



**October  
2007**

WINGS NOT WHEELS  
1, 3

DAVE'S HANGAR  
2

WHEN BROWN GOES  
GREEN  
4-5

2008 TEXAS AVIATION  
CONFERENCE  
6-7

MARFA SOARS IN THE  
DAVIS MOUNTAINS  
8-9

FLIGHT SAFETY  
10

VIDEO LIBRARY NEWS  
10

AFTER ONE YEAR,  
STINSON TERMINAL  
EXPANSION TAKES SHAPE  
10

WRIGHT TROPHY GOES TO  
ASTRONAUT EUGENE  
CERNAN  
10

GRANTS RECEIVED  
11

WEB SITES TO VISIT  
12

MARK YOUR CALENDAR  
12



*Challenge Air pilot John Wing poses with his Fly Day co-pilot at the Mesquite Fly Day event in 2006.*

## **WINGS NOT WHEELS**

### **MESQUITE METRO AIRPORT, CHALLENGE AIR GIVE DISABLED YOUTHS THE GIFT OF FLIGHT**

By Brandon V. Webb  
Texas Transportation Institute

Flight means freedom. It has the power to inspire, heal, and offer hope. And perhaps no group knows that better than the pilots who fly for Challenge Air. Founded by the late Rick Amber in 1993, the non-profit "Challenge Air for Kids and Friends" has given wings to more than 22,500 physically challenged children, youths and their families.

Ride along with Challenge Air and you won't find any flight attendants, luggage tags or tray tables (locked in their upright position or not). What you will find are pilots, some of them wheelchair aviators, and co-pilots—the kiddos. That's right. These kids get to fly. They actually take the controls. And for many who are never able to walk a step here on earth, soaring through the sky proves that they can navigate their lives with fewer limitations than they thought. → *continued on pg. 3*



**Executive Director of Texas Department of Transportation Retires:**

Mike Behrens, Executive Director of the Texas Department of Transportation retired on August 31, 2007. Mike, who began his career with TxDOT in Yoakum 37 years ago, has served as head of the state's transportation agency for the last six years. During his tenure as executive director, Mike was consistently a strong supporter of TxDOT's Aviation Division and its programs. He led the transition of the state's aircraft fleet and maintenance operation located at the Austin/Bergstrom International Airport from the former State Aircraft Pooling Board into becoming a part of the Aviation Division.

The Texas Transportation Commission has named Amadeo Saenz Jr., P.E., as Mike's replacement. Congratulations to Mr. Saenz.



**DIRECTOR OF AVIATION**  
David S. Fulton

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

**DESIGN & LAYOUT**  
Jason E. Hranicky  
TxDOT Electronic Publishing  
Center,  
General Services Division

is an official publication of the Texas Department of Transportation Aviation Division. The intent of WINGTIPS is to keep the aviation community and others informed of local developments in aviation. Printed circulation: 5,000.

Comments and suggestions are welcome. Submission of articles is subject to space and editorial review; and should be directed to the editor at:

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

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

**Appointments made to the Texas Aviation Advisory Committee:**

On August 26, the Texas Transportation Commission appointed two members to the Texas Aviation Advisory Committee. Bob Bruce, owner and operator of the Boerne Stage Airfield northwest of San Antonio, was appointed as a new member for a three year term. Bob replaces Bill Knowles from Palestine who retired following 12 years of service on the committee. Pete Huff, retired McKinney businessman and current city council member, was re-appointed for an additional three year term.

Individuals on the Committee serve as volunteers to provide the growth and development of aviation and air transportation within Texas.

**FAA Reauthorization Going Nowhere Fast:**

With Congress coming back to work after a month off, and with only one month left in the fiscal year, it is unlikely that we will have a reauthorization of FAA programs prior to the start of the new year. If Congress fails to act prior to October 1, authority for FAA programs and the collection of aviation taxes will end. The most likely scenario is that Congress will enact a "continuing resolution" which will authorize continuation of the current law until a decision can be reached on new legislation. In any event, we do not anticipate a significant interruption of the federal airport improvement grant program. ♦





Red Bull, a national sponsor of Challenge Air, provides a plane and plenty of its energy drink at Fly Day Events.

continued from pg. 1 "Challenge Air came to us last year and asked if we would be interested in hosting a Fly Day event in 2006," says Mesquite Metro Airport Director Cynthia Godfrey. "Talk about a humbling experience—to see people who by our definition are handicapped working circles around you. Watching them shows me they can do anything."

Godfrey, who has now dedicated her airport annually to host Challenge Air Fly Days, says the epitome of flight is watching these physically challenged young people get out of an airplane and realize that they flew it.

"It helps instill faith in themselves when they do something like that," Godfrey says.

Challenge Air's Executive Director Byron Laszlo says the Mesquite Metro Airport is an ideal location for the event.

"Mesquite works for us perfectly," Laszlo says. "The amount of ramp space, which is one of our criteria, exceeded our expectations. Then, of course, Cynthia Godfrey's passion and thoughtfulness toward our organization just sealed the deal."

Twenty-six pilots and more than 130 children and youths with special needs pre-registered for last year's Fly Day event at Mesquite. Laszlo expects 150 kids this year to fly with about 30 pilots. Most of the children will come from Dallas County, but Challenge Air flies children from around the country at some 16 Fly Day events.

"I know the program works in miraculous ways for many of the kids that we fly, but it's also made a tremendous impact on me," Laszlo says. "Once you do a Challenge Air event, it's in you."

The energy drink Red Bull, with the slogan "Gives you wings," is a national sponsor of the Fly Day events. Locally, the charitable Dallas Foundation provided \$16,000 in underwriting for Mesquite Metro's Challenge Air event on September 29.



The terminal building at Mesquite Metro, dedicated in 2004.

Godfrey, who enters her 25th year in the field of aviation, says the partnership with Challenge Air will continue for years to come.

"We're involved because it's a chance to mentor and help people that normally wouldn't get a chance to ever get up and go in an airplane," Godfrey says. "Flying is the only thing I do where I can forget everything, and I hope it's that way for these kids." ♦

## BY THE NUMBERS

### MESQUITE METRO AIRPORT

#### In the year:

2004—a spacious, modern and beautiful new terminal was dedicated

2005—the airport was designated "Reliever Airport of the Year" by the Texas Department of Transportation

#### There are:

225 general aviation aircraft based at Mesquite Metro

120,000 general aviation operations each year

#### It is:

1 of 21 designated reliever airports in Texas

1 of 11 reliever airports in the DFW Metroplex

Adjacent to the 4th largest Union Pacific intermodal transportation terminal

#### For more information about Mesquite Metro Airport, visit:

<http://www.cityofmesquite.com/airport/>

#### To learn more about Challenge Air, visit:

<http://www.challengeair.com/>

#### To learn more about the Dallas Foundation, visit:

<http://dallasfoundation.org>

# WHEN BROWN GOES GREEN

## THE BROWNWOOD REGIONAL AIRPORT ISN' T LIVING UP TO ITS NAME. AND THAT' S A BEAUTIFUL THING.

By Brandon V. Webb  
Texas Transportation Institute

Drive north this spring or early summer on Hwy. 183 out of Brownwood, Texas, and you might be tempted to double-check your map. Nestled amongst the rolling, easy-going hills and sprawling mesquite trees of Central Texas, the landscape of the Brownwood Regional Airport is uncharacteristically verdant and lush. It's a far cry from the weathered, chapped outpost its name implies.

Airport Manager Sharlette Bain says the rains that have inundated the area haven't hurt business all that much.

"Has it affected operations here? Not really," she says. "Business is even picking up over last year."

The airport Bain manages is surprisingly beautiful. Stand on any of the rolling hills that surround it and you can see what would happen if you grabbed a mixing bowl and threw in a bit of north, south, east and west Texas along with a healthy dose of hill country.

A modern, sturdy and welcoming terminal adjoins hangar space for 61 single- and twin-piston engine planes. A busy FedEx facility sits not far from two large commercial hangars, three "T" hangars, a patio type hangar and the terminal building.

### Who flies through?

More than 400 flights pass through the airport in an average month, and Bain says with a smile that travelers are typically outfitted in swimsuits or hunting camo.



Formation flying pilot Trish Russell and her "RV" or Van's airplane.



Terminal and large hangar facility at Brownwood Regional Airport.

"Lake Brownwood is a big draw for pilots, and hunting is too," Bain says. "You'll notice a lot of game fences as you pass along the ranches around Brownwood. Howard Payne University [a private, Baptist university] is another reason people use the airport."

Wal-Mart, Staples, 3M and a number of other large corporations use the airport to visit their facilities in the area, as does Kohler, which manufactures china, fiberglass and acrylic plumbing products in Brownwood.

"For our community," Bain says, "this airport means growth and commerce. Some businesses won't locate in communities that don't have airports because they need access to their facilities. We make it accessible for companies to come here." →

## And Bain's view of what the community means to the airport?

"Brownwood supports us," she says. "They helped us build this airport. I try to stress to people that it's their airport and they should come out and see what's going on. We're doing what we can to help the community, and the community helps us with their support."

## Formation flying

During a recent visit to the Brownwood Regional Airport, *Wingtips* visited with some of the 26 pilots who had signed up for a weekend of formation flying. Stu McCurdy, retired U.S. Air Force colonel and leader of the formation flying team, said the group was made up of about one-third experienced formation flying pilots, one-third pilots with intermediate skills and one-third who were new to the skilled flying technique.

McCurdy said he chose Brownwood for this formation flying event because it has a nice, open runway and there isn't too much air traffic.

"We brief these pilots—who come from all walks of life—for three hours the night before the first flight," says McCurdy. "We'll fly four missions on Saturday, and on Sunday we will do an 'all up' for those qualified."

McCurdy says the pilots who fly cross-country to participate are looking for new challenges, skills and more flying discipline.

Trish Russell, a 4th and 5th grade teacher and the lone female pilot in the group, said she'd been flying in formation for six years.

"Maybe only six percent of pilots are women," says Russell, "but a lot of women fly with their husbands. I took 19 years off from flying to raise my kids, but now I'm back at it." ♦



"RV" aircraft, designed by Richard VanGrunsvan, assembled at Brownwood for formation flying.

## HOW BROWNWOOD HELPED WIN WORLD WAR II:

- September 1940—the U.S. Army Corp of Engineers leased the Brownwood Municipal Airport for the air squadron of the 36th Division, Texas National Guard. This division helped defeat the Italian Army in World War II.
- October 1940—the airport was enlarged and became part of the Camp Bowie military program
- February 1941—President Roosevelt designated a Works Progress Administration project to improve the airport
- February 1943—the Brownwood Army Airfield had grown to 1,800 acres
- 1945—the U.S. Government deeded the airport to the City of Brownwood after World War II ended

Today, the 21st Cavalry Brigade of the III Corps, U.S. Army, uses the airport to train Apache and Blackhawk helicopter crews. The F-4 Phantom and F-111 jets displayed at the Brownwood terminal stand testament to a long and proud tradition of serving America through aviation.

### For more information about Brownwood Regional Airport, visit:

<http://www.brownwoodairport.com/>  
or

<http://www.airnav.com/airport/KBWD>

### For more information about "RV" planes or Van's Aircraft, visit:

<http://www.vansaircraft.com/>

TxDOT'S

26<sup>th</sup> ANNUAL  
TEXAS AVIATION  
CONFERENCE

26<sup>th</sup>



FIRST CLASS

USA

AUSTIN TEXAS  
APR 15  
2007  
AVIATION DIV

# Make plans to attend!

Make plans to attend the **26th Annual Texas Aviation Conference**. To be held on April 15, 16 and 17, 2008, at the Renaissance Hotel and Resort located in Austin, Texas.

Be sure to check out our [www.txdot.gov](http://www.txdot.gov) or TTI Web site <http://tti.tamu.edu/conferences/find.htm> for up to date events....

Social activities will include our annual golf tournament, get acquainted reception, special evening reception sponsored by Rodriguez Engineering, banquet and lunch, all at an exciting new location in Austin. We are working on making this conference better than ever.

## Mark your calendar and join us!

APRIL 2008						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			



## MARFA SOARS IN THE DAVIS MOUNTAINS

By Lee Jay Carpenter  
Texas Aviation Association

(Presidio County, July 30, 2007) In the 1950's, I grew up in the Davis Mountain region and enjoyed exploring the Chihuahuan Desert with my dad in his Cessna 180. We often landed in remote areas including Marfa and the Big Bend to hunt for arrowheads and rare rocks. To return to this majestic part of Texas for this article was most enjoyable!

Marfa, Texas, is located half way between El Paso and Del Rio in the majestic Davis Mountains of West Texas.

The city is the home of famous artists and their studios; it is an ideal location for soaring aircraft, and is home of the mysterious Marfa Lights. At 5,000 feet above sea level on the Marfa Plateau, one enjoys mild summers and pleasant winters.

The first Spanish explorers came to this area in the early to mid 1500's. Two missions were constructed near an area they called La Junta de los Rios, the junction of the rivers, one of which is the Rio Grande. The missions were erected near where Presidio, Texas, is located today. In the 1850's, after a threat from Mescalero Apache uprisings, a settlement was developed in an area 80 miles to the north of La Junta. The settlement was named La Limpia, located on a creek by the same name. To protect the settlement, U.S. Secretary of War Jefferson Davis established an army post in 1854 called Fort Davis.

From 1880 to 1890, the surge of growth in Presidio County was precipitated by cattlemen seeking new territory to graze their herds. This combined with the birth of silver mining operations and the extension of the railroad brought stabilization to the area. The name Marfa was derived from a female character in Dostoevsky's book *Brothers Karamozov*. The wife of a railroad engineer was reading the book as they arrived at the water stop. She named the town.

The nearest major airports are in El Paso and Midland; both are nearly 200 miles away. Therefore, the Marfa Municipal Airport (KMRF) plays an important role as the gateway to this social center and nearby Big Bend National Park.

Although it is called the Marfa Municipal Airport, the facility which was built in 1979, is actually owned by Presidio County. A permanent fixture at the airport is operations manager Ron Lewis who will meet and greet visitors flying into the area. Lewis can provide fuel, aircraft maintenance and car rentals. Since he lives at the airport, great service is only a phone call away pretty much any time of the day.



Hawker 800XP Business Jet from Ohio visiting the Marfa Municipal Airport.

Runways 12 and 30 are over 6,000 feet long which can accommodate even the largest business jets. There are GPS and VOR approaches for runway 30. With the development of the artist community and other attractions, this airport is visited by many business jets arriving from all around the world. "We have approximately four jets arrive and depart each week," said Lewis. For a town with a population of only a couple of thousand folks, that's a lot of jet traffic! He continues,

"On several occasions we have had Charles Schwab and his family arrive from New York in his Global Express. And, when the Chinati and Judd Foundations host their annual Open House during Columbus Day weekend in October, we will sometimes have 20-25 jets from all over the world visiting at one time. Those pilots can have delays getting their Air Traffic Control clearance out of here when they all try to leave at the same time."

Also, at Marfa Municipal Airport, you will find Burt Compton, owner of Marfa Gliders. Compton is a Master Flight Instructor and FAA Designated Pilot Examiner. In 2007, he was selected as "Flight Instructor of the Year" by the Lubbock FAA FSDO (Federal Aviation Administration Flight Standards District Office). At Marfa Gliders, Compton provides services ranging from glider rides, flight instruction, rating certifications, plus advice on family adventure activities, horseback riding, star-gazing and art galleries. Burt and wife Kathie Compton were married in a glider high above the Marfa Municipal Airport. Each year, the Compton's sponsor the "Burt & Kathie Compton Aviation Experience Scholarship," designed for qualifying Marfa High School students.

According to Compton, Marfa's location and terrain provide near perfect conditions for gliders. Gliders are aircraft that do not have an engine but instead have long wingspans that provide exceptional lift. The glider is towed into the air by another motorized aircraft using a strong rope. At about 2,000 feet above ground level, the glider releases the tow line and is then on its own to maintain altitude. They →



The famous El Hotel Paisano in Marfa, Texas.

cruise around at 50-80 knots searching the sky for thermals. Because of the numerous updrafts in the area, the glider pilot can get a free ride upward by circling in these rising columns of air. "A trained pilot can maintain altitude for hours," said Compton. He explained that many times the updrafts are so favorable that a pilot can maintain altitude all day long, burning no fuel, using solar power alone.

Compton demonstrated to me how to spot thermals from the ground. Looking from his hangar door, he pointed out several isolated billowing cumulus clouds to the west of the airport. "Beneath each of those clouds are updraft thermals. We seek out those areas to gain lift from the thermals," said Compton, further explaining that even on days when there are no clouds, glider pilots can identify thermals uplifts by observing soaring Turkey Vultures. "Often," he said, "we share the same airspace as our buzzard cousins in order to maintain altitude."

He claimed that a glider pilot can climb to altitudes as high as 14,000 feet above mean sea level. "The record is 49,000 feet," said Compton. He continues, "On cross-country contests pilots can often fly distances of 1,000 miles and more in a single flight. It's called 'wave flying' where a ridge of air pressure is formed along dry line boundaries that often start at the Marfa Plateau and can reach as far north as Canada. The questions for the soaring pilot are: how high in altitude, how long in hours and how far in distance can we go?"

Marfa was the site of the 1970 World Soaring Contest and where *The Sunship Game* soaring movie was filmed. You can reach Burt Compton either on his Web site [www.flygliders.com](http://www.flygliders.com), by e-mail at [marfagliders@aol.com](mailto:marfagliders@aol.com) or by phone at 800/667-9464.

Tourists are also attracted to Marfa to see other popular landmarks in the area.

The famous El Hotel Paisano is listed in the National Register of Historic Landmarks. The hotel accommodated the cast of movie stars during the filming of *Giant*.

One popular attraction of the region is the Marfa Lights, sometimes called the Marfa Mystery Lights. These strange phenomena are unexplained lights (known as "ghost lights") usually seen near U.S. Route 67 on Mitchell Flat east of Marfa. The first confirmed report of the Marfa Lights dates to a 1957 magazine article, but earlier oral reports of the Marfa Lights have been attributed to Robert Reed Ellison back in 1883.

What are the Marfa Lights? Having grown up in the region, I remember seeing the "balls of blue fire" on several occasions. I still don't know what they are. Some say that they are ball lightning or plasma generated by geological forces deep inside the earth. Others claim that they are actual ghosts of Indians that once roamed the area. Scientists have studied the phenomena but have not arrived at a conclusion. Skeptics attribute them to

mistaken sightings of ordinary night-time lights, such as distant vehicle lights, ranch lights, or astronomical objects. Did I hear "swamp gas?" Personally, I like the ghost version. Ron Lewis from the Marfa Municipal Airport says that the Mystery Lights have become so popular that 20 to 30 cars show up each night at a roadside station erected by the Texas Department of Transportation along U.S. Route 67, a few miles east of Marfa. And usually in September on the Labor Day Weekend, the Marfa Lights Festival is held.



Burt Compton - owner of Marfa Gliders, a Master Flight Instructor and an FAA Designated Pilot Examiner, and the 2007 Flight Instructor of the Year.

As a growing center for artists, Marfa boasts several art galleries with world wide

acclaim. The Chinati Foundation is a contemporary art museum located on the edge of town that preserves and offers for public viewing large-scale, permanent or temporary installations by a limited number of artists. This museum is one of the reasons that so many business jets visit and land at the Marfa Municipal Airport, especially in October for their annual Open House.

No doubt, Marfa is a rare jewel in the high deserts of West Texas. It has a rich history, vast mountain terrains, a sophisticated artist community including the soaring Capitol of the Universe and the source of many family-oriented entertainment activities.

If you fly into the Marfa Municipal Airport, remember to check the weather first. The airport elevation is 4,849 feet above mean sea level and Density Altitude can soar up to 8,000 feet and higher in the mid-summer day. Plan on landing early in the day and be prepared for extra takeoff lengths after 10 a.m. Call the local Area Weather Observation System at 432/729-3364 for the latest weather data.



Marfa Glider being towed to altitude.

Visit [www.airnav.com/airport/MRF](http://www.airnav.com/airport/MRF) for flight planning assistance. ♦

# FLIGHT SAFETY

## FIVE TIPS FOR EMERGENCY LANDINGS

### 1. FLY THE AIRPLANE

As the FAA puts it, "The most critical and often the most inexcusable error that can be made in the planning and execution of an emergency landing, even in ideal terrain, is the loss of initiative over the airplane's attitude and sink rate at touchdown."

### 2. TERRAIN SELECTION

The only time the pilot has a very limited choice is during the low and slow portion of the takeoff. However, even under these conditions, the ability to change the impact heading only a few degrees may ensure a survival crash. If beyond gliding distance of a suitable open area, the pilot should judge the available terrain for its energy absorbing capability.

### 3. CHANGE YOUR PLAN ONLY ONCE

Considerable altitude may be lost before the best spot can be pinpointed. For this reason, the pilot should not hesitate to discard the original plan for a better one. As a rule, the pilot should not change his or her mind more than once; a well-executed crash landing can be less hazardous than an uncontrolled touchdown on an established runway.

### 4. PLAN THE APPROACH

Approach planning should be governed by three factors

- Wind direction and velocity.
- Dimensions and slope of the chosen field.
- Obstacles in the final approach path.

Colliding with obstacles at the end of a ground roll is much less hazardous than at flying speed before touchdown.

### 5. SEE TIP NUMBER 1. ♦

SOURCE: *Aviation Safety 2006*



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 DVD/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 film catalog 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 further information, please call 1-800/68-PILOT.

### INTERESTING DVDs/VIDEOS:

d1035	Taming Stalls & Spins
d1036	Who Killed the Red Baron?
d1042	Ghost Plane of the Desert – Lady Be Good
d1110	Multi-Engine Flying
d1404	Making Your Own Rules – Personal Minimums ♦

## AFTER ONE YEAR, STINSON TERMINAL EXPANSION TAKES SHAPE

A separate project currently underway and making progress at the historic Stinson Municipal Airport is the \$4.8 million terminal expansion. The addition of wings onto the existing terminal facility should be completed by the first quarter of 2008. The new wing additions will add approximately 24,000 square feet space that will be used for added concession and tenant services. As a result of a partnership with Stinson, Palo Alto College plans to relocate its aviation department to new classrooms in the expanded terminal area. ♦

## WRIGHT TROPHY GOES TO ASTRONAUT EUGENE CERNAN

The National Aeronautic Association announced on Wednesday that retired Navy Captain Eugene Cernan is the winner of the 2007 Wright Brothers Memorial Trophy. The trophy, presented annually, is awarded "...to a living American for significant public service of enduring value to aviation in the United States." Previous winners include Charles Lindbergh, Igor Sikorski, Juan Trippe and Neil Armstrong. Cernan was selected for the trophy due to his extraordinary lifetime of achievement as an astronaut, naval aviator and ambassador for aerospace. One of 14 astronauts selected by NASA in 1963, he flew in space three times, spent three days on the lunar surface as commander of Apollo 17, and became known as the "last man on the moon."

Cernan will receive the trophy at the Aero Club of Washington Wright Memorial Dinner on Dec. 14. Cernan also is known for his eloquence, and is featured in the new film release, *In the Shadow of the Moon*. ♦

## GRANTS RECEIVED

Dalhart Municipal Airport	\$333,334	Replace concrete sections.
Lone Star Executive Airport	\$2,843,830	Construct an air traffic control tower.
Alice International Airport	\$1,238,388	Relocate localizer antenna/electrical vault; regrade/clear/grub Runway 35 object free area (OFA), install new fence/box culvert/clear and grub Runway 17 OFA; install new fence for Runway 31 OFA; install new fence/clear and grub Runway 13 OFA.
Del Rio International Airport	\$400,000	Install a glide slope antenna and part 139 signage.
Jim Hogg County Airport	\$1,190,000	Overlay and mark Runway 13-31; overlay and mark taxiways apron; install precision approach path indicators-4 to Runway 13-31 and electrical improvements.
McGregor Executive Airport	\$2,599,030	Overlay and mark Runway 17-35; construct apron access taxiway to west apron; install precision approach path indicator-4 to Runway 35; relocate fuel farm from mid-apron area to road access off the entrance road and construct auto access pavement to west apron.
Munday Municipal Airport	\$163,000	Rehabilitate and mark Runway 17-35; rehabilitate south apron; rehabilitate turnarounds Runway 17-35 and stub taxiway; drainage improvement to the south stub taxiway and pave the remainder of the entrance road.
Bowie Municipal Airport	\$380,000	Rehabilitate and mark Runway 17-35; rehabilitate and mark parallel, cross and hangar access taxiways and apron.
Jayton/Kent County Airport	\$264,000	Rehabilitate and mark Runway 17-35; rehabilitate apron and stub taxiway.
Majors Field/Greenville	\$4,509,990	Overlay and mark Runway 17-35; mark and light parallel taxiway as a temporary runway and remove temporary runway markings from taxiway.

**HAPPY  
THANKSGIVING  
AND A WONDERFUL  
HOLIDAY SEASON**

**FROM THE  
AVIATION DIVISION**



## WEB SITES TO VISIT

Aircraft information  
(registration, certification, ACs)  
[www.faa.gov/aircraft](http://www.faa.gov/aircraft)

Aircraft Safety Alerts  
[www.faa.gov/aircraft/safety/alerts](http://www.faa.gov/aircraft/safety/alerts)

Request copies of aircraft records:  
[www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/copies\\_aircraft\\_records](http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/copies_aircraft_records)

Eagle Flight Skydiving  
[www.eagleflightsskydiving.com](http://www.eagleflightsskydiving.com)

Skydive Houston  
[www.skydivehouston.com](http://www.skydivehouston.com)

Skydive San Marcos  
[www.skydiveanmarcos.com](http://www.skydiveanmarcos.com)

Skydive Temple  
[www.skydivetemple.com](http://www.skydivetemple.com)

## MARK YOUR CALENDAR

- Oct 26-28** 23rd Annual Flying M Ranch Fly-In, Reklaw, Texas
- Nov 4-5** Randolph AFB Airshow, Randolph AFB, Texas
- Dec 1** EAA Chapter 1347 BBQ luncheon, Fayette Regional Air Center, La Grange, Texas
- Dec 2-4** AAAE Airports Economic Forum, San Antonio, Texas
- 2008**
- Jan 6-10** AAAE 22nd Annual Aviation Issues Conference, Kona, Hawaii
- Jan 8-12** American Astronomical Society Meeting, Austin, Texas

Editor's Note: For most recent entries, visit our Texas Aviation Calendar of Events at our Web site:  
[www.dot.state.tx.us/avn/calendarofevents.htm](http://www.dot.state.tx.us/avn/calendarofevents.htm) and *Wingtips* newsletter:  
[www.dot.state.tx.us/publications/aviation.htm](http://www.dot.state.tx.us/publications/aviation.htm)

Deadline for article submissions for the Jan-Feb 2007 *Wingtips* has been extended to November 9, 2007.



**Texas Department of Transportation**

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

AVIATION DIVISION

PRSR STD  
U.S. POSTAGE  
**PAID**  
Austin, Texas  
Permit No. 1533