



WINGTIPS



**Fall
2012**

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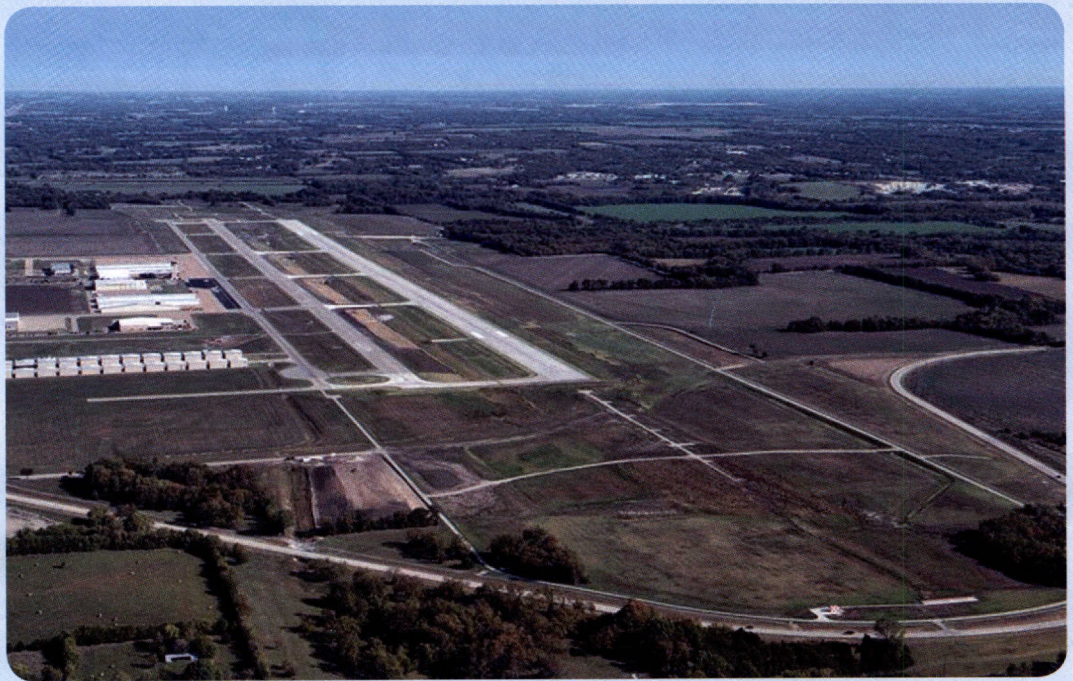
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An aerial shot of the recently completed 7,002-foot runway, the airport's perimeter road and the relocated Farm-to-Market road (FM) 546.

COLLIN COUNTY REGIONAL AIRPORT CELEBRATES RUNWAY OPENING

By Chris Sasser
Texas Transportation Institute

The new runway at Collin County Regional Airport (KTKI) was christened in memorable fashion on July 26 as three corporate jets carrying area representatives were the first to take off from the 7,002-foot runway. The passengers were treated to a 15-minute ride around the county as part of the events commemorating the runway's opening.

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For this issue's column, I would like to take the opportunity to welcome three new staff members at the Aviation Division.

MATTHEW FELTON, AIRPORT PLANNER

Matthew graduated from Auburn University in 2005 with a bachelor's degree in aviation management and logistics. His first position out of college was for a small/med-sized A&E consulting firm as an aviation planner. He conducted planning studies for a variety of airports throughout Georgia, Alabama, Tennessee and Mississippi ranging in size from general aviation to nonhub primary commercial service.

In 2007 he accepted a position with the Department of Aviation at the Hartsfield-Jackson Atlanta International Airport in the Planning Division. While at Hartsfield-Jackson he aided in the development and management of planning studies (directly related to over \$2 billion in capital improvement projects) such as the consolidated rental car center, new airport feasibility study and the new international terminal.



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<http://www.txdot.gov/services/aviation/default.htm>

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

"Relocating to Austin and taking a position with TxDOT has given me an opportunity to continue working closely with local governments while still enjoying my love of aviation," says Felton. "I am truly excited to be a part of the great work being conducted in the Aviation Division."

MOLLY LAMROUX, ENVIRONMENTAL SPECIALIST AND AIRPORT PLANNER

Originally from Ohio, Molly spent most of her childhood in Michigan's upper peninsula. She attended a small liberal arts college on a track/cross country scholarship and graduated with a bachelor of science degree in biology/chemistry. After college, she spent several years working for an environmental consulting firm as a chemist/bobcat operator. She then worked for over 10 years with the state of Michigan's environmental protection agency. Hoping to get another chance at operating a bobcat, she transferred to the State of Michigan's Department of Transportation (MDOT) where she worked primarily on aviation projects.

"From a hangar project that might improve an airport's revenue generation to a runway project that improves conditions for the flying public, I think general aviation is a huge asset to the communities being served," says Lamroux.

SOPHIA GONZALES, GIS ANALYST

Sophia earned a bachelor of science degree in geography in 2006 and in 2009, a master of applied geography degree in geographic information science (GIS) from Texas State University-San Marcos. Her graduate study focused on integrating GIS in water resources and land use planning.

She began her career as a geographer for the U.S. Geological Survey Texas Water Science Center in Austin. At the USGS, she worked on national water resources studies including the High Plains Groundwater Availability Study as well as local land use studies for the Texas Commission on Environmental Quality (TCEQ) and numerous other data-intensive projects integrating GIS.

"I'm excited to be joining the Aviation Division team and bring in a new flavor of geo-spatial data integration," says Gonzales. ♦





Area representatives gather on the tarmac at the Collin County Regional Airport to commemorate the opening of airport's new runway.

The \$52 million runway replaces the airport's original runway built in 1979 and is expected to be connected to all of the taxiways by November. It comes one year after the airport built a 78-foot control tower, replacing its dated 33-foot tower. The runway is the Texas Department of Transportation's (TxDOT's) largest aviation construction project ever and incorporated significant sub-projects such as the relocation of a Farm-to-Market road, stormwater management system that generated a letter of map revision with the Corps of Engineers, enhanced perimeter fencing and access control and monitoring, a new perimeter road and AOA safety enhancements.

"It's all about thinking toward the future," said Collin County Regional Airport Director Ken Wiegand. "Last year we opened our air traffic control tower, and this year we opened our new runway. Our future plans include expanding our terminal building. I've always believed if you make a facility better, you're going to attract more business, and that is certainly the goal of our airport."

That theme resonated throughout the morning's proceedings, as local officials echoed Wiegand's sentiments about the importance of the airport to the city of McKinney and the surrounding areas.

"When we first started meeting 10 years ago to plan the airport's future, we made a conscious effort to bring this airport forward as a regional asset," said McKinney Mayor Brian Loughmiller. "We felt that if we were going to reach out to our sister cities, the county and the Dallas/Fort Worth area as a place for corporate aviation, then we had to be a regional airport. We are going to continue to grow as a regional asset because of the investments we have made in this airport."

The regional impact of the airport is evident in the economic numbers. For 2010, the airport generated \$44,248,730 in economic activity, \$17,709,560 in salary wages and benefits and 378 jobs. The airport also

FACTS AND FIGURES — CONSTRUCTION OF RUNWAY 18/36 AT KTKI

- The runway is 7,002 x 150 feet with a 450,000-pound weight-bearing capacity.
- KSA engineers have engineered, designed and inspected the project since day one.
- TxDOT managed the construction of FM 546 to accommodate the runway and a future extension.
- Aviation funds paid for 100 percent of the FM 546 relocation.
- The project required the acquisition of approximately 164 acres.
- Project crews moved 1,226,000 cubic yards of soil.
- Project crews placed 52,614 tons of concrete covering approximately 30.5 acres.
- Project crews laid 25 miles of electrical wire for 202 runway and taxiway lights, signs and the airport's instrument landing system.
- Stormwater management required 1.13 miles of drainage culverts and pipe as well as a 16-acre, 8-foot-deep central detention basin.
- Craftsmen applied 7.1 acres of paint for runway and taxiway markings.
- The project was \$5 million under budget and was completed 30 days earlier than scheduled.
- It took four prime contractors plus more than 20 first-tier sub-contractors and a host of secondary sub-contractors to complete the work.
- The project is the single largest in TxDOT Aviation history.

saw an increase in flights last year from 79,170 to 83,001. Among the airport's corporate clients are Texas Instruments, Hewlett-Packard, Crossmark, Horizon, Independent Bank, Flamingo Air, Jack Henry, Target, Van Tyl, Cabela's, Kroger, Walmart and a host of fractionals and charters.

The runway was built to commercial standards in anticipation of continued growth. Officials said the goal is to offer commercial passenger flights out of the regional airport within 10 years.

"Business aircraft make business executives more efficient. It's as simple as that," said Collin County Judge Keith Self. "And I think the companies that move to Collin County and this region are going to experience the convenience of coming to this airport, hangaring their aircraft, and being able to fly wherever they do business. Looking into the future, we are in the center of the growth pattern of the Metroplex, and I believe this airport will eventually offer passenger service."

The project's completion was celebrated with a dedication ceremony on November 9, 2012, from 11:30 to 1:30.

For more information about Collin County Regional Airport, visit its website at <http://www.flytki.com/>. ♦

AIRPORT STATISTICS

FAA Identifier — TKI

Latitude/Longitude —
33-10-40.6000N/096-35-25.9000W

Elevation — 585 feet

Location — 32 miles north of Dallas,
Texas

NAVASOTA MUNICIPAL AIRPORT CELEBRATES IMPROVEMENTS

By Rick Davenport
Texas Transportation Institute

How do you turn a \$100,000 investment into \$4.5 million? By all accounts, it's a great return, but the city of Navasota is not taking its good fortune for granted.

After the east-central Texas town — located between College Station and Houston — committed funds for airport improvements, a landowner donated 18 acres of his property. And when that happened, it represented the 10 percent obligation necessary to trigger grant funding from TxDOT. As a result, the Navasota Municipal Airport now has a new 5,000-foot runway with a full-length parallel taxiway, runway lighting, beacon light and security fencing complete with keypad entry.

"All of these improvements are nice, but to have a facility that will accommodate corporate jets, it represents a real growth potential for us," says Airport Manager Gary Johnson. "Now that we have a 5,003-foot runway, we can accommodate a wide variety of users."

One person who will surely use the airport is the businessman who donated the land for the expansion. He, like many others in and around the airport, wanted his corporate jet to be able to land somewhere closer than Brenham or College Station.

"We really do have quite a few business owners and franchise corporations excited about this," Joe Fultz, the chairman of the Navasota Airport Advisory Commission, says. "I remember when the runway at the airport was only good for practicing touch-and-go landings. We really have come a long way since then." He points to the current waiting list of people who want to build hangars at the airport as proof of the continued growth potential.



A B-25 Mitchell Bomber was a popular attraction during the ribbon cutting ceremony for the Navasota Municipal Airport improvements.

But Fultz and Johnson realize they still have a way to go. To really compete with surrounding airports, they need a fuel station. But again, money is an obstacle. It will cost nearly \$250,000 to build such a facility. To be considered for another grant, they have to prove that enough people will actually buy the available jet fuel.

"One step in determining that is a survey that will go out shortly to area business and property owners," Johnson says. If enough people indicate they would purchase the fuel if it's available, chances are good they will get it.

"An airport can be a real asset for a community, and we are trying to do everything we can to move forward." ♦

GATEWAY TO DEVELOPMENT WINSTON FIELD AIRPORT IN SNYDER ACCOMMODATES ECONOMIC BOOM IN SNYDER

By Chris Sasser
Texas Transportation Institute

National leaders in oil and wind energy development, thriving construction, new businesses, population growth—this may sound like the description of a historic Texas boom town such as Houston or Midland/Odessa, but it actually describes Snyder, a town located an hour and a half south of Lubbock.

For the past year, Snyder has enjoyed an unprecedented economic resurgence thanks in part to the upturn in the energy market and the tireless efforts of an economic development team lead by Bill Lavers, the executive director of the Development Corporation of Snyder. Lavers is also a big proponent of Snyder's Winston Field Airport (KSNK) and recognizes the value of having a top-notch general aviation airport to serve the town.

AT A GLANCE

FAA INFORMATION EFFECTIVE 26 JULY 2012

FAA Identifier: SNK

Lat/Long: 32-41-36.2000N / 100-57-01.7000W

32-41.603333N / 100-57.028333W

32.6933889 / -100.9504722

(estimated)

Runways:

17/35 - 5,599 ft. x 100 ft.

8/26 - 4,200 ft. x 75 ft.

Elevation: 2430 ft. / 740.7 m (surveyed)

Variation: 08E (1990)

Location: 2 miles SW of Snyder, Texas

"The business done at the airport is very important for economic development," says Lavers. "It's a great tool for us to have this facility in our community."

Recently, the economic leaders of the community flew out of the Winston Field Airport to visit a plastics plant in Bowie. The results of the visit yielded a new \$15 million plastics plant in Snyder. The plant makes pipe for the oil field, and is the company's sixth location in North America.

"We were the only city that took the time to go do that," says Lavers. "The only reason we could is because we had the ability to get across the state and back in the morning because of the airport. We also had another business prospect in and with (local pilot and aviation enthusiast) John Rogotzke's help, were able to do aerial surveys of potential business locations, which was impressive to them. This business could potentially bring in another \$25 million facility to this area."

All this business development needs hangar space, and Lavers recently visited with Texas Department of Transportation's Aviation Division on available grant options for future development.

"Bill struck me right away as an individual who understood how the airport could be used as a tool to lure potential business to Snyder and is hard at work to bring additional activity to the airport as well," says TxDOT Airport Planner Daniel Benson. "Bill's plan for a new proposed county-owned hangar was well organized and resonated with us because it will bring outside visitors and local residents to the airport as a result of the new tenant."

2010 ECONOMIC IMPACTS

Economic Activity: \$ 3,268,394

Salary, Wages, and Benefits: \$ 1,286,783

Employment: 29

Source: https://ftp.dot.state.tx.us/pub/txdot-info/avn/avninfo/eco-impact/2011/eco_snk.pdf

Rodger Sullenger is the longtime airport manager, a respected veteran in the general aviation community. He assures that daily operations run smooth for their clients, whether they are business leaders or military personnel flying Blackhawk helicopters and stopping in for a bite to eat. Sullenger notes that pilots flying cross-country find his airport a good place to fuel up and stretch their legs.

"When someone lands, we are immediately out there to assist them," says Sullenger. "Whether it's to gas up their plane or hand them the keys to our courtesy car so they can head into town to eat, we work hard to make sure they have a good experience at our airport. We have a reputation for quick turnaround service at this airport that makes it convenient for business jets."

Almost 50 percent of the operations at Winston Field Airport are corporate/business activity and aerial inspections. Other operations fall into several categories, including recreational flying and military exercises. The airport's function as a fueling stop for the U.S. Army is very important to the community. In fact, the chamber of commerce often provides snacks for crew members during the refueling process.

Some of the business jet traffic in the past few years has included businesses such as Walmart, which is currently building a Super Walmart in Snyder, and representatives from the oil industry. Snyder sits on the third highest producing field (cumulative historical total) in North America and receives a \$3 billion tax base because of the mineral deposits.

"Snyder is more difficult to get to than Lubbock or Abilene, so it means a lot of driving unless you have a good general aviation facility for them to land their corporate aircraft," notes Snyder Mayor Terry Martin.

Beyond economics, the airport serves the community in other ways, as Rogotzke explains. "A few years ago when we had the grass fires, the fire bombers were based here. They refueled and performed maintenance here. They used our airport as a base for a much larger area. I have friends who would have lost homes if those fire bombers had not been here."

The airport also has a maintenance depot for the MedEvac facility at the hospital.

"If not for them, I would not be here today, since I had to take an emergency flight a few years back because of a heart condition. I'm lucky. I barely made it." continues Rogotzke. "We're very fortunate to have an icon like this airport. We need to keep it, develop it and continue to improve it."

The airport hosts a fly-in breakfast and air show every other year on the third weekend of June, and is the future site of the third Texas Air Museum, which is scheduled to open the spring of 2013.

For more information on Winston Field Airport in Snyder, please visit: http://www.developsnnyder.com/index.php/site_selection/transportation/airport or <http://www.airnav.com/airport/KSNK>. ♦



Snyder's economic development team (L-R): Rodger Sullenger, Scurry County Airport Manager; Bill Lavers, Executive Director of The Development Corporation of Snyder; Daniel Schlegel Jr., Director Scurry County Museum; John Rogotzke, General Aviation Enthusiast; Terry Martin, Mayor of Snyder; Ricky Fritz, Scurry County Judge; Dennis Westmoreland, DCOS Board Member.

CLEAR APPROACH: TTI SUPPORTS AVIATION DIVISION

By Chris Sasser
Texas Transportation Institute

Texans like to brag that everything is bigger and better in their native state. That's certainly true for the airport system in Texas, with nearly 300 general aviation (GA) airports, including 24 reliever airports, which stretch from Dalhart Municipal Airport in the corner of the Panhandle to Port Isabel-Cameron County in the Valley.

Overseeing this expanse of airports is the Texas Department of Transportation's (TxDOT) Aviation Division, which is responsible for the planning and programming, engineering project management and grant management for what is among the largest state airport systems in the country. For more than three decades, the Texas Transportation Institute (TTI) has supported the mission of the Aviation Division through various efforts.

The cornerstone of TTI's statewide airport activities has been participation in TxDOT's Regional Planning Meeting Program to develop and continuously improve the Texas Airport System Plan. For many years, TTI has assisted the Aviation Division in conducting public regional airport planning meetings across the state with airport managers, elected and appointed city and county officials, economic development officials, airport businesses, tenants, users and other interested parties. TxDOT is currently developing a new and improved airport planning meeting format which they hope to roll out across the state soon and TTI hopes to be there every step of the way as in years past.



The Texas Transportation Institute provides aviation research and outreach support for TxDOT's Aviation Division.

"The Regional Planning Meeting Program was implemented in large part by (retired TTI Senior Research Scientist) George Dresser," says TTI Research Scientist Jeff Borowiec. "This continuous airport planning process helps ensure that airports are meeting the needs of the communities they serve, and that the communities are utilizing their airport as an economic generator." The meeting format and process has evolved over the years and the current changes are expected to improve the interaction with the airport sponsors and stakeholders while enhancing the level of information provided to the Aviation Division for airport planning purposes.

Borowiec has also conducted research and technical analysis in support of the TxDOT Aviation Division leadership and staff in planning and programming functions of the Texas Airport System. For examples of these projects, visit http://tti.tamu.edu/group/aviation/planning_research/.

TTI staff also play major roles in the planning and execution of the annual Texas Aviation Conference. This conference attracts approximately 500 aviation officials from more than 20 states and provides professional development on the current issues, trends and challenges facing the aviation industry. TTI serves as technical program chair and handles major logistical responsibilities to ensure high-level speakers, sessions and workshops, as well as suitable facilities and resources for the conference.

For the past five years, TTI has collaborated with TxDOT's Aviation and General Services divisions to produce *Wingtips*, a full-color, quarterly newsletter that serves as the official publication of TxDOT's Aviation Division. TTI Research Editor Chris Sasser serves as the managing editor of *Wingtips*.

"The goal of our publication is to tell the story of general aviation to our readers," says Sasser. "There are a lot of great success stories out there of TxDOT helping airports become impressive economic generators for their communities."

Through its diverse collaborative efforts with the Aviation Division, TTI hopes to continue their unique partnership for years to come.

"We have an excellent relationship with Jeff Borowiec and the staff at TTI," says Aviation Division Director David Fulton. "Their support is an integral part of our service to Texas airports."

For more information, contact Jeff Borowiec at 979/845-5200 or j-borowiec@tamu.edu. ♦

GRANTS RECEIVED

Hearne Municipal Airport	\$236,070	Install 100LL fuel system with card reader
Cleveland Municipal Airport	\$228,120	Install jet A fuel system
Denton Municipal Airport	\$1,167,530	Expand apron north of terminal building; install apron lighting and fencing; install tie downs and mark apron; drainage improvements; demolition of pavement and utilities
Mesquite Metro	\$1,925,472	Construct air traffic control tower
Perry Lefors Field (Pampa)	\$703,360	Construct terminal building and auto parking
Big Spring McMahon-Wrinkle	\$80,000	Design and construct a fueling pad and access turnaround
Grand Prairie Municipal Airport	\$1,920,703	Construct new air traffic control tower

South Texas International at Edinburg	\$2,811,050	Reconstruct taxiway D; construct taxiway E; construct parallel taxiway B; stabilize taxiway A for temporary construction access; install signage taxiway Q; destination signs runway to apron; upgrade sign panels for new taxiway designation; and install erosion/sedimentation controls and mobilization
Denver City Airport	\$899,920	Rehabilitate and mark Runway 8-26; rehabilitate and mark Runway 4-22; rehabilitate apron, stub taxiway, and hangar access taxiway; replace low intensity runway lights with medium intensity runway lights and install rotating beacon and lighted wind cone
Addison Airport	\$9,909,980	Reconstruct Runway 33 South A/C holding bay; reconstruct taxiway A and improve geometric layout of taxiway A at intersections F, H, T & S; reconstruct/reconfigure Taxiway A asphalt north A/C holding bay with concrete pavement; overlay taxiway A and replace medium intensity runway lights at taxiway A
Harrison County Airport (Marshall)	\$987,700	Rehabilitate and mark Runway 15-33 and Runway 1-19; rehabilitate northwest hangar access taxiway; terminal apron; parallel and cross taxiways for Runway 15-33; taxiway for Runway 1-19; and middle PCC apron; replace threshold lighting at Runway 15/33; replace existing Runway 1-19 guide sign panels; install LED wind cone and paint segmented circle; and replace existing beacon with rotating beacon and tower
Cameron Municipal Airpark	\$855,000	Construct 8 unit T-hangar and hangar access taxiway
Hall- Miller Municipal Airport (Atlanta)	\$585,000	Construct 6 Unit T-Hangar and construct hangar access taxiway D
Cleburne Municipal Airport	\$720,000	Install game proof perimeter fencing and gates; install chain link fence; remove existing fence and airport property signs
Skylark Field (Killeen)	\$666,667	Construct hangar
McGregor Executive	\$1,215,000	Install a game resistant perimeter fence
Slaton Regional Airpark	\$503,000	Rehabilitate and mark Runway 18-36; rehabilitate apron and stub taxiway; rehabilitate and mark partial parallel taxiway; partial reconstruct hangar access taxiway; rehabilitate taxiway turnaround Runway 36 end; construct concrete fueling pad; expand hangar access pavement; erosion repair at grate inlet and replace wind cone segmented circle
Texas Gulf Coast Regional Airport (Angleton)	\$1,311,111	Construct new terminal building and reimbursement of a parking lot and access road

SPACE SHUTTLE ENDEAVOUR VISITS HOUSTON

By Chris Sasser
Texas Transportation Institute

The Space Shuttle *Endeavour* started its journey to its new home in California on September 19, but not without making a stop in Houston first. *Endeavour* stopped for an overnight visit at Ellington Field in Houston before departing at sunrise Thursday, September 20, to continue on its way to Los Angeles for permanent display.

On the morning of the landing, *Endeavour* flew approximately 1,500 feet above various areas of Houston, Clear Lake and Galveston before landing at Ellington.

After landing at Ellington, *Endeavour* came to a stop near the NASA Hangar 990 pedestrian gate. The public was able to view the space shuttle from as close as 100 feet away.

Endeavour was the fifth and final spaceworthy NASA space shuttle to be built, constructed as a replacement for *Challenger*, which was destroyed 73 seconds after its launch on January 28, 1986. *Endeavour* first flew in May 1992 on mission STS-49 and its last mission STS-134 was in May 2011.

After low level flyovers above NASA and civic landmarks across the country and in California, *Endeavour* was delivered to Los Angeles International Airport on September 21, 2012. The orbiter was slowly and carefully transported through the streets of Los Angeles and Inglewood three weeks later, from October 11-14, to her final destination at the California Science Center in Exposition Park. The exhibit was expected to be open to the public on October 30, 2012, at the temporary Samuel Oschin Space Shuttle *Endeavour* Display Pavilion of the museum. A new addition to the Science Center, called the Samuel Oschin Air and Space Center, is under construction as *Endeavour's* permanent home. ♦



A large crowd turned out to see the Space Shuttle *Endeavour* as it stopped at Ellington Field in Houston on its way to California.

FROM A TO Z: THE ECONOMIC IMPACT OF GENERAL AVIATION BROCHURES NOW AVAILABLE

A recently completed economic impact study in December by TxDOT's Aviation Division surveyed all airports in the Texas Airport System Plan (TASP) through in-person interviews, mail surveys and web-based survey instruments. The response rate from airport management approached 70 percent, considered high in economic impact research projects.

When a brochure that details the specific impact of a particular airport is available, it is linked in the table on the project page available at <http://www.txdot.gov/inside-txdot/division/aviation/eco-airport-brochures.html>.

A non-responding airport, or an airport for which the researchers do not have directly reported operating data, does not feature an airport-specific brochure. However, estimates for non-responding airports are included in assessing statewide economic impacts.

To estimate operating characteristics, such as airport employment, for non-responding airports, the researchers first categorized these airports based on operations levels using FAA 5010 data. Also considered were broad location-based characteristics such as population density. The results were then calculated using key operating expenditure estimates on a per-flight basis from a group of operationally similar airports that provided data for this analysis.

The economic impact of general aviation brochures were prepared by the Center for Economic Development and Research at the University of North Texas. ♦

DID YOU KNOW? RAMP IS HERE TO HELP

Two of the most common maintenance issues observed at airports are: 1. **Cracking of the runways and taxiways** and 2. **Vegetation management** — mainly vegetation growing out of the existing cracks on the runway and taxiways.

Eliminate the vegetation with an aggressive herbicide program utilizing both residual and foliar applied chemicals, and then seal the cracks with either a hot-applied or cold-applied sealer. This dual approach stops two hand-in-hand maintenance problems. Either TxDOT districts can do the work and include airports on crack seal contracts, or the airport sponsor can contract for herbicide application, clean up and crack seal. RAMP covers both of these scenarios.

Can the RAMP program assist in pavement evaluations and cleanup activities after the various types of storms that occur in Texas? Possibly, yes. Emergency situations due to storm activities such as lightning strike holes, tornado, hurricane, flood, fire, and wind damage or debris, sinkholes; and winter storm damage or pavement failure due to any of these events could fall under the qualifying guidelines of a RAMP grant. If damage is experienced at your airport due to a weather related event where the repairs are not eligible for FEMA or FHWA relief funding, the RAMP program could be a valuable resource to get the airport back on its feet and operating.

For more information or additional questions, please contact Megan Caffall at megan.caffall@txdot.gov or 512/416-4522. ♦

WORLD GLIDING CHAMPIONSHIP HELD IN UVALDE

Competitors from around the world arrived in Uvalde, Texas, to compete in the 2012 world gliding championship. Uvalde hosted the event in 1991 and it is considered one of the best gliding environments in the world.

Poland took first prize, Great Britain took second, Germany third and Russia took fourth. Marc Augustin, an Austin pilot who hangs his Grumman Tiger at Austin Bergstrom International Airport, commuted to Uvalde and volunteered as a tow pilot. He flew the Piper Pawnee tow plane to help deliver the gliders high enough to catch the strong Texas thermals.



Competitors from around the world competed in the 2012 world gliding championship in Uvalde.

For more information, visit the 2012 World Gliding Championship website at <http://wgc2012uvalde.com/>. ♦

GOVERNOR PERRY PROCLAIMS NOVEMBER "AVIATION APPRECIATION MONTH"

Texas Governor Rick Perry proclaimed November 2012 to be Aviation Appreciation Month, noting "General Aviation and related activities generated \$14.6 billion in direct, indirect and induced economic activity in the state of Texas, representing \$580 in activity per capita." This is the third year that Governor Perry has recognized that aviation is vital to the Texas economy.

"The Texas aviation industry is a critical component of our economy and our way of life," Perry also noted in his proclamation. "It brings families together, transports essential cargo to businesses, helps to control pests that can wreck havoc on crops and performs a variety of other vital functions."

For a full transcript of the Perry proclamation, visit http://www.txaa.org/main_articles/PerryProclaimsNov2012AviationAppreciation0001.pdf. ♦

STANGER AND HOLT WIN AIR RACE CLASSIC

By Jasmine Gordon
Calhoun Air Center

The Racing Aces, Dianna Stanger and Victoria Holt, won the 36th Annual Air Race Classic (ARC) on Sunday, June 25. The four-day race covered 2,862 statute-miles, eight states and nine stops. The race concluded on Friday, June 22, at the terminal building in Clermont County Airport in Batavia, Ohio. Clermont County Airport is home of Sporty's Pilot Shop, the mecca of pilot supplies and accessories.

The team started out strong, flying five legs of the race in one day. "The first day of the race we covered a total of 1,313.72 miles and over half the race route." Dianna commented. The female pilots also competed in last year's race.



Victoria Holt, Hal Shevers, founder of Sporty's Pilot Shop, and Dianna Stanger celebrating the Racing Aces win.

The Racing Aces departed from Chippewa County International Airport, Sault Sainte Marie, Michigan (CIU), on the morning of June 22, the fourth day of the race, later than a handful of racers, but the move was strategic and beneficial. The previous day all teams were grounded due to poor weather.

"Our strategy kept changing as quickly as the weather was changing. We knew we needed to keep flying along the weather front to take advantage of the strong tail winds," said Holt. "We started the race with our minds set on a victory, working hard all year practicing crew coordination."

Holt and Stanger flew the last two legs in a matter of hours. The team landed 20th at Clermont County Airport and were announced the champions on the evening of Sunday, June 25. The team is the first to win in a Cirrus SR 22 Special Edition.

"The Racing Aces love this competition because it not only tests your skills as a pilot, but also your mental abilities to choose route and altitudes. It is a challenge on many different levels," said Stanger. "The air race is a very long journey that took us over some fantastic parts of the United States that amazed us. Meeting the wonderful people at each airport and community was so heartwarming; each time we left an airport we felt like we were very special."

The four-day air race began in 1929 with the First Women's Air Derby, the oldest women's race in the country. Amelia Earhart, Louise Thaden and Ruth Elder were among the first women to compete. The female pilots are proud to follow the footsteps of past competitors and aviatrixes. They helped pave the way for the Aces and, in turn, they hope to do the same for other female pilots. The Aces promoted aviation all along the race route and made headlines as far as South Dakota and Ohio.

Throughout the years, the ARC has drawn entrants from overseas with racers coming from Canada, Germany, New Zealand, England and Malaysia.

The Racing Aces would like to thank everyone who has supported the team and they look forward to continuing to promote general aviation to girls of all ages. Most importantly the Aces award scholarships with the proceeds from this year's race.

"These scholarships are going to give a few dedicated girls a jump start towards pursuing their aviation dreams," said President and CEO of Sporty's Pilot Shop, Michael Wolf. "We feel very fortunate to have played a role in supporting this great event."

Dianna and Victoria would like to personally thank their 2012 sponsors; AvFuel; Byrne & Storm, P.C.; Federman, Lally & Remis LLC; IBC Bank; Eurocopter; Flight Safety; Formosa and Ladd Gardner Insurance. View the Ace's journey online at <http://theracingaces.com>. ♦

THE 2012 AIR RACE CLASSIC ROUTE

Airports		Nautical	Statute
HII	Lake Havasu City Airport, Lake Havasu City, AZ	0	0
GUP	Gallup Municipal Airport, Gallup, NM	279.3	321.41
HRX	Hereford Municipal Airport, Hereford, TX	319.3	367.44
GLD	Renner Field (Goodland Municipal Airport), Goodland, KS	272.3	313.36
OLU	Columbus Municipal Airport, Columbus, NE	234.8	270.20
ATY	Watertown Regional Airport, Watertown, SD	208.1	239.48
ASX	John F. Kennedy Memorial Airport, Ashland, WI	278.9	320.95
CIU	Chippewa County International Airport, Sault Sainte Marie, MI	267.3	307.60
BEH	Southwest Michigan Regional Airport, Benton Harbor, MI	261.2	300.59
I69	Clermont County Airport, Batavia, OH	200	339.51
TOTAL RACE DISTANCE		2330.2	2681.54



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Hilton Austin Hotel

Make plans to attend the **31st Annual Texas Aviation Conference**. To be held on **May 13, 14, 15, 2013**, at the Hilton Austin Hotel in Austin, Texas.

Be sure to check out our website at www.txdot.gov for up to date events and when registration will begin.

Social activities will include our annual golf tournament, bowling tournament sponsored by Garver, 4th annual Alton Young Memorial Motorcycle Ride sponsored by C.T. Brannon Corporation, award banquet and a special evening reception sponsored by Rodriguez Engineering. As always we are working to make this conference better than ever!