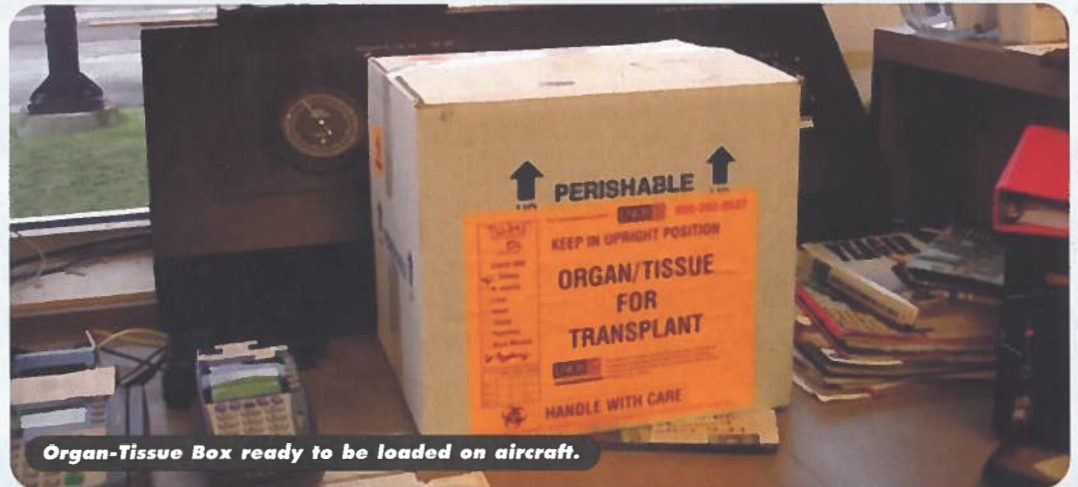




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Organ-Tissue Box ready to be loaded on aircraft.

PRECIOUS CARGO AT TEMPLE!

By Cheryl Williams
Austin, Texas

According to the official U.S. government Web site for organ and tissue donation there is an urgent need for organs.

- More than 93,000 men, women and children currently await life-saving transplants.
- Every 12 minutes, another name is added to the national transplant waiting list.
- An average of 18 people die each day due to the lack of available organs for transplant.

Draughon-Miller Central Texas Regional Airport in Temple is playing a vital role in helping Scott & White Hospital save lives. Airport Director Sharon Rostovich agreed to talk with me about that role.

CW: How does this work...transporting organs to or from S&W? Do you know in advance when you are going to ship an organ or get an organ in?

SR: No, we don't. Although S&W does perform kidney transplants, they mostly harvest organs for others to transplant. The organs are shipped out all across the United States. We have corporate jets and charters coming in and waiting for this cargo. We never know when the jets will be coming to pick up an organ. A lot of times, unfortunately, it is because of a bad accident. Our airport is open every day from 5 a.m. to 10 p.m., but sometimes we get phone calls at 2 a.m. We have a call-up list and I call one of my team and they come here and immediately fuel the aircraft because organs have to be transported quickly. → continued on pg. 3



GOVERNOR PERRY APPOINTS TWO NEW MEMBERS TO THE TEXAS TRANSPORTATION COMMISSION:

On January 8, 2007, Governor Perry appointed two new members, Fred A. Underwood of Lubbock and Ned S. Holmes of Houston, to the Texas Transportation Commission. The five member commission oversees statewide activities of the Texas Department of Transportation.

Mr. Underwood is president and CEO of the Trinity Company, a cotton bale storage facility. He is a vice president and past director of the National Cotton Council, and is a director of Plains Capital Corporation. He also serves as chairman of the Ways and Means Committee of the Cotton Warehouse Association, where he previously served as president. Underwood also previously served as chairman of the Lubbock International Airport Board, as a board member of Covenant Medical Center, and as a board member of the Lubbock Chamber of Commerce. He received a bachelor's degree in management from Texas Tech University.



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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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Austin, Texas 78701-2483
512/416-4550 or 1-800/68-PILOT
FAX: 512/416-4510

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

Mr. Underwood is a pilot and owner of a Piper Meridian which he flies for business and personal use.

Mr. Holmes is chairman and CEO of Parkway Investments, a company that develops and manages real estate nationwide. A member of the Urban Land Institute, Mr. Holmes previously served on the City of Houston's planning commission and was appointed commissioner of the Port of Houston Authority. In April 2003, he was appointed by Governor Perry to the Texas Parks and Wildlife Commission. He will resign that position to serve on the Texas Transportation Commission. He also served as chairman, board member, and as an executive committee member of the Greater Houston Partnership, and as chairman of Commercial Bancshares. He was chairman of Prosperity Bancshares, Inc. from 2001 to 2006. Mr. Holmes received his bachelor's degree and law degree from the University of Texas at Austin.

FAA GRANT FUNDS FOR FY 2007 STILL NOT RECEIVED:

Federal funds for TxDOT's Airport Improvement Program, which comprises the major part of our annual grant funds for airports, has yet to be approved by Congress. This delay, together with escalating material costs resulting from the increase in the price of petroleum products, could result in some airport development projects being delayed. We will do everything we can to prevent this from happening. However, if you have specific concerns about your project, please contact our office at 1-800-68-PILOT. ♦



MEA CULPA

Clarification - On the "Gillespie County Resident: Father of U.S. Aviation" article, the research and information on Gillespie County's Jacob Brodbeck came directly from a March 8, 2006, article in the *Fredericksburg Standard-Radio Post*. ♦

PRECIOUS CARGO AT TEMPLE!

continued from pg. 1

CW: Who pays for the fuel and the pilot for the transporting aircraft? And, whose pilot and aircraft are used?

SR: I'm sure that is not a cheap venture when you have to secure and deliver an organ for transplant. I'm sure it is part insurance and part of what the poor patient pays. S&W doesn't hire them. S&W will call a hospital to advise them they are harvesting an organ. If it is an organ transplant, it can be the transplanting hospital that would do that, or it could be a corporate pilot hired by a family. Say there is a patient in New Jersey, and he is the next one on the list for a heart, and then S&W ends up harvesting a heart, S&W will call that hospital and a plane will immediately be dispatched here to sit and wait for the

team of doctors and ambulances. Usually, the jet sits here while they harvest the organ. A lot of times it is in an Igloo-like little ice chest. It is amazing. And then sometimes they are in boxes and other types of coolers...it just depends. Then, the hospital team comes out here by ambulance and if the jet is already here, they load the cooler on the plane and it immediately departs. So that's kind of how that works.

CW: And, if the transport plane is not there yet, where does it stay until it arrives?

SR: Well, sometimes it sits on our counter and sometimes the medical team will stay with it until the plane arrives. It just depends on the situation. Like the box in the photo—it was brought to us and we placed it on my desk for safekeeping while we waited for the plane to arrive to take it.

CW: What was in that box?

SR: A kidney. And, see the thing is, it is very time-sensitive. There is not a whole lot of hours that can go by from the time that organ is harvested to the time it is implanted. So, it is all a timing thing—and that is why the airport is so important. So, if we weren't here to provide that service, to provide that fuel this couldn't happen. That is what is so important about our role in this.

CW: This is really an incredible opportunity you have because of your location to S&W!

SR: Exactly, and a lot of times a family's loss of a loved one is just such a tragic situation. But, if you try to look at it on the positive side—sometimes we have five jets sitting here waiting for five different organs, from say an accident victim. Well, that's five people whose lives were probably saved from that one person. You have to keep your perspective on it or you will get a little overwhelmed by it. I mean, someone died, but five people lived. It is very sad in one respect but then joyous in another.

CW: What a strange mix of emotions to deal with.

SR: Yeah, and we are kind of in the middle of it. We know when they come with a full ice chest...

CW: You help S&W serve other patient needs as well, right?

SR: Yes. We've had cases where we have had babies flown in here in incubators to S&W for special care. We've had cancer patients that have been flown in from across the U.S. They are not organ flights, but they are medical flights...where they have actually flown into S&W for their care. We have a lot of flights that come from Mexico. There was a family that had their own plane and for years they brought their daughter in for cancer treatment at S&W. With the hospital now having this major cancer research center here with Dr. Arthur Frankel in their Hematology/Oncology Department, many more people are coming in.

CW: So, you are just a complete asset for S&W!

SR: Well, I hope they feel that way, because I think we are. →



Draughon-Miller Airport sign



Jet fueling and waiting for donor-tissue cargo.

They do!

"Speed is essential in organ donation and transport. Temple Airport's close proximity to S&W Hospital makes all the difference in the world. It helps the organ transplant process by providing quick transport of donated organs to out-of-area transplant centers. "Decreasing the length of time from when an organ is removed and transplanted maximizes organ function." - Arthur Resa, RN, CCRN, Organ Donor Clinician, Scott & White Hospital of Central Texas

CW: You said you support the Angel Flight Program?

SR: Absolutely we do! Most of our pilots transport cancer patients. These pilots donate their airplane, their fuel cost, everything. The patients don't pay anything. It is for people who can't afford this...their finances have been wiped out because of having cancer or whatever. So, the pilots will pick them up from wherever...sometimes from Oklahoma or other places to bring them to S&W or to another hospital in Texas. So, instead of that poor patient trying to get on a bus or trying to find some kind of transportation, these pilots go and pick them up, take them to their hospital appointment, then stay there to bring the patient back home. And, we are very proud because we have a lot of Angel Flight pilots based here. We provide fuel service for them also, and we give them a discount and try to support that program because it is so important to these patients, otherwise, they are just stuck.

CW: You must have a sense of making a difference...not just running an airport for revenue for the city, but receiving considerable personal reward.

SR: Yes. We have that. And, we meet so many interesting people. Some break your heart and some make you smile. And, then we also have a Department of Defense contract, so with everything that is going on in Iraq we have a lot of military customers. And to see them...they are so young and you just want to...at least I do...being a Mom...I just want to go put my arms around them. They fly in, they get fuel, they are being deployed to Iraq...and we are here for them, too. We provide fuel to them. So, it's just all kinds of things. And, to me there is nothing better than working at a general aviation airport.

We are very proud of our airport. We've got a very small team out here. We've only got 12 people that work here. And, among those 12 people are 158 years of experience. I think that says a lot for the team that we have put together. They care about the airport, they love the airport and they are dedicated to doing whatever they need to do. I think that is just evidenced by everything that goes on out here.

CW: It would be hard to NOT come to work every day. You don't want to miss anything.

SR: That is true. People really do need you. And, you never know who is going to fly in. We may get former President Bush flying in. We had Oprah Winfrey fly in. We get 3-star generals flying in. It is just so cool because you meet so many interesting people.

Sharon added, "Our airport and our service get us compliments from people who come in from all over the United States."

Little wonder! Check out their awards:

- 2006 Premier Spirit Gold Award. (They were among the only 20 percent of all Texas airports that were even considered.)
- 2006 FAA SW Regional Airport Safety Award. (They were the only general aviation airport to win this award out of a five state region.)

Note: For information about how you can donate visit www.organdonor.gov ♦

SAN MARCOS MUNICIPAL AIRPORT GETS NEW MANAGER

On September 18, 2006, Kenny Johns began work as Airport Manager for the City of San Marcos. Johns assumes the responsibilities and duties of Airport Manager vacated by Jack Doughty who retired at the end of 2005. Before coming to San Marcos, Johns worked nine years in airfield operations for the Houston Airport System at Bush Intercontinental Airport and most recently at Houston's William P. Hobby Airport. Johns' wife, Kelly, along with their children, ages nine and seven, will be relocating to San Marcos from Spring, Texas in the near future. Johns will stay busy for the next several years managing multiple Capital Improvement Projects including the overlay RW 17-35, design and construction of an Air Traffic Control Tower, and installation of new security and perimeter fencing.

-Daniel Benson, Aviation Division Planner

CONTROL TOWER RIBBON CUTTING ARLINGTON MUNICIPAL AIRPORT

By Cheryl Williams
Austin, Texas

After all the dreaming, planning, managing and coordinating of so many details great and small; all the money, time, emotional support, labor, frustration, determination, patience and persistence required to complete this tower...we cut a ribbon. The ritual is probably connected to some ancient symbolic gesture that has survived to present day. While it may not look like much, the simple act of cutting a ribbon is powerful symbolism for our psyche. It is both a communal and personal celebration that invites people to share in current success and hope for the future. And, it is a way to stop and thank those who shared their labors in all these ways and more.

So, since this ritual dictates that we talk first—then cut, Arlington Airport Manager Robert Porter kicked off the October 6 control tower ribbon cutting ceremony by welcoming everyone and explaining how the management of the control tower worked.

FAA CONTRACT TOWER PROGRAM

This program is a government/private industry partnership that has provided air traffic services since 1982. All federal contract controllers are Federal Aviation Administration (FAA) certified and meet the identical training standards as FAA controllers; and FAA oversees all aspects of the program including operating procedures, tower facilities and security matters. Porter said, "The program funds the personnel cost associated with operating a control tower, which represents an approximate \$450,000 annual savings to the City of Arlington."

The tower has nine stories and stands about 120 feet tall. It was designed by William B. Payne and Associates of Colorado, and constructed by a local construction company, Imperial Construction. Porter started by thanking the city's Public Works Director Bob Lowry and Construction Manager Don Isaac for their help during the past three years on this project. Then one by one each speaking participant came forward with words of praise and encouragement:

"The tower is new but the controllers are not. We collectively hold over 120 years of experience together. So, I want to assure the city and the airport that our mission here is safety and you are in good hands." - Stan Clark, Arlington Municipal Airport Tower Manager, Robinson Aviation

"We've been trying for a long time to get this structure built. I would say much longer than since 1999. We owe a huge debt of gratitude to Congressman Joe Barton for his role in helping us make this tower a reality. This airport with the tower is a huge economic advantage for our city." - Dr. Robert (Bob) Cluck, Arlington Mayor

"This addition to Arlington means an increase in our level of competition in the global marketplace. This addition here today expands our economic outlook for the future, and I am very grateful that this is in southeast Arlington." - Robert Rivera, Arlington City Council Member

"Although it plays a great role in economic development, safety is the number one reason this tower was built. With the length of the runway now, and the Instrument Landing System (ILS) going in next year, and this tower, the future is really very bright for this airport. It has been a joint effort between Texas Department of Transportation (TxDOT) Aviation Division, the City of Arlington, FAA and the help from Congressman Barton that has made this possible. But, anytime there is a success at an airport, it only happens because the community is committed to that airport." - Dave Fulton, Aviation Division Director, TxDOT

"It is astounding that this airport had 10,000 flights last month. Can you imagine what's going to happen when the Cowboys get here and everything else happens! Come out here on a game day and you are going to have corporate jets wingtip to wingtip! I am pleased to be a part of this. I think the credit needs to go to FAA and TxDOT. This is going to be an important addition to Arlington, because I really do believe that this part of the Metroplex is going to grow and there is going to be more aviation traffic." - Joe Barton, U. S. Representative, 6th District of Texas

TOWER DEVELOPMENT

As Porter gave me a quick tour of the tower he explained that when you set up a tower according to the FAA, there is a minimum amount of equipment on the list that needs to be bought. But, you are really not done because there are other things that you need that are not on the list. A good example is that we get so busy we hire more employees. Then, Porter said, "You can't just provide the four headsets the list says you must have because there are now seven people working and you certainly, don't want to share headsets that other people have had on their ears. So you go ahead and bite the bullet and buy more. There are many other examples of these little expenses that keep adding up, and nobody tells you that up front. These are the kinds of things that other airport managers should know about when building a tower—the expense isn't over when it's over."

The controllers have all state-of-the-art equipment such as: digital touch screens, anti-static chairs and self-focusing binoculars. They are on duty from 7 a.m. to 9 p.m., and rotate in and out in six-day work shifts. And, when these controllers are on duty, they are seriously on duty. One of the towers' requirements—that I'm not sure would be all that effective—are wall speakers in the restroom so that whenever they are otherwise occupied they can still hear what's going on. I just couldn't help but wonder what they could do about it if there was a problem while they are in there! →

Arlington Municipal Airport and control tower at sunset.



Photo by: Robert Porter

New Control Tower



I was surprised to learn that the tower wasn't just a big empty building with a viewing area at the top. Instead, each floor serves a purpose: 9th - Tower Cab/Catwalk, 8th - Toilet, 7th - Extra Storage, 6th - Break Room, 5th - Equipment Room, 4th - Training/Conference Room, 3rd - Manager's Office, 2nd - Boiler System and controls for the elevator, and 1st - Fire Alarms and Control System.

Porter told me the tower was quite a challenge for him because all of his construction projects in the past have been horizontal. He explained, "I think the thing that made it so difficult was all the new things I had to deal with like the building permit process, fire codes and accessibility issues. The tower doesn't have to be accessible for the handicapped as far as the international building codes are concerned. But, since we installed an elevator for the convenience of the controllers, and maintenance and janitorial crews, the state agency, Texas Department of Licensing and Regulation (TDLR) said it must be accessible for the handicapped." He continued, "That basically forced us to be accessible on every floor where the elevator stopped. And thank goodness for Michelle Hannah, Airport Planner, TxDOT Aviation Division. If it hadn't been for her assistance and persistence with TDLR, we wouldn't have even been able to get the variance we needed from the eighth floor to the tower cab which is beyond where the elevator stops. If we had not received the variance from TDLR accessibility requirements, it would have been a nightmare because of the changes they wanted to make in the cab and in the stairways. It was just something else!"

What a long process this has been according to Porter, "We started this project in 1999 before construction and equipment for towers were eligible for grants. And, so we got in the Contract Tower Program first, and then, it was: what are we going to do to get some money? Our first grant was through the state and was 50-50, half state and half city. And, thanks to Karon Wiedemann, TxDOT Grant

Management Director and Dave Fulton, TxDOT Aviation Division Director, every time the legislation changed and allowed us to get additional money, they amended our grant. Although we ended up with about a \$1.375 million offset, our tower cost us about \$2.2 million with everything."

Porter indicated he was really pleased that the mayor, council and city management staff were all so pro-airport and pro-tower that they were very willing, from the very beginning, to pay 50 percent and more, knowing that obviously \$1.1 million wasn't going to cover it initially. So, he says, "It's just been a wonderful ride, and that's why I've been here so long."

So after all is said and done, for some reason, we must symbolically cut a ribbon. It is good for us. It is necessary. It helps satisfy our inherent need for closure and acknowledges the possibilities for the future. And, what an exciting future lies ahead for Arlington Municipal! ♦

FLIGHT SAFETY

10 TIPS FOR BETTER NIGHT FLYING

- Arrive early and preflight the airplane in the daylight.
- Don't bring a flashlight, bring two.
- Organize the cockpit prior to takeoff so you aren't trying to find things in the dark.
- Be familiar with procedures for radio, alternator and electrical failures. You won't enjoy reading the pilot's handbook by flashlight.
- Practice locating and operating cockpit controls and switches with your eyes closed.
- Review tower light gun signals (FAR 91.125). There's a flashing green light on short final - what do you do?
- Use your flashlight to check engine gauges. It's no excuse to fly along without oil pressure just because the gauges are poorly lit.
- Remember: Taxiways are blue, runways aren't.
- Practice night proficiency landings with the landing light off.
- On a "pilot-controlled lighting" runway, click the lights again when turning final. Having the lights go out during your flare is a poor way to end your flight.

ADDITIONAL COMMON ADVICE FOR NIGHT LANDINGS:

- Don't look down where the landing light is pointing. Instead, focus your vision at the end of the runway.
- When the far runway end lights appear to be rising above the airplane, begin your flare.
- With peripheral vision, use the runway edge lights as your artificial horizon.
- Continue a normal flare until the airplane settles between the lights and onto the runway. ♦

SOURCE: *Plane & Pilot* 2005



The Aviation Division continues to serve the public throughout the state by providing lending services to patrons by mail.

POLICY: Any resident of Texas can check out three video tapes at a time for two weeks at no charge. Only return postage is necessary.

MEMBERSHIP: To enroll in our database, write to TxDOT Aviation Division, 125 E. 11th Street,

Austin, Texas 78701; give your name, address, telephone number, as well as your driver's license number. After membership enrollment, a video catalog of tapes will be sent to you for your review. You can then place your order at your convenience by calling our 800 number.

AUSTIN PATRONS: Office Hours - Monday-Friday 8:00 a.m. to 5:00 p.m.

For more information please contact Donald Brown at 1-800/68-PILOT.

INTERESTING DVDs/VIDEOS:

- d1038 Reach for the Sky, Inside the U.S. Air Force Thunderbirds
- d1063 King - Communications
- d1100 Sporty's - Flight Review
- d1102 Transition to Gliders
- d1207 Maneuvering Flight - Hazardous to Your Health ♦

AVIATION CAREER DAY HOSTED BY TXDOT AVIATION DIVISION FLIGHT SERVICES

By Jay Carpenter
Texas Aviation Association

On Friday, December 8, 2006, Texas Department of Transportation (TxDOT) Aviation Division Flight Services, located at Austin Bergstrom International Airport, hosted an Aviation Career Day for local high school juniors and seniors. The project was the brain child of J.F. Joseph. Joseph, a retired Marine Colonel and former pilot for US Airways, became Director of Flight Services on August 21, 2006.



Jay Joseph standing beside King Air N1 TX aircraft.

Joseph saw a need as an opportunity for TxDOT Aviation Division to become proactive in furthering the aviation education needs of Texas youth. "I started thinking about how many parents in Texas were sending their kids out-of-state to places like Embry Riddle University in Daytona Beach, Florida to get a good education in aviation," he said. "I know that we can do better than that. We have the assets here, so let's start promoting this thing," Joseph continued. He started making calls and found out that there are about a dozen undergraduate aviation-oriented programs taught in Texas. "With our new Aviation Career Day, we can begin to promote the idea that there are schools right here in Texas where you can get a background in aviation education," said Joseph.

Joseph submitted the idea of an Aviation Career Day to his boss, Dave Fulton. The idea was met with approval and the date was set. Texas Education Commissioner, Dr. Shirley Neeley, was apprised of the program and the format, and she enthusiastically endorsed it. The event started at 9 a.m. and ended at 3:00 p.m. The weather was cool and brisk, but the kids and displays were hosted inside a heated hangar.

The following colleges and universities that offer aviation-related classes and degrees were represented:

- Texas State Technical College
- Hallmark Institute
- Texas Southern University
- Le Tourneau University

- Palo Alto College
- San Jacinto College/Delta
- Tarleton State University
- Westwood College of Aviation
- Central Texas College

Recruiting councilors and advisors from these learning institutions briefed the students on their programs in Aviation Technology, Aviation Administration and Flight Technology. They distributed literature, displayed aircraft, and even provided a flight simulator for the young students to practice flight maneuvers and approaches.

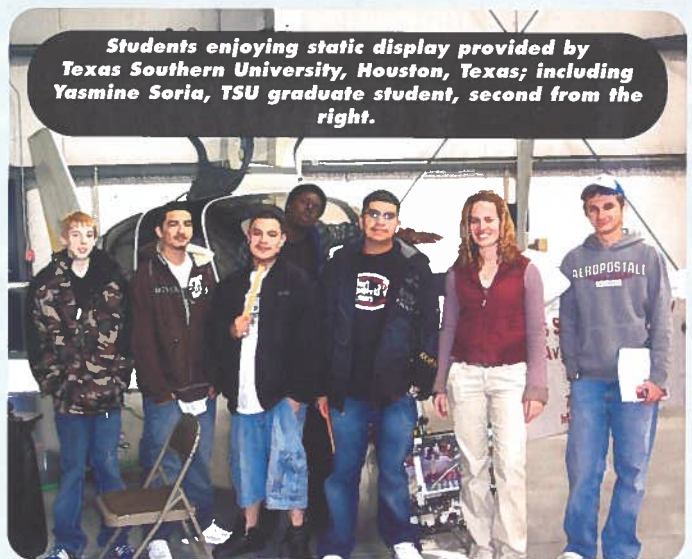
Some highlights on institutions of learning:

Texas Southern University is one of a few institutions of higher education approved by and in partnership with the Federal Aviation Administration (FAA) to prepare the technically trained people needed for aviation careers, according to Professor Charles Glass. "Through the Airway Science Program at Texas Southern University, students may prepare for diverse career fields as aviation flight operations, computer science and aviation management," says Professor Glass.

LeTourneau University is one of the top private Christian universities in the United States. Located in Longview, Texas, the school enrolls more than 1,300 undergraduates from all 50 states and 25 nations. LeTourneau offers more than 60 degree programs with flagship programs in Aeronautical Science, Engineering and Teacher Education.

Tarleton State University-Central Texas (TSU-CT) offers the only public-assisted four-year aviation program in Texas and is centrally located in Killeen, Texas. Tarleton Central Texas' Bachelor of Science in Aviation degree provides students a well-rounded curriculum with strong conceptual foundations in aviation science and management.

In addition, PlaneSmart Aviation LLC, a company which offers a professionally managed aircraft ownership program, presented a new, state-of-the-art Cirrus SR22 aircraft for static display. Jeff Cullen, president of PlaneSmart, was available to demonstrate the new state-of-the-art avionics of this aircraft. →



FAA employees attended the event with interactive air traffic control simulators and literature for students wanting a career in Air Traffic Control. In addition, the Texas Department of Public Safety had a helicopter on display. The big hit of the day was when U.S. Marines brought in a KC-130 "Hercules" transport aircraft. This huge four-engine plane can haul heavy military equipment and relief supplies to the most remote areas of the world.

"This is awesome," exclaimed one of the students. "I got to view the Hercules and then flew on the simulator. I've always dreamed of becoming a pilot. Now, I know that this is what I want to do for a career!"

This reaction was common among the many students attending Aviation Career Day. As Joseph recalled, "When I was a kid, a mechanic once asked me to switch on a magneto inside an old airplane. I was so excited to get the opportunity to touch an airplane

FAA SAFETY TEAM (FAASTeam)

Steve Buckner
FAA Regional Headquarters
Fort Worth, Texas

October 1, 2006—The FAA Safety Team (FAASTeam) has been created by the Flight Standards Service as part of its continuing efforts to reduce aircraft accidents.

The FAASTeam is devoted to reducing aircraft accidents by promoting a cultural change in the aviation community toward a higher level of safety. The Team will be launched on October 1, 2006, coinciding with the sunset of the FAA's Aviation Safety Program (ASP). The ASP's shotgun approach of educating airmen on all types of safety subjects has been successful at reducing accidents in the past. However, the easy to fix accident causes have all been addressed. In other words, the "low hanging fruit" has been harvested.

To further reduce accidents the FAASTeam will use a coordinated effort to focus resources on particularly elusive accident causes. This will be accomplished by data mining/analysis, teamwork, instruction in the use of safety management systems/risk management tools and development/distribution of educational materials. There's plenty of data available on aircraft accidents. But, it's often difficult to determine exactly what should be done to reduce accidents from the data. The FAASTeam is developing a Web based Data Mart specifically designed to bring each FAASTeam Program Manager (FPM) the correct data for his/her geographic area. This will include accident data for airmen who live in the area but actually had an accident in another area.

This is an important new concept. In the past accident data was summarized by where the accidents occurred. Programs to address those accident causes were developed and delivered in that area. But, the airmen that had the problem and others like him/her are not there to receive it. The FAASTeam will reach these airmen in their home areas. We're not likely to catch them hanging around the accident site. FPMs will be trained to analyze the data and extract systemic and human factor problems to be addressed. The problems identified will be combined with

that I pushed my friends aside and ran to the cockpit. I've been hooked ever since." He continued, "It is this same kind of 'hands on' experience that will affect young adults to select aviation as a career. The more I can get people to attend and wrap their arms around this program the more the next generation of aviation enthusiasts will benefit."

Jay noted that there are probably a lot of kids that are may be having difficulty focusing on one thing or another. He said, "We may be able to provide that one spark, that one light, for that one kid to change their life. And it doesn't cost a penny. We have an obligation to the next generation; and we have the facilities to help them to find a possible opportunity in aviation. There is no reason why parents that are not necessarily rich can't get their children out to touch an aircraft and say, 'You know what? ... I'd like to do this.'"

If the enthusiasm of the kids is any indication, this TxDOT Aviation Career Day is here to stay. ♦

information from the local FAA Inspectors who certify and perform surveillance on airmen and air operators. Together this data and information becomes the FPMs source data. The source data will be used to develop topics and tasks that the FPMs will weave into a business plan of actions each year. Regional FAASTeam Managers (RFM) will coordinate and prioritize the actions of their FPMs into a cohesive and efficient regional plan. All of this effort is designed to ensure that resources are devoted to activities that will have the biggest effect on the safety culture and accident rate. Team work will allow us to multiply our efforts beyond what the FPMs can do alone.

The FAASTeam will develop symbiotic relationships with individuals and industry groups that have a vested interest in aviation safety. The individuals, who will be called FAASTeam Representatives, will work closely with the FPMs to "touch" airmen with our safety message on a local level. The FAASTeam will "team" with the aviation industry to bring aviation safety to airmen on a broader scale. The coordinated effort of all these FAASTeam Members is what will cause the safety culture to "tip" in the right direction. The FAASTeam will bring System Safety to many segments of the aviation community that have not experienced it before. Aviation operators such as flight/mechanic schools and repair stations identified to have higher risk levels will be provided with training on how to develop their own Safety Management Systems including the tools necessary to set up their own system. Individual airmen will be provided risk management training and tools via live seminars conducted by FAASTeam Members and the Web application at FAASafety.gov. New products for airmen and aviation groups are being developed. Although they cover many aviation topics, they focus on showing airmen how they can change their behavior to be consistent with the new safety culture. Many products will be developed by working with our Industry FAASTeam Members and others will come from our National Resource Center (NRC). The NRC is collocated with the FAA Production Studios in Lakeland, Florida. This facility has the ability to take new product ideas from any of our FAASTeam Members and turn them into safety products in a variety of media. Then, they are duplicated, stored and shipped (or beamed via satellite) wherever they are needed. The Flight Standards Service has always been a world leader in aviation safety. Launching the FAASTeam is one more strategic step in supporting the FAA Administrator's goal of having the safest aviation system in the world. Go to FAASafety.gov for more information about the FAASTeam and sign-up to receive important aviation safety information via e-mail. It's the first step to becoming part of the FAASTeam. ♦

2007 TEXAS AVIATION CONFERENCE

Sponsored by The Texas Department of Transportation
Co-sponsored by Texas Airport Management Association
& Texas Aviation Association



This year's conference will be held April 18-20, 2007 at the Omni Bayfront Hotel, 900 North Shoreline, Corpus Christi.

Conference Registration

Pre-registration is recommended and will help us in planning and preparing a better conference. If you pre-register, your name tag and program packet will be ready when you arrive at the hotel. The fee is \$125 through March 21, 2007. A \$25 late fee will be added to registrations received after March 21, 2007. A \$50 fee will be added for all on-site registrations. You are encouraged to register online OR you may choose to return the enclosed registration form (one form per registrant) with payment to "TTI, Event Management and Planning" (EM&P) at the address listed on the form. Only cancellations received in writing by EM&P by 5:00 p.m. CST on March 21, 2007 will be refunded, less \$25 handling fee. No refunds will be issued after this date. You may pay your registration fee by check, money order or credit card. The registration fee covers conference handouts, break refreshments, Wednesday's activities, Thursday's luncheon, award's banquet and social. Note: TxDOT employees are exempt from the registration fee, but must register in advance.

Hotel Reservations

The Omni is holding a block of rooms for our use at the nightly rate of \$120 for single or double occupancy. We encourage everyone needing a room to call immediately since we anticipate the rooms will be booked quickly. After March 27, 2007 rooms are subject to availability and may be at a higher rate. To receive this rate, please call the Omni Bayfront at 361-887-1600 or 1-800-843-6664. Remember to mention the Texas Aviation Conference to receive the conference rate. The hotel is honoring the same room rate for personal stay before and after the conference. Please check with the hotel for those arrangements. The hotel has 700 free, covered, self-parking spaces available with valet parking available for a nominal fee.

Special Activities

On Wednesday, April 18, from 11:00 a.m. to 5:00 p.m., our 10th Annual Golf Tournament is scheduled at the North Shore Country Club in Portland, Texas, located on the Corpus Christi Bay. There will be a small fee. All golfers must be registered to attend the conference. Please contact Russell Deason with TxDOT Aviation for details.

Also on Wednesday, there will be a Fishing Tournament from 6:00 a.m. to 4:00 p.m. The "catch and release" tournament will be based on the honor system. Each contestant will be provided a map to public access fishing areas. Please contact Scott Bryan with TxDOT Aviation for a map and details.

A get acquainted reception is planned for Wednesday evening from 5:30 p.m. - 8:00 p.m. The reception will start in the Exhibit Area with hors d'oeuvres and continue on Captain Clark's Flagship Cruise Boat sponsored by Garver Engineers. The one-hour cruise will start at 7:00 p.m.

On Thursday evening, there will be an Awards Banquet at the Ortiz Center located at 400 Harbor Drive in Corpus Christi. Transportation will be provided from the Hotel to the Ortiz Center. A Social, sponsored by Rodriguez Engineering, will take place immediately following the Banquet at the Omni Bayfront Hotel.

Shuttle Service

If you need transportation from Corpus Christi International Airport, there is a complimentary shuttle service available from the Omni Hotel. Upon arrival proceed to baggage claim area; the double glass doors lead you outside to the pick up point. The shuttle runs every 30 minutes; there is also a phone by the baggage claim area that connects directly to the hotel should the shuttle not be present when you arrive.

Special Needs

In compliance with ADA requirements, participants with special needs can be reasonably accommodated by contacting EM&P phone: 979/862-1219, toll free 888-550-5577, or fax 979-862-1225, at least five working days prior to the conference.

If you have any questions or need additional information, please contact the Aviation Division at 1-800-68-PILOT



2007 Texas Aviation Tentative Conference

WEDNESDAY, APRIL 18

- 11:00 a.m. - 5:00 p.m. **Golf Tournament** (North Shore Country Club in Portland)
- 6:00 a.m. - 4:00 p.m. **Fishing Tournament** (Catch and Release)
- 2:00 p.m. - 5:00 p.m. **Exhibitor Set-up**
- 2:00 p.m. - 5:00 p.m. **Registration/Check-in**
- 5:30 p.m. - 7:00 p.m. **Exhibits Open**
- 5:30 p.m. - 7:00 p.m. **Get Acquainted Reception Hosted by Sponsors** (Exhibit Hall)
- 7:00 p.m. - 8:00 p.m. **Captain Clark's Flagship Cruise** (Sponsored by Garver Engineers)

THURSDAY, APRIL 19

- 7:30 a.m. - 4:00 p.m. **Registration Desk Open**
- 7:30 a.m. - 8:30 a.m. **Continental Breakfast** (in Exhibit Hall)
- 8:30 a.m. - 8:45 a.m. **Welcoming Address and Words from the Sponsors**
Dave Fulton, Director, TxDOT, Aviation Division
George Garrett, President of Texas Airport Management Association (TAMA), and Airport Director, Weslaco Mid Valley Airport, in Weslaco, Texas
Jay Carpenter, President of Texas Aviation Association
- 8:45 a.m. - 9:00 a.m. **Introduction of TxDOT Flight Services**
Dave Fulton, Director, TxDOT, Aviation Division
Jay Joseph, Director, TxDOT Flight Services
- 9:00 a.m. - 9:15 a.m. **TxDOT and Military Service Video**
Dave Fulton, TxDOT, Aviation Division
- 9:15 a.m. - 9:45 a.m. **Runway Repair in a Contingency Environment**
Gilbert Jordan, TxDOT - El Paso District Ramp Coordinator
Lorena Soriano, TxDOT - El Paso District
- 9:45 a.m. - 10:00 a.m. **Coffee Break** (Exhibit Hall)
- 10:00 a.m. - 10:30 a.m. **The Aviation Division: The Current State and Reflections on the Last 25 Years**
Dave Fulton, Director, TxDOT, Aviation Division
- 10:30 a.m. - 10:45 a.m. **Video Premiere: "Destination Texas- 2007"**
Daniel Benson, TxDOT, Aviation Division
- 10:45 a.m. - 11:45 a.m. **Very Light Jets: Their Technology and Mission**
To Be Announced
- 12:00 p.m. - 1:15 p.m. **Luncheon**
Introduction of Aviation Advisory Committee Members
Dave Fulton, Director, TxDOT, Aviation Division
- 1:45 p.m. - 2:45 p.m. **1) Establishing Market Rates for Airport Leases**
Hud Hopkins, Scholes International Airport at Galveston
Andy Rivera, Airport Manager, Pearland Regional Airport
Justin Powell, Associate Director, Jacobs Consultancy
- 1:45 p.m. - 2:45 p.m. **2) TBA**
- 2:45 p.m. - 3:00 p.m. **Break in Exhibit Hall**
- 3:00 p.m. - 4:00 p.m. **Workshops**
3) Maintaining Your Airport: Managing Your Pavement and Your Fire Ants
Tom Freeman, Texas Transportation Institute, The Texas A&M University System
Dr. Bart Drees, Texas Imported Fire Ant Research and Management Project, Texas A&M University

tion Conference

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3:00 p.m. - 4:00 p.m.

**4) New Instrument Approaches:
Coming to an Airport Near You
(WAAS, RNAV, LPV, etc.)**

Ron Sanders, Manager, FAA Southwest Region
Flight Procedures Office

Jimmy Snow, FAA Contractor, WAAS Program

4:00 p.m. - 4:30 p.m.

**5) Airport Security: Neighborhood
Watch Programs at General Aviation
Airports**

Bill Gunn, TxDOT Aviation

4:00 p.m. - 4:30 p.m.

6) Construction Safety

Glenn Boles, FAA, Arkansas/Oklahoma
Airport Development Office

4:30 p.m. - 5:30 p.m.

RAMP Coordinators Listening Session

4:30 p.m. - 5:30 p.m.

**Texas Airport Management Association
(TAMA) Meeting**

- Approval of minutes from previous meeting
- Election of 2007 Officers
- TAMA Goals for 2007
- General Discussion

Transportation will be provided to/from the Ortiz Center for the Banquet

6:00 p.m. - 7:30 p.m.

Awards Banquet

General Aviation Airport Manager of the Year, Most Improved Airport, Airport of the Year, Reliever Airport
Manager of the Year, Lifetime Achievement in Aviation presented to Gordon Bethune

7:30 p.m. - 9:30 p.m.

Evening Social (Sponsored By Rodriguez Engineering)

FRIDAY, April 20

7:30 a.m. - 10:30 a.m.

Exhibits and Registration Desk Open

7:30 a.m. - 8:30 a.m.

Continental Breakfast (Exhibit Area)

8:30 a.m. - 9:00 a.m.

NASAO and Reauthorization Update

Henry Ogrodzinski, President, NASAO

9:00 a.m. - 9:30 a.m.

**Fort Worth Airport System Plan: Capital Improvement and Private
Development**

Mike Feeley, Director of Aviation, City of Fort Worth

9:30 a.m. - 10:00 a.m.

**Airport Marketing: Old and New Media Elements of Marketing Your
Aviation Businesses**

Rob Mark, CEO, COMMAVIA

10:00 a.m. - 10:30 a.m.

Checkout Break (Exhibits Breakdown)

10:30 a.m. - 11:00 a.m.

**Managing Expectations: Justifying Your Project, Preventing Scope Creep, and
Other Planning and Programming Issues**

Linda Howard, TxDOT, Aviation Division

Sandra Braden, TxDOT, Aviation Division

11:00 a.m. - 11:30 a.m.

TxDOT/DOT-FAA AIP PROGRAM & LISTENING SESSION

Dave Fulton, Director, TxDOT, Aviation Division

Mike Nicely, FAA Airports Development Office, SW Region

2006 TEXAS AVIATION CONFERENCE REGISTRATION FORM

Register on-line at <http://tti.tamu.edu/conferences/tac07/>

To register for this conference, complete the form below and return with \$125 check made payable to: TTI-Avt07, and send to Event Management and Planning, Texas Transportation Institute, Texas A&M University System, 3135 TAMU, College Station, TX 77843-3135. Phone: 979/862-1219 and Fax 979/862-1225. **NO PURCHASE ORDERS ACCEPTED. ONLY VISA, MASTER CARD AND DISCOVER CREDIT CARDS WILL BE ACCEPTED. ONLY CHECKS FROM U.S. BANKS ARE ACCEPTED. TxDOT employees are exempt from the registration fee, but must register on-line.** If paying by check or money order, you may register on-line and then mail your payment. Only cancellations received in writing to EM&P by 5:00 p.m. March 21, 2007 will be refunded less a \$25 handling fee.

Name _____

Title _____ Company/Organization _____

Address, City, State, Zip Code _____

Day Phone Number _____ Fax _____ E-mail _____

___ I have enclosed my check or money order **OR** ___ I would prefer to pay with credit card (circle one) Visa M/C Discover

_____ Credit Card Number _____ Expiration Date _____ Amount _____

I will be attending the following functions during the conference:

For TTI Use Only:

Circle One

| | | | |
|-----------|--------------------|-----|----|
| Wednesday | Golf Tournament | Yes | No |
| Wednesday | Fishing Tournament | Yes | No |
| Wednesday | Get-Acquainted | Yes | No |
| Wednesday | Boat Cruise | Yes | No |
| Thursday | Evening Social | Yes | No |
| Thursday | Awards Banquet | Yes | No |

Check Number _____

Check Amount _____

Receipt Number _____

NOTE: If you are taking a guest to the awards banquet who is not registered, please include an additional \$25. Please include their names: _____

SULPHUR SPRINGS AIRPORT AND AMERICAN LEGEND AIRCRAFT GROW TOGETHER

By Jay Carpenter
Texas Aviation Association

Sulphur Springs Municipal Airport (KSLR) is a jewel in the crown of general aviation airports in Texas. This airport, located 65 nautical miles northeast of downtown Dallas, was named "Airport of the Year" in 2003 by Texas Department of Transportation (TxDOT) Aviation Division. Further developments are being planned to expand and improve the facility. Additionally, a new company, American Legend Aircraft, is sprouting its wings with the successful production replica of the aviation icon, the Piper Cub.

I revisited Sulphur Springs Municipal Airport in November of 2006 and found many improvements since I was there in 2005. New hangars were built and many others are on the planning boards according to airport director Joey Baker. Also, money has been appropriated to resurface the existing taxiway and hard surface runway (17-35) plus the addition of PAPI (Precision Approach Path Indicator) lighting. Speculation is that the parallel grass turf runway will soon be incorporated into the main frame of airport operations.

"The preliminary engineering report for the new improvements is due any day now," said Baker. "We are also going to break ground on 10 new hangars within the next two months." According to Baker, the project is funded through Federal Aviation Administration Entitlement grants.

The buildings will house single and light twin aircraft. "Several existing hangar tenants are expected to move into the new ones and their vacated hangars should soon be filled as demand for aircraft housing is high. The site of the new hangars will be midfield just east of the old terminal building," Baker said.

Another project that is not yet official is the registration of the grass strip on aeronautic sectional charts. "Expect to see a picture of that project develop in the next six months," said the director. Baker expects an immediate, increasing utilization of the grass strip. Users will include local tenants, area aviation enthusiasts plus both customers and employees of American Legend Aircraft Company who produce the Light Sport Aircraft modified version of the Piper J-3 "Cub."

American Legend began its business at the Sulphur Springs Airport in 2004. President Tim Elliott and a group of dedicated general aviation enthusiasts received certification of their Light Sport Aircraft "Cub" model in July of 2005. The company employs 53 skilled workers that handcraft each aircraft from raw materials. The original Piper Cub has a long rich history that began in the 1920's. The popular aircraft now has a new Light Sport version manufactured by American Legend.

Light Sport Aircraft (LSA) is a new category of aircraft recently certified by the Federal Aviation Administration (FAA). This aircraft does not mandate that the pilot carry a current medical →



American Legend "Cub" on ramp at Sulphur Springs Municipal Airport, ready for delivery.

certificate as required by pilots of all other aircraft. Therefore, many pilots that have allowed their medical certificate to expire, will now have the opportunity to continue flying in LSA aircraft. The planes are certified for flight in Visual Flight Rules (VFR) weather conditions and can only be flown during daylight hours. At a cruising speed of around 100 mph, the Legend Cub is not an aircraft designed for long cross country flights. This plane is made for fun flying!

Jim Lewman, marketing representative for American Legend Aircraft, said that, "The Sulphur Springs Municipal Airport was chosen as the site for manufacturing because of the already existing great facilities of the airport, an existing parallel grass runway, and the adjacent Lake Sulphur Springs, which is the perfect place for a Float Harbor." Lewman also indicated that the friendly atmosphere of the local citizens and the year 'round good weather conditions in Texas are optimal for aircraft manufacturing. The company is producing seven aircraft a month and there is a three-month waiting list for delivery; a very respectable production rate. Cost for a new Legend Cub runs about \$88,000 depending on what options the customer desires.

The Legend Cub is a two-place, single engine piston-powered aircraft designed to meet Light-Sport Aircraft certification requirements. It has an empty weight of 870 lbs. The Legend Cub is propelled by a 100-horsepower Continental O-200 engine with electric start. Equipped with optional floats, the aircraft is capable of water takeoffs and landings. Two models are available. There is the AL3C-100 Open Cowl (like the original Cub) and the AL11C-100 Closed Cowl which presents a faster plane because the cylinders are not protruding from the cowling. There is also an optional engine package featuring the Jabiru-3300, 120 HP engine.

The American Legend Cub is painted in the traditional "Piper Yellow" with a black "lightning bolt" trim displayed on the side of the fuselage. However, the company is also introducing another paint scheme, that of the Piper combat aircraft. Painted in a military olive green, highlighted on the wings and fuselage with black and white stripes, this version of the Legend Cub looks almost identical to the famous WWII Piper L-4 Cub. That famous aircraft was nicknamed the "Grasshopper" by its pilots and the spotters who sat in the back, looking for enemy positions on the ground.

The lightweight Legend Cub can be outfitted with modern avionics such as a glass panel for engine monitors and flight attitude instrumentation. One can also order Global Positioning System (GPS) navigation which includes Nexrad weather color displays, terrain and aircraft avoidance, and XM satellite music. "We can even install an auto pilot system if the buyer likes," said Jim Lewman.

In July of 2006, American Legend took occupancy in its new assembly and delivery facilities at the Sulphur Spring Municipal Airport. The buildings are located just north of the new terminal building. Ground breaking for the new facility

took place in November 2005. Construction was completed six months later. The construction comprised of two buildings: a 20,000-square foot hangar and an adjacent 5,000-square foot hangar. The larger structure is being used for aircraft assembly and the Research & Development Department for future projects. The second hangar is being used for sales and marketing. American Legend will continue to use a

21,000-square foot manufacturing facility currently under lease. The company's manufacturing assembly and delivery facilities total more than 45,000 square feet.

The grass strip adjacent to the 5,001 X 75 foot hard surface runway is utilized every day by the tail dragger Cubs. Originally designed to land on off-airport surfaces, these Cubs are right at home at Sulphur Springs Municipal Airport. Should a Float Harbor be developed on the adjacent Lake Sulphur Springs, then float kit equipped Cubs as well as other float planes will be able to fly into and dock at yet another facility of this great airport. The Sulphur Springs Municipal Airport has it all, facilitating everything from the lightweight Sport Cub to the fastest business jets. Jet A and 100LL fuel are available from a friendly group of city employees at the new terminal building, where all of the comforts of home are available, including a fireplace in the lounge area.

With the ongoing success of American Legend Aircraft and the future improvements coming to Sulphur Springs Municipal Airport, the aviation enthusiast indeed has a jewel of a facility to enjoy. Don't forget to stop by The Red Barn Café to refuel the crew! ♦

American Legend "Cub" with float kit taking off from a lake.



FIRST PLANES LAND AT HOUSTON EXECUTIVE AIRPORT

(Houston, August 6, 2006) The usual revelry associated with a birthday party took a decidedly "flightier" approach August 6 when businessman Ron Henriksen loaded his family aboard his twin-engine Piaggio P-180 Avanti and took to the skies, becoming the first pilot to land at his new Houston Executive Airport in celebration of his 60th birthday.

Accompanying Henriksen on the flight from Sugar Land to the airport were Henriksen's wife Sheri and sons, 13-year-old James and 11-year-old Matt.

"I expected the flight to take about 4 1/2 minutes, but due to wind conditions, we landed in about 6 minutes – a fitting number considering the occasion," said Henriksen.

Henriksen landed at 1:30 p.m., followed by Drew Coats, an executive with Houston Executive Airport, in his Cessna 172, and Jay Tribble, of Tribble & Stephens, flying his Cessna Centurion Turbio 210.

Houston Executive Airport (HEA) is a commercial development of WCF, LLC, owned by Henriksen, a Houston native. Scheduled to open to the public in January 2007 the airport is located west of Houston in South Waller County, north of I-10 and west of FM 2855, an area of rapid growth and business development. HEA replaces Air Rice, a private airport built in 1962 primarily used for crop-dusters.

Located in Brookshire, Texas, HEA will cater to business and general aviation aircraft. With an eye for coming growth, Henriksen has long-range plans for the airport's runway to be extended to 7,000 feet to accommodate larger planes.

Joining the crowd of 50 well-wishers on the ground were Andy Perry, Houston Executive Airport director; Roberta Long, executive finance director; and David Hannah III, construction supervisor, who broke into "Happy Birthday" as Henriksen exited the plane. Other guests included brothers Bob Cardiff and George Cardiff, the previous owners of the former crop-dusting facility where the airport is being constructed.



Ron Henriksen celebrated a birthday milestone August 6 by becoming the first pilot to land at his new Houston Executive Airport. Henriksen was joined by a crowd of 50 well-wishers including Houston Executive Airport Director Andrew Perry.

Henriksen, a former commercial pilot, is realizing a boyhood dream with the near completion of the two-year project.

"I took my first flying lesson when I was in my first year of college," said Henriksen. "From the moment my feet left the ground, I was hooked on aviation."

Henriksen continued his passion for planes while attending Sam Houston State University where he graduated with a degree in mathematics. He had a 15-year career in commercial aviation before entering the telecommunications field. →

The significant growth of the Energy Corridor along Interstate 10 was a natural draw for an airport located west of Houston, according to Henriksen. But there were other guiding factors as well.

"General aviation airports are disappearing around the country," said Henriksen. "When I saw the closing of Houston's Andrau Airport and Austin's Robert Mueller Airport, I was determined to build this new airport with private investment to ensure its longevity and positively impact the local community."

Henricksen said Houston Executive Airport will be a tremendous asset to the local community, providing a significant increase in tax revenue to the county and Royal ISD. In addition, Henriksen cites the value to families.

"As a father, I'm excited about the opportunity to expose children to the joy of aviation," he said. "Airports are really quite beautiful. They preserve green space as metropolitan areas expand, and to that end, we have plans for a public park where families can picnic, play sports and let their own kids watch planes come and go. And who knows? There may be a child out there whose life, like mine, will be changed forever by learning about the opportunities available in the field of aviation."

(Permission to print from Chevron Global Aviation, and Houston Executive Airport; published in the *Dallas/Fort Worth & Business Journal*, October 2006.) ♦

Ron Henriksen lands his twin-engine Piaggio P-180 Avanti August 6, becoming the first pilot to land at his new Houston Executive Airport.



U.S. SENATOR HUTCHISON ANNOUNCES \$4 MILLION IMPROVEMENTS READY TO COMMENCE AT A.L. MANGHAM JR. REGIONAL AIRPORT

By Victoria LaFollett-Koenig
Nacogdoches, Texas

(Nacogdoches, November 3, 2006) Today, U.S. Senator Kay Bailey Hutchison announced the City of Nacogdoches' award of \$4.020 million in federal monies has passed all criteria – including a runway expansion/extension justification study – which now paves the way for major improvements to commence at A. L. Mangham Jr. Regional Airport. The grant, to be administered through the Texas Department of Transportation's Aviation Division, lays the groundwork for the ultimate expansion and extension of the City's primary runway from 5,000-foot long, 75-foot wide to 5,800-foot long, 100-foot wide – thereby, allowing larger and heavier aircraft traffic access to the airport. →

During the event, officials highlighted a number of recent improvements to A. L. Mangham Jr. Regional Airport:

- New Pilots' Lounge and Airport Manager's Office ~ The newly renovated facility (previously, the abandoned old terminal building) has a number of amenities including conference meeting space for pilots and passengers, Wi-Fi access, computer terminal access, 24-hour facility access (pilots should contact the airport manager for access information), local brochures, coffeemaker, microwave, refrigerator, cable TV weather and news, and ADA accessibility. The Stephen F. Austin State University Columbia Regional Geospatial Service Center contributed several large-scale maps of the local area – prominently displayed in the facility.
- Remote Communications Outlet (RCO) ~ This recently added technology allows pilots to use aircraft radios to access a phone line to acquire take off clearance under instrument conditions.
- Resurfacing of Runway 18-36 and Adjacent Areas ~ This complete resurfacing of the airport's primary runway not only improved the pavement surface but also increased the wheel-load capacity to 30,000 pounds. This project included the construction of a new Taxiway "B" – allowing more direct access from the runway to the apron area, construction of an extended Taxiway "C" to serve hangar areas and sealing of all pavement surfaces in the hangar area. Other aspects of the project addressed taxiway drainage improvements and upgrades to airport lighting controls for both the runway and taxiway.
- Airport Security Gates, Gate Operators and Cameras ~ New gates with electronic operators at major access points have been added – as well as numerous security cameras.
- MALSR Lighting System ~ The Federal Aviation Administration (FAA) has recently begun the installation of a "medium intensity approach lighting system with runway alignment lights" (MALSR) – used by pilots during instrument landing approaches. The MALSR creates a safer landing environment for pilots landing in poor weather conditions. This is an on-going project expected to be completed next year.
- Airport Layout Plan (ALP) ~ A new ALP is now being developed. This all-important tool provides an exact "picture" of the entire airport plant and it serves as a cornerstone for future airport development. The ALP is projected to be completed next year.

A. L. Mangham Jr. speaking at the Pilots' Lounge Official Opening Ceremony

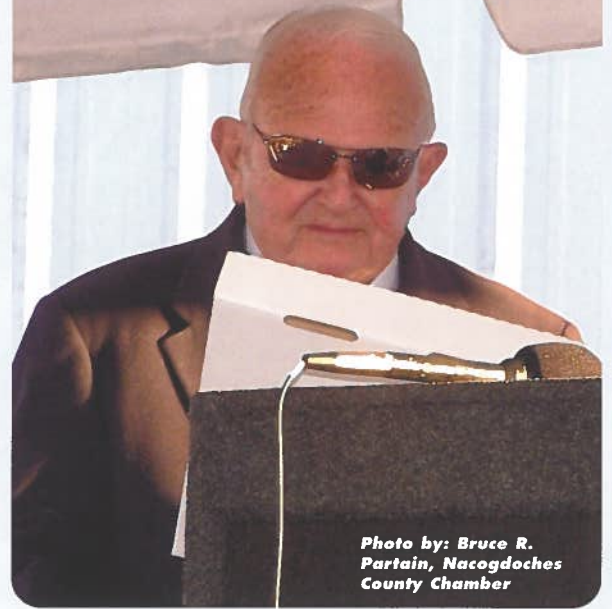


Photo by: Bruce R. Partain, Nacogdoches County Chamber

The Nacogdoches Public Safety Honor Guard



Photo by: Bruce R. Partain, Nacogdoches County Chamber

City Manager Jim Jeffers extolled the progress being made at A. L. Mangham Jr. Regional Airport. "The City of Nacogdoches is extremely fortunate to have such a great aviation facility. The opportunities for development are many. The positive working partnerships we've developed at both the state and federal levels have allowed the city to make great strides through various grants," Jeffers said. "We are especially grateful for the assistance Senator Hutchison has provided us – as has been demonstrated once again with today's announcement."

Recent improvements noted to date, not including the \$4.020 million announced today, total nearly \$10 million – most of which has been accomplished through state and federal funding. ♦

GRANTS RECEIVED

| | | |
|---------------------------------------|-------------|--|
| Lipscomp County Airport/Higgins | \$351,110 | Rehabilitate and mark Runway 18/36, apron and taxiway. |
| Grayson County Airport | \$244,885 | Construct hangar access taxiway on the east side of the apron south of the terminal building. |
| Levelland Municipal Airport | \$1,009,740 | Rehabilitate and mark Runway 17-35 and 8-26; rehabilitate and mark parallel and stub taxiways; rehabilitate and mark apron and hangar access taxiways and install precision approach path indicator-4 Runway 35 end. |
| T-Bar Airport/ Tahoka | \$898,420 | Overlay and mark Runway 17-35; overlay and mark stub taxiway; overlay apron; and replace low intensity runway lights with medium intensity runway lights, Runway 17-35. |
| Lone Star Executive Airport | \$5,918,528 | Extend, reconstruct, widen and mark Runway 1-19; temporary displaced threshold Runway 14; install new medium intensity runway lights Runway 1-19; install new medium intensity taxiway lights; relocate precision approach path indicator-2's Runway 1-19; replace sign panels; improve drainage; and clear trees in the Runway Protection Zone Runway 19. |
| Giddings/Lee County Airport | \$552,730 | Construct a hangar facility. |
| Giddings/Lee County Airport | \$626,860 | Construct Thangar access taxiways and install tiedowns. |
| Vernon/Wilbarger County Airport | \$476,445 | Construct a hangar facility. |
| Perryton/Ochiltree County Airport | \$1,127,710 | Repair/rehabilitate and mark Runway 17-35 and parallel taxiway. |
| Hemphill County Airport/Canadian | \$725,170 | Widen apron and install game proof fencing. |
| Crane County Airport | \$551,111 | Extend, rehabilitate and mark Runway 12-30; rehabilitate and mark Runway 15-33; rehabilitate and mark stub taxiway and rehabilitate apron. |
| Fayette Regional Air Center/La Grange | \$396,920 | Construct a hangar facility. |
| Mid Valley Weslaco | \$516,596 | Rehabilitate and mark the taxiways and apron. |

ROBERT LANSFORD, FLYING CONTRACTOR

By Megan Caffall
Aviation Division

At the pre-bid meeting for the Burnet Municipal Airport T-Hangar project, Robert Lansford of Lansford Company, Inc., had a lot of questions and seemed very interested in the Hangar Grant Program. When bids were opened in March, Lansford Company, Inc., was the low bid, and when Robert flew his Mooney M20E to the pre-construction meeting it became evident that he had more than just a business interest in hangar construction.

Robert has had a lifelong interest in aviation, and started work on his private pilot license three years ago, earning his ticket in 2004. Lansford Company, Inc., conducts business across the state, and Robert's Mooney cuts his travel time to a wide variety of locations. Robert is working on his instrument rating to increase his opportunity to fly for business and recreation.

Robert Lansford and his aircraft, Mooney M203.



The hangar project in Burnet is nearing completion, and Lansford Company, Inc., is also working on a seven unit T-Hangar project at the Fayette Regional Airport in La Grange. Other TxDOT Hangar Grant projects in Snyder and Stephenville are close to completion, and hangar projects at Wilbarger County, Brazoria County, Giddings-Lee County, Taylor Municipal, Brenham Municipal and Athens Municipal airports are also bid and/or under construction. ♦

Aviation's

25th



SILVER
ANNIVERSARY
Conference

APRIL 19-20, 2007

OMNI BAYFRONT HOTEL

CORPUS CHRISTI, TX

WEB SITES TO VISIT

Aviation Employee Placement Service
www.aeps.com

AirApps (job seekers)
www.airapps.com

Avcrew (career)
www.avcrew.com

AvJobs (career)
www.avjobs.com

Corporate Pilot (career)
www.corporatepilot.com

Find a Pilot (career)
www.findapilot.com

U.S. Dept. of Labor (career)
www.bls.gov/oco

MARK YOUR CALENDAR

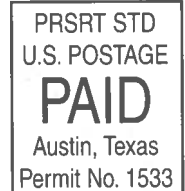
- Mar 31** Bell Co. CAP Squadron Pancake Breakfast, Temple, Texas
- Apr 14** EAA Chapter 1219 Fajita Fly-In!, Lufkin, Texas
- Apr 18-20** Texas Aviation Conference, Corpus Christi, Texas
- Jun 1-2** EAA – Southwest Regional Fly-In (SVRFI), Hondo, Texas
- Jun 23** High Country Wardbirds Fly-In, Valle-Williams, Arizona

Editor's Note: For most recent entries, check our Texas Aviation Calendar of Events at our Web site, www.txdot.gov.

Deadline for article submissions for the Jun/Jul *Wingtips* is May 4, 2007.



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AVIATION DIVISION



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