accommodating basic air transportation." Judge Harrison said.

Judge Harrison, who served in the House of Representatives from 1983 to 1991, pointed out that the economic vitality of many communities is directly dependent upon safe and well maintained airports. Federal funding for these airports has reached its all-time low, having dropped by ninety percent since federally assisted airports were created.

The Texas Association of County Officials (TACO) is working closely with county leaders in developing a legislative proposal to address this essential service and contribution to Texas' economy. For more information, contact Carey Boethel at 1-800-456-5974.

## Waco Declares Jim Gardner Day!

The City of Waco honored Gardner by declaring February 13, 1997 "Jim Gardner Day". This honor was bestowed upon him because he has been named 1996 Aviation Safety Counselor of the Year by the Federal Aviation Administration (FAA).

A national honor, the Aviation Safety Counselor of the Year award is presented to one individual per year and recognizes the efforts of more than 4,000 safety counselors across the country.

Gardner, active in many community programs has been a strong proponent of safe aviation in Central Texas. Besides serving as corporate pilot for the Texas Farm Bureau, he is the secretary of the Waco Aviation Safety Committee. This committee produces pilot safety seminars under the sanction of the FAA's Accident Prevention Program.

Tommy Miller, president of Waco Aviation Safety Committee, said "Jim has done a great deal to advance the cause of safe aviation in the Central Texas area. The pilots who fly here are grateful for his efforts."

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## Flying Doctors of America Saddle Up!!

**Medical and non-medical personnel are needed  
for every mission!**

The Flying Doctors of America (FDA) have scheduled their first equestrian medical mission, March 28 - April 6, 1997.

**Besides their normal medical team, veterinarians are needed to treat village animals.** They will bring medical care to four remote villages in the jungle region of northern Guatemala. This area is noted for its bird life, spectacular Mayan Ruins and flora.

"After flying to Guatemala City and resting for the night you will take a charter aircraft into the rain forest/jungle region of Northern Guatemala and stay at the jungle lodge "El Sombrero" on the shores of Lare Yzxa (Mayan Ruins). FDA will provide a Medical Clinic that afternoon.

**Day 3** - You leave through the rain forest on horseback to the small village of El Zapote. FDA will provide a Medical Clinic the next day.

**Day 5** - You push on further into dense jungle to reach the village Macanche. FDA will provide a Medical Clinic the next day.

**Day 7** - You and your horse are now best buds..."I love you man" and together you trek on to the last village - Coaba. FDA will provide a Medical Clinic the morning of Day 8, returning via jeep to the jungle lodge where you'll overnight. Day 9 back to Guatemala City, then USA on day 10. Call the Flying Doctors of America for cost, **770/451-3068**.

**Please note this is a Level III Mission.** That means some of the time you will be in tents, no flush toilets, limited electricity, purified water, river bathing, etc. Not recommended for anyone who has not ridden horses. They recommend that you condition your "arse" with horseback riding before going.

**The Flying Doctors of America have also been invited to bring medical care to Northern Vietnam - Hanoi.** Please let them know if you are interested in going to Vietnam. It would be a 10-day mission (Friday to Sunday) in October, 1997, and cost around \$2485.

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"A person's mind, stretched to a new idea,  
never goes back to its original dimensions"

-Oliver Wendell Holmes

## Texas-Based Mooney Aircraft Delivers 100th Ovation!

"The Ovation has been one of the most successful new aircraft introductions in our company's history," said Mooney President and CEO Bing Lantis. "It serves to define the upper end of the normally aspirated class, and provides its owners with serious airplane capabilities. Furthermore, by contributing well over \$30 million in revenue to the local economy, it brings significant visibility to us regionally in attracting additional employees to our growing business."

The four-place Ovation has a cruise of 190 knots indicated airspeed behind a 280 horsepower Continental engine. The aircraft was introduced in 1994.

Serial No. 100 Ovation was delivered with a dark blue base, graystone crown and titanium trim striping. "The 100th Ovation" in a large script decal was emblazoned on both sides of the fuselage, together with a similar custom logo on the headrests.

Mooney, based in Kerrville, Texas, also builds the 200-horsepower MSE and the 270 horse turbo-intercooled TLS Bravo. A fourth model, the 220-horsepower turbo-intercooled Encore, is slated for production in the second quarter of this year.

By the way, the aircraft pictured on the front fold of TxDOT's multimodal Texas Highway Map is a Mooney "Ovation" with a Texas flag paint job---- and, so is the aircraft pictured with Dave Fulton, TxDOT's Aviation Division Director, on the September 1996, cover of Texas Flyer Magazine!

## Texas Woman To Fly Around The World In Celebration Of Amelia Earhart's Birthday

This year marks the 100th anniversary of the birth of Amelia Earhart, America's premier woman aviator. The first woman to fly the Atlantic in an airplane -- initially as a passenger in 1928 and then solo in 1932 -- the first woman to pilot an aircraft across the United States, one of the organizers and the first president of The Ninety Nines, she was arguably among the most notable women of the 20th century.

This March is the 60th anniversary of Earhart's attempt to fly around the world, and **Linda Finch of San Antonio, Texas**, will take off from Oakland, California, in an AE-replica Lockheed 10E and attempt to complete the flight following the exact route flown by Earhart in 1937, spanning five continents and making more than 30 stops in 20 countries.

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## 1997 World Air Games!

Since none of the aeronautical disciplines are currently represented at the Olympic Games, the Federation Aeronautique Internationale (FAI), has decided to start its own World Air Games.

The first World Air Games will take place in September 1997, in Turkey, and will showcase every facet of the aeronautical sports: Aerobatics, Soaring, Helicopter Precision Flying, Para-gliding and Hang-gliding, Ultralights, Hot Air Balloons, Skydiving, Remote Controlled Model Aircraft.

The Long Distance event of these World Air Games will be a Race open to single and multi engine piston aircraft, turboprops and light jets starting in Reykjavik (Iceland) and reaching Antalya (Turkey) in 12 days after several stop-overs in Strasbourg (France), Seville (Spain), Rome (Italy, Jerusalem (Israel), Amman (Jordan), Trabzon and Adana (Turkey).

The aircraft will be handicapped against their maximum cruising speed. The winners will be awarded Gold, Silver and Bronze Medals. The entry fees for an aircraft with a crew of 2 are US\$ 11,400. If you want to represent your country, send US\$100 for a pre-registration package to Marc Mosier, P. O. Box 1050, Troy, VA 22974, Tel: 804/589-2274.

## Call For Papers!

### Austin Hosts 25th International Air Transportation Conference

If you are interested in contributing a paper for the American Society of Civil Engineers (ASCE's) June 14-17, 1998 Air Transportation Conference to be held in Austin, Texas, here are the timetable deadlines:

**6/1/97**- Deadline to submit abstract

**8/1/97**- Notified if selected

**11/14/97**- Manuscript of paper submitted to Conference Technical Program Committee for final review

**1/31/98** - Reviewed papers returned to authors

**3/1/98** - Submit camera-ready copy of your paper to be prepared for publication in the Conference Proceedings to the Conference Technical Program Committee

For more information contact **Ed Oshinski, TxDOT Aviation Division**, 1-800-68-PILOT, or contact ASCE at 1-800-548-2723.

## Texas Aviation Hall of Fame Dedication!

The Lone Star Flight Museum was designated the site of the Texas Aviation Hall of Fame by Concurrent Resolution of the 74th Legislature of the State of Texas. The mission of the Texas Aviation Hall of Fame is to honor and recognize Texans, Texas companies and aviation events that have made an outstanding and lasting contribution to the advancement of aviation.

The Texas Aviation Hall of Fame will promote and encourage scholarly research in the field of aviation; increase public understanding, appreciation and awareness of the role of the State of Texas in the advancement of aviation; and preserve, protect and present Texas' aviation heritage for future generations. Future plans include a 10,000 square foot expansion to the Lone Star Flight Museum to accommodate the development of the Texas Aviation Hall of Fame.

The Texas Aviation Hall of Fame will be officially dedicated at a reception, Friday, May 2, 1997, where the first exhibit will be unveiled. Speakers will include the Chairman of the Board of Stewards of the Texas Aviation Hall of Fame, Ben F. Love, and board members Lloyd Bentsen, Dr. S. Malcolm Gillis, Tom Landry, Oscar Wyatt, John Bookout and Robert Waltrip.

A Texas size weekend air show featuring the best air show performers in the nation will celebrate the dedication of the Texas Aviation Hall of Fame. In addition to aerobatics and formation flying demonstrations, the Lone Star Flight Museum's aircraft will present a World War II demonstration complete with a powerful pyrotechnic display with strafing, dogfights and more. Ground participation will include vintage firetrucks, etc., simulating the attack on Pearl Harbor, as well as concessions, vendors, exhibits, safety seminar and a special appearance by NASA astronauts. In addition, the Nassau Bay hot air space shuttle balloon will be on site. For information on either of these events contact Mary Joe Naschke 409/762-3930.

## Cessna and AOPA Deliver!

In 1995, Cessna said they would make four varieties of single-engine planes starting in 1996: the 172 Skyhawk, the 182 Skylane, the 206 and 206T.

On January 3, 1996, Cessna Aircraft Company delivered the first new 172 Skyhawk built since 1986. The delivery set the stage for the Aircraft Owners and Pilots Association (AOPA) -- Cessna's first customer -- to hand off the airplane to Sharon Hauser, winner of AOPA's 1995 Sweepstakes.



## Rotating Beacon (Airport Highlights)

### Gainesville Keeps Going... & Going... & Going!

Last year we told you a little about Gainesville Municipal Airport and their recent improvements. At the recent dedication of their new terminal, Dave Fulton said, "I would just say that you've accomplished the three things that it takes to make any airport successful. A few years ago you lengthened the runway to 5,000 feet so you could attract corporate aircraft. Now, you have a beautiful facility serving as a front door to your community to welcome those people who use this airport. And you now have professional airport management on the airport. Those three things are vital to the success of any airport."

Here's a rundown of what is going to be happening at Gainesville Municipal Airport just from April through June!

The **North American Top-Gun**, a World War II Air-Combat Fighter Pilot Flight School, will be operating out of the airport between April 5 and June 1, 1997.

Gainesville Municipal will then host the **Lone Star Unlimited Aviation Expo** June 4-8, 1997, as the second race in the World Championship Series of Air Racing. This world class event attracts spectators from around the country and competitors as far away as Japan. These giant scale radio-controlled aircraft, some with wingspans as large as 10 feet and weighing up to 55 pounds, race wingtip-to-wingtip at speeds over 200 MPH around a 3/4 mile closed pylon course. Five different classes of aircraft: Unlimited, AT-6 "Texan", 42% Formula One, Biplanes, and "Golden Age" Thompson Trophy

aircraft will compete for over \$10,000 in cash and prizes. This is a family entertainment event that promotes all aspects of aviation and includes Hot Air Balloons, Skydivers, Historic Aircraft Displays, and a full scale General Aviation Fly-In "Pancake Breakfast" on Saturday morning.

But wait, there's more! Following this event, the Texas Chapter of the **Antique Airplane Association** will hold their 35th Annual Fly-In at the Gainesville Municipal Airport on June 13-15, 1997. This fly-in is possibly the largest in the State of Texas. Typically, between 350-500 aircraft and pilots attend the three-day event. This event, scheduled the following week after the Lone Star Unlimited Expo Air Race, will be an economic benefit to the airport and to the City of Gainesville.

To be sure the airport stays in top condition to accommodate aircraft and to host these kinds of events, the City of Gainesville has signed a contract with TxDOT to participate in the Routine Airport Maintenance Program (RAMP). RAMP is a new program offered by TxDOT to help communities preserve their airports. It is a major step towards improving and maintaining the Texas Airport System.

The City of Gainesville is excited about the RAMP, and is planning to participate every year. Airport Manager Mike Shahan states "We cannot go wrong with the program. We are getting \$20,000 worth of airport pavement improvements with only \$10,000 being contributed through the City's Airport Fund. This program is another major step in improving the airport and making it a marketable asset for the City of Gainesville."

Gainesville's continued hard work and dedication has created tremendous success for their airport! For more information on the events at the airport, call Mike Shahan, Airport Manager, at 817/668-4565.

## Radio Licenses Abolished -- Refunds On License Fees!

The Federal Communications Commission has permanently abolished radio licensing requirements and fees for domestic aircraft radios.

The FCC also called for partial refunds on the \$115 license fees paid after July 17, 1994. Owners issued a license after that date are entitled to a refund of up to \$63, for the regulatory fee for the unexpired years of the license. Application fees, however, will not be returned.

**To obtain the refund**, submit the station license with "REFUND" written across the top to: FCC, Aircraft Refund, 1270 Fairfield Road, Gettysburg, PA 17325-7245.

An estimated 16,000 owners who have applied for but not yet received a license will automatically receive a refund of \$75 which should arrive between January and March, 1997.

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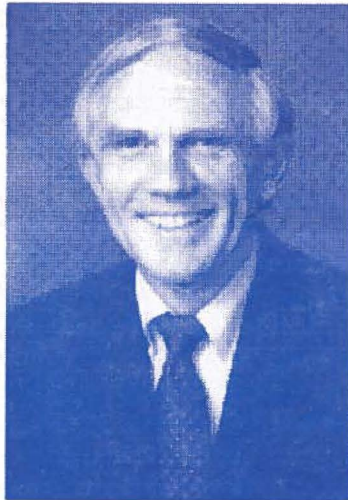
## Don Cress...remembered...

"Donald R. Cress, Principal and Aviation Department Manager for PDR Engineers, Inc., in Lexington, Kentucky, passed away January 16, 1997, at his home after a long illness.

Don received his Bachelors of Science degree in Civil Engineering in 1958 and his Masters of Science degree in Civil Engineering in 1960, both from the University of Kentucky. He was a Registered Professional Engineer and Land Surveyor for the Commonwealth of Kentucky.

Don started his career in the U.S. Air Force Strategic Air Command Headquarters at Offutt AFB, Nebraska. He was an officer on the staff of the Director of Civil Engineering responsible for the planning activities at 19 air bases in the western half of the U.S. After the Air Force, Don went to work for the Kentucky Department of

Highways, where he served as a staff assistant to the Highway Commissioner and managed the Office of Program Management. After this, Don worked for Spindletop Research, Inc., in Lexington as Manager of the Transportation Program for the applied research organization. Don also worked for Landrum and Brown, Inc., in Cincinnati as Vice President. He was



responsible for their marketing program, and conducted assignments for the firm's air service and airport physical planning consulting practice. After leaving Landrum and Brown, Don founded his own consulting firm, Cress and Associates, and in 1989, after 10 years, dissolved the firm and went to work for PDR Engineers, Inc. While at PDR, Don was a member of the Kentucky Airport Zoning Commission.

Don was a "True Blue" University of Kentucky sports fan. Only when he was in the hospital did he ever, physically miss a sporting event, and then he watched it on television. Don was also a charter member and trustee for the Aviation Museum of Kentucky where he dedicated a lot of his time helping build the museum from its infancy into one of the finest historical aviation museums around the area. Don loved his work. It was his home away from

home. He loved to travel and to meet people. He had a passion for life and lived it to its fullest. Even when he was down, he was never out.

Don is survived by his wife, Mary Carmen Cress; 1 son; 2 daughters; 6 stepchildren; 3 granddaughters; 1 grandson; 8 step grandchildren; his mother and 2 brothers. If interested, donations can be made in Don's name to: Aviation Museum of Kentucky, 4000 Versailles Road, Lexington, Kentucky, 40510. A memorial for Don highlighting his work and accomplishments over his 25+ years in aviation will be set up in the museum."

- Provided by: Jim Wikstrom, Senior Aviation Consultant  
PDR Engineers, Inc., Lexington, Kentucky

**The following are personal reflections from some individuals here who knew Don well and cared deeply about him.**

"I began my association with Don in the early seventies. At that time, he was preparing airport master plan studies for several airports in Texas, and I was working with the Texas Aeronautics Commission staff developing the Texas Airport System Plan. We continued our association for many years, sharing ideas, methods, and visions for different communities and their airports. Don's experience grew nationwide as he worked on projects throughout the United States. My experience was more geographically limited, and I always benefited from Don's wider experience, which he was always happy to share. I considered Don to be one of the nation's finest airport planners and the consummate professional planner. Don had excellent technical planning skills, unusually good presentation skill, and great people skills. Everyone liked Don the person. He did well at both marketing the services of his firm and delivering a quality planning study to the client at the conclusion of the project. Don also contributed to the advancement of the airport planning profession through participation and continuing contributions to airport-related committees of the Transportation Research Board. In this capacity, he encouraged and contributed to the professional development of many other planners. Don contributed much to many communities within Texas and to orderly development of their airport facilities. His mark is widespread throughout the state. I will miss my visits with Don, but know he is now working on even bigger plans and projects for the ultimate Client."

- George B. Dresser, Texas Transportation Institute  
The Texas A&M University System

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## ...missed

"I would say that Don was one of the most positive, energetic, and optimistic people I have ever met. It was a pleasure knowing him and working with him, and I know we will all miss him and his infamous green jacket that he wore to every Texas Airport Operators Conference.

- Linda Howard  
Director of Planning & Programming  
TxDOT Aviation Division

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"Don Cress was the consummate airport planner. He was liked and respected by everyone who knew him, be it client, acquaintance, or competitor. Don truly believed in the importance of general aviation and the role of the states in developing and maintaining good statewide airport systems. His support for the National Association of State Aviation Officials (NASAO) over the years was unequalled. We have all lost a true friend and compatriot in Don Cress. He will be missed."

- Dave Fulton, Director  
TxDOT Aviation Division

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"Don was the most energetic consultant I have ever worked with. It was not unusual for him to be in Nebraska working on a project one day and in South Texas for another project the next day. He was diligent and optimistic about everything he did. He was most conscientious.

Don was a strong supporter of our Texas Airport Operators Conference. He even provided pinata airplanes at our 50th Anniversary Celebration in 1995!

Don was a devoted father and often told me about his children and was exceptionally proud of them and their success. Two of his children were make-up artists for movies and television. He would call me to tell me about the famous stars his children were involved with. His all time actress heart-throb was Dana Delaney. His son was working on a set doing her make-up and he got Don on the set to meet her. Needless to say, Don was thrilled. Also, he told me about the time Susan Sarandon became the "set baby sitter" for his granddaughter who travels with Don's children. He thought that was really neat to have such a famous baby sitter for that adorable child. He had 3 children and 4 grandchildren from his first marriage, and over a dozen stepchildren and step grandchildren from his current marriage. All of these children were very important to him, and it was obvious from our conversations that he was very important to them!

About 3-4 years ago, Don met up with an old college sweetheart after all those years. They started

dating and were married close to two years ago. Her name is Mary Carmen. For a kinda honeymoon months after they were married, he took her to the south of France. He said he had a real hard time adjusting to driving on the 'wrong' side of the road. He said they had a marvelous time as they drove throughout the beautiful countryside, and he wanted to go to other countries and do the same thing.

Don loved to wear his green (and I mean BRIGHT GREEN) blazer to his proposal interviews. He told me it was his lucky jacket and always tried to wear it. It was so bright, it nearly put your eyes out!! If no one remembered his name or face, they would have to remember that green blazer."

- Karon Wiedemann  
Director of Grant Management  
TxDOT Aviation Division

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"Everybody knows that Don lived a great life...but it was the way he faced death that showed his true spirit of living. He never complained...everyday was a new beginning...a new day to him. That's what I found so incredible about him...so incredible. I never met a person who didn't like Don. There was just something about him...maybe it was his joy in living."

- Michelle Hannah  
Airport Facilities Planner  
TxDOT Aviation Division

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"I didn't know him, and I wish I had. As I reflect on the things being said by those who did know him, something Ralph Waldo Emerson wrote many years ago seems appropriately to belong to Don Cress.

'To laugh often and much; to win the respect of intelligent people and the affection of children; to earn the appreciation of honest critics and endure the betrayal of false friends; to appreciate beauty; to find the best in others; to leave the world a little better whether by a healthy child, a garden patch or a redeemed social condition; to know even one life has breathed easier because you have lived...this is to have succeeded.'

We extend our heartfelt sympathy to Don's family and friends. We obviously lost one of the good guys."

- Cheryl Williams  
Public Information Officer/WINGTIPS Editor  
TxDOT Aviation Division

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## Texas Airport Operators Conference!

If you are an airport operator, sponsor, or business leader who is committed to providing for the aviation needs of your community, you need to be at our Texas Airport Operators Conference (TAOC) in Austin this April. The conference provides presentations and workshops that are designed specifically for airport sponsors and operators of general aviation airports.

Each year as a part of the conference program, we conduct an hour-long "**Listening Session**". FAA representatives and Dave Fulton, TxDOT's Aviation Division Director, field questions and accept suggestions from conference attendees on how TxDOT and FAA can better serve them. You should take advantage of this opportunity to speak your mind. It is becoming increasingly **important that we communicate and coordinate our efforts** to provide for the aviation needs of a changing environment and the growing population of Texas. We are making progress, but we have much to do -- and we need your help!

Exhibitors will kick off the conference by hosting a Get Acquainted Reception in the Exhibit Area from 5:30 - 7:00 p.m., and a social event with music and dancing is being planned for Thursday night.

Each year TxDOT's Aviation Division acknowledges the outstanding accomplishments of airports and individuals. Aviation awards will be presented at an 11:30 a.m. luncheon on Friday, April 11. This year awards include Airport of the Year, Airport Manager of the Year, Most Improved Airport, Career Contribution to Aviation, and a new category--an award for Personal Involvement.

This year the conference will be conducted a week earlier than it has normally been scheduled. Ask for reservations for the TAOC to receive conference rates on rooms (Single \$80, Double \$90).

**April 9,10, and 11  
Doubletree Hotel  
6505 I.H. 35 North  
Austin, TX 512/454-3737.**

TxDOT's Aviation Division and the Texas Association of Airport Executives (TAAE), will co-host the Conference. Pre-registration cost for the conference is \$80, and registration at the conference is \$90. Register by mail no later than April 8th for the reduced rate. Call our office for more information, 1-800-68-PILOT.

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## AIRMAIL

### The City of Weslaco Invests In Airport!

In keeping with the idea that an airport is only as good as the service it offers, the Weslaco Mid Valley Airport continues to improve. Over the last three years the City of Weslaco has funded from its own resources several improvements to this general aviation airport. They built a new terminal facility and 4800 square foot hangar, purchased a crash rescue vehicle, installed a 12,000 gallon self service fuel system and hired a full time director of aviation. Weslaco is now taking another step forward and is funding the purchase and installation of an AAI/Systems Management weather observation system (NEXWOS). This system will provide real time on airport weather to pilots flying into this lower Rio Grande Valley airport. Information will be accessible by both radio (frequency to be assigned) and telephone. In addition to the NEXWOS system the airport is also installing Omni Directional Approach Lighting (ODALS) for Runway 13. The ODALS system is being purchased from Manairco, Inc. Of Mansfield, Ohio for less than \$10,000. Both systems should be operational by late April of this year. These two projects are funded totally by the city!

### Aviation Video Library

Any organization or Texas resident may request the free loan of a video by calling 1-800-68-PILOT, or by writing to: TxDOT, Aviation Division Library, 125 E. 11th Street, Austin, TX 78701-2483. Walk-in library hours are 8 a.m. to 5 p.m. Monday through Friday. The library is located at 150 E. Riverside,1st Floor, South Tower, Austin, TX 78704. As many as 3 videos may be checked out at a time, and may be kept for up to 2 weeks. The only cost required of a video user is the postage to return videos that were mailed.

We have some videos that are great for children as well as adults:

**The Big Aircraft Carrier** - Watch supersonic fighter jets take off and land! Follow Navy pilots on a mission! Discover how a carrier works.

**The Big Plane Trip** - Fly with the pilots in the cockpit of a real international airliner on a flight from the USA to Switzerland. Learn how airplanes work. Go through pilot training, visit the control tower, and discover how many people it really takes to make a big plane trip work!

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## Lago Vista Skies Filled With Young Eagles!

What do you get when you combine 11 pilots, 30 trained adult volunteers, 1 dedicated airport manager, 6 or 7 totally committed community leaders, an ex-NASA engineer, and then mix generously with 105 kids?

You get a group of caring and competent people providing kids with an adventure in flying that they will never forget. At least that's what happened at Rusty Allen Airpark in Lago Vista on Saturday, February 22, 1997.

If you were a kid who wanted an airplane ride this was the place to be! On this day the airport conducted its very first Young Eagles Day.

Prior to their flight, all of the Young Eagle wannabees were required to participate in a short ground school, conducted by Jim Wood. The same Jim Wood who is an ex-NASA engineer who developed the audio visual equipment that made it possible to transmit pictures and audio from the Apollo Mission. "He spent a great deal of time explaining the theory of flight, but more importantly, conducting a safety seminar focusing on conduct around an aircraft," said Carl Vernon, Airport Manager.

The Lago Vista Fire Department and EMS each volunteered their trucks and services for the day, and scouts from Troop 198 took charge of directing vehicle parking for the event. George Eads remarked, "After attending Oshkosh, I really wanted us to participate in the Young Eagles Program. I am very pleased at how the day went!"

As a result of their experience, 3 girls and 1 boy from Lago Vista High School will be returning to the airport in a few weeks to begin taking flying lessons! Interesting, since according to Carl Vernon, the first ever 3 student pilots at Rusty Allen Airpark were girls!

The staff and volunteers did a remarkable job. The entire event was run very professionally by individuals that were obviously confident in the training they had received to prepare them for this exciting and rewarding day.

If you've never been to an airport on a "Young Eagles Day", you are in for a real treat. You won't stop grinning at the obvious wonder and excitement that this first-time adventure provides for kids.

## Flying Is Fun!! Just Ask A "Young Eagle"

Can they do it? Can the Experimental Aircraft Association (EAA) actually give 1 million young people an airplane ride by the year 2003 -- the 100th anniversary of powered flight and 50th anniversary of EAA? **Yes!** Because they are absolutely dedicated to making it happen!

Chapter pilots from all over Texas will participate in the 4th Annual EAA International Young Eagles Day by volunteering their time to provide free airplane rides at Texas airports on and around June 14, 1997. This annual



event, the most ambitious, internationally coordinated effort held in conjunction with EAA's "Young Eagles Program" each year, seeks to introduce thousands

of kids to the world of flight in a single day.

Each Young Eagle receives a certificate presented by their pilot to commemorate the experience. The young person's name is entered in the "World's Largest Logbook" at the EAA Air Adventure Museum, plus each receive a Young Eagles decal and two issues of Sport Aviation For Kids.

"The Young Eagles Program seeks young people that will be the next generation of aviators. It encourages them to dream and strive to reach positive life goals. The experience motivates responsibility and safety in a unique and exciting setting. The experience includes more than just a ride, however as pilots share the whys and hows of aviation and, more importantly, share the joy of flight. It's a chance for youth to meet a positive aviation role model."

- EAA Aviation Foundation, Inc.

For information about the Young Eagles Program or a Young Eagles Day Fly-in at an airport near you, call the **EAA Aviation Center, 414/426-4800**, or check out their **website (<http://www.eaa.org>)**.

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## What RAMP Is Not

On September 1, 1996, TxDOT approved a new statewide program. The RAMP (Routine Airport Maintenance Program) objective is to assist communities in maintaining their airport facilities by utilizing existing district maintenance programs. The program has already been an overwhelming success, in terms of community participation.

RAMP was designed to utilize "existing" district resources to the maximum extent possible, services that could be provided by district personnel or through district maintenance contracts. The purpose of the program is to preserve the federal/state/local investment in our statewide airport system. The minute order approving this program is intentionally broad to encourage flexibility in assisting airport owners.

However, certain items and types of work are not eligible under this program. As a general guideline the following is **not eligible**:

- **Consumables**, e.g. light bulbs, windsocks, utility bills, etc., are not eligible under this program.
- **Capital improvements** such as runway extensions, new taxiways, or apron expansions are not eligible under this program. (These types of projects are covered under TxDOT's airport capital improvement grant program.)
- **Replacement of existing items** such as fuel tanks, and the cost of EPA compliance, are not eligible under this program.

Sponsors cannot provide a service as a substitute for cash. In-kind or force account work is not allowed under this program. Examples of eligible items include:

- **Pavement**: base repair, specific area repair, hot mix asphaltic concrete, fog seal, crack seal, milling, pavement rejuvenator, fuel seal
- **Pavement Markings**: RW-TW reflectors (centerline and/or edge), paint and bead striping
- **Grading/Drainage**: blading, erosion control
- **General Maintenance**: Sweeping, chemical vegetation control

The Aviation Division is authorized to pay for half of the work costs up to \$10,000. each state fiscal year. Simply put, the Aviation Division provides the cash, and the districts provide the maintenance services.

Your district representative should be contacting your community to offer this new program. If you have not heard from them please call 1-800-68-PILOT for the name of your representative.

## 21 Regional Planning Meetings

TxDOT's Aviation Division will continue to conduct Regional Planning Meetings beginning in March, 1997. Each two-hour meeting will begin at 9 a.m. and end at 11 a.m. These public meetings provide an opportunity to discuss specific airport needs. We will discuss economic activity in these communities, and then focus specifically on the need for airport improvements as they relate to safety, access, local economic enhancement, and community development.

Specific airport development plans and timing of projects will be reviewed to determine if the Aviation Division information is correct and current. In addition, funding procedures for state and federal financial programs for general aviation airports will be addressed. You will be notified of meetings to occur in your area; however, please feel free to call our office anytime for meeting locations, and airports to be discussed.

### March 19,20,21

Waco, Gatesville, Brownwood

### April 23,24,25

Bryan, Bryan, Georgetown

### May 21,22,23

Fort Stockton, Alpine, El Paso

### June 25,26,27

Odessa, Brownfield, Lubbock

No July Meetings

### August 20,21,22

San Angelo, Ozona, Junction

### September 17,18,19

Corpus Christi, Corpus Christi, Beeville

### October 15,16,17

Snyder, Stamford, Eastland

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## FAA To Phase Out Ground Based Navigation Systems

The FAA plans to phase out most current ground-based navigation systems by 2010 and some even sooner. Omega will be terminated at the end of 1997 and Loran-C in 2000. This is all part of the 1994 Federal Radionavigation Plan, and VORs, DMEs and ILSs will also be downsized and eventually phased out as transition to satellite based navigation takes place.

For information on the status of GPS approaches for your airport, please contact Bob Woods, Deputy Director, TxDOT Aviation Division, 1-800-68-PILOT.

## Determining The Economic Impact of Your Local Airport

An airport is a valuable asset, and a viable economic gateway to your community. Have you ever wondered what the annual economic impact of the local airport is on your community? Economic impact can be determined using a three-part formula:

- Direct Impact
- Indirect Impact
- Induced Impact

**Direct Impact** is derived from providers of service at the airport, such as FBOs, air carriers, air freighters, flight schools, government/military facilities and the airport operator. The value of this impact is the sum of all payroll costs, capital expenditures, operating and maintenance costs, taxes and fees incurred by all those providers of service.

**Indirect Impact** is derived from the users of services at the airport -- government agencies, aviation and nonaviation businesses, including both corporate and public users. The value of this impact is the sum of fees and charges paid, time and cost savings, expenses related to lodging, food, ground transportation and the income drawn by the retirees of the service providers. While it would be a major undertaking to gather all of the data necessary to determine the indirect impact, it can be estimated with sufficient accuracy for most applications by equating it to one-half of the direct impact (.5 x direct). This figure will, in all likelihood, be conservative for airports in major metropolitan centers where the indirect impact can be significant -- even exceeding the direct impact.

**Induced Impact, or the multiplier effect**, gets its name from the action of a dollar spent. It does not disappear from the community, but continues to move throughout the community until it is slowly exported. To compute a conservative estimate of induced impact, use a multiplier of 2 to determine the induced impact (Induced = indirect + (2 X direct)).

Assume that your airport has a direct impact of \$200,000, including all payroll costs, capital expenditures, operating and maintenance costs, taxes and fees. Using this figure as a starting point, you can estimate the total economic impact of your airport as follows:

Direct	\$200,000
Indirect (.5 X direct)	\$100,000
Induced	
<u>Indirect + (2 X direct)</u>	<u>\$500,000</u>
Total Economic Impact	\$800,000

Excerpted from "How To Assure the Future of Your Airport, A Collection of Articles" by Roy A. Eckrose, P.E., and William H. Green, P.E.

## Yea Yoakum!

### Yoakum Municipal Airport is alive and well!

Upon completion of a runway reconstruction project, and replacement of the runway lighting system in 1995, Yoakum officials set their sights on securing an FBO and providing fuel. They have accomplished this and much more!

Dynasty Aviation, FBO Gerry Shores, has moved to the Yoakum Municipal Airport and is training students for FAA certification in Recreational and Private-Pilot, Instrument, Commercial-Single and Multi-Engine, and Flight Instructor ratings.

The flight training operation has three Cessna 150s, one Cessna 172, and one Twin Piper Aztec, and two full time Flight Instructors, Roy Hemenway and David Moll. Also at the airport is George Duffner, who is an Aircraft Inspector Airframe and Power Plant certified mechanic in maintenance operations. Mr. Duffner is also a certified Commercial Flight Instructor and has 30 years aviation experience. Yoakum Municipal now provides 24-hour refueling with 100LL Chevron fuel!

The airport recently completed resurfacing the runway, the T-mark stub, and apron. The segment circle was also replaced. In 1996, seven aircraft executed 15,000 operations and 3,600 enplanements. As the maintenance facility grows so will the operations at Yoakum Municipal Airport.

In February, the airport had its first fly-in in conjunction with Yoakum's Annual Land of Leather Days and Chili Cook-Off festivities. Eighteen pilots, many of them bringing their families, flew in and joined in the throng of people enjoying the live music, good food, and great shopping downtown.



For more information about Yoakum Municipal Airport, call A. J. Veselka, City Manager, at 512/293-6321. That's him pictured above showing off Yoakum Municipals new hangar paint job! He is understandably very excited about, and committed to the airport's future and its potential for economic growth for Yoakum.

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## Aviation Web Sites

### AVFLASH

(<http://www.avweb.com>)

A weekly summary of the latest aviation news, articles, products, and events featured on Avweb - the magazine for aviators on the World Wide Web.

### Hubble Space Telescope Public Pictures

(<http://staci.edu/pubinfo/pictures.html>)

Some of the most amazing pictures ever published from space are contained within this collection.

### Real Time World Display

(<http://flight.jac.nasa.gov/realtime/>)

During space shuttle missions, current positions of the orbiter (on orbit) are given on a large earth simulator globe. These are similar to the displays used in Mission Control in Houston JSC.

### National Air and Space Museum Homepage

(<http://www.naem.edu>)

As one of the most popular museums in the world, this site is a potpourri of aerospace including current displays and features in their Washington, DC location.

### Weather for Pilots

(<http://www.usatoday.com>)

This section is available via the USA Today homepage. Hit weather in the subdirectory, then pilots as the specialty item. (The format changes frequently.)

### Air and Space Magazine

(<http://www.airspacemag.com/>)

A very colorful and comprehensive magazine sponsored by the Smithsonian, this magazine covers a full spectrum of air and space subjects.

**Submit articles for WINGTIPS! - Attention: Cheryl Williams**

TxDOT - Aviation Division, 125 E. 11th Street, Austin TX 78701-2483 Fax to 512-416-4510

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