



WINGTIPS



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2013**

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NEW HANGAR GARNERS PRAISE

By David Dennis
Texas A&M Transportation Institute

Most Texans know that Uvalde is the adopted hometown of John Nance Garner, 32nd vice president of the United States. There's a state park that bears his name. The old Army Air Force base in Uvalde was named for him, too. The demise of the base in 1945 gave birth to Garner Field, Uvalde's home for general aviation. It also gave birth to Southwest Texas Junior College.

Garner Field (KUYA) is much more than just a small-town airport. Expect a warm Texas welcome from concierge Yvonne Horrell. Ask for a tour of Mark Huffstutler's old war birds from exhibit manager Joe Kosler. Even then, you're only scratching the surface of what made Garner Field TxDOT's 2012 Airport of the Year. *continued on pg. 3*



Robert Lansford of the Lansford Company of Lampasas, Texas, in front of the new home for Southstar Aircraft Interiors, Inc. at Garner Field



FISCAL CLIFF LOOMS LARGE

For those of you who follow the activities of Congress, you know that we temporarily avoided falling off the fiscal cliff on December 31, 2012. The Budget Control Act of 2011, "sequestration," will affect virtually every federal agency, requiring dramatic cuts in federal spending. Congress, unable to reach a consensus on ways to avoid the fiscal cliff by the end of last year, passed new legislation to postpone the cuts until March 1, 2013. Since Congress did not reach a consensus by the March target date, the FAA—its programs and personnel—will be seriously affected. Fortunately, programs and projects funded under the Airport Improvement Program are exempt from sequestration and will continue at current funding levels.

But this does not mean that TxDOT Aviation and our programs will necessarily escape unharmed. TxDOT Aviation has spent millions of dollars to construct new "non-federal" air traffic control towers at many of our reliever airports. Historically, the FAA has provided funding for private sector companies to man these towers, markedly improving safety of operation. Since sequestration is taking place, the FAA may find it necessary to cancel future operational funding for many or all of these towers. If this occurs, the operational funding would be the responsibility of the airport owners, placing a major financial burden on them. Some communities might be unable to meet this financial obligation, requiring the towers to close.◆



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PRINTED BY

TxDOT Print Services, Austin, TX
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: 4,000.

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

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GARNERING ACCOLADES *continued from pg. 1*

The biggest addition to Garner Field in 2012 was a new west-side hangar. Designed and built by Robert Lansford of the Lansford Company of Lampasas, Texas, it's the new home for Southstar Aircraft Interiors, Inc. This unique building illustrates a partnership between the City of Uvalde and the industries that occupy space at Garner Field.

Assistant City Manager Joe Cardenas points out that "the city is very pro-airport. Through the years, the city has invested millions of dollars at Garner Field. If it grows, we all grow." Cardenas is quick to note that the dollars that flow into the businesses at Garner Field are new money to Uvalde. "Almost 100 percent of the work performed on planes out there is from customers around the state, across the United States, and throughout the world," he said.

The United States Customs and Border Patrol (CBP) air wing for South Texas is headquartered at Garner Field. By 2009, it had begun to outgrow its facilities. Because of its location, there was no room for expansion on either side of the hangar. This presented Cardenas with a problem and an opportunity. He approached Dixie Radicke, vice president of Southstar Aircraft Interiors, about the possibility of building a new hangar for Southstar and moving the CBP into her old hangar.

Radicke was in favor of the idea. Her company was already operating out of multiple facilities. The special requirements of aircraft interior replacement exceeded the capacity of her existing space. Another airport occupant, Sierra Industries LTD, also needed extra space. They wanted to occupy the hangar being vacated by CBP.

Cardenas approached the city manager, the Uvalde City Council and the Airport Advisory Board with a plan to accommodate the CBP, Southstar and Sierra Industries. Said Cardenas, "Long term for us, everybody at the airport benefitted."

After getting final approval for the project, the city approached Robert Lansford to design and build the new hangar. "It was a team effort between my company, Terry M. Harden Architects and the Radickes. Everything is custom-designed and built to Southstar's operations," Lansford said. The hangar portion of the building is 20,000 square feet with an additional 13,000 square feet for workshops and offices.



The terminal building at Garner Field in Uvalde



The interior of the new Southstar Aircraft Interiors hangar

Adequate space for planes was high on the list of requirements. Radicke said that the goal was to hold two Gulfstream-size planes with five Citation-size planes around them. The span of the building and door height make it the standout at Garner Field. It's the largest single-span hangar that Lansford has ever built. "There's nothing cookie-cutter about this building," Lansford laughed. "This building is a marriage of Southstar's needs, their growth expectations for the next 30 years and the type of aircraft that they target for their business," he added.

Besides aircraft, the building houses avionics, cabinet and upholstery shops, two specialized paint booths, storage for airplane interiors, and business offices. Holden Radicke, Southstar's Director of Operations said, "It was amazing to see the original approved design for the building compared to what we ended up with. The building changed so much. But, there were no change orders. It stayed in budget. I'm still baffled by how Robert did it."

The building is one of the first "green" hangars at Garner Field. "Everything we did was energy-efficient," Lansford said. "Every wall is insulated. The west wall is double insulated. We put in low-heat glass and high-SEER air conditioning units with four zones and programmable thermostats. We also installed translucent fiberglass panels that let natural light come in. On a sunny day, you can't tell if the lights are on or off," he noted.

Lansford marvels at how the city dealt with the complexity of dealing with his company, the private businesses and the federal government. "What I take away from this experience is the cooperation between the city, my company and the Radickes. The partnering relationships that develop on a project like this are what makes a project successful," he said.

Joe Cardenas added, "We're blessed to have Sierra, CBP, Southstar and Jim Miller Aircraft Painting at our airport. They make it easy for us to go out on a limb and work for them as well," Cardenas said.

Cardenas says that 2013 plans include two additional hangars to accommodate new businesses. "One of these businesses will generate a new market segment and client base. Everybody on the west side of the airport will definitely benefit from these new tenants," he said. Cardenas is also working with TxDOT Aviation to extend the airport's runway to the south. ♦

GRANTS RECEIVED

C. David Campbell Field-Corsicana Municipal Airport	\$550,000	Construct hangar and hangar access taxiway
Coulter Field/Bryan	\$633,000	Install precision approach path indicator-2 Runway 14-32; replace medium intensity runway lights regulators; construct electrical vault and associated gear switches; runway shoulder grading
Olney Municipal Airport	\$687,534	Design and construct T-hangars and hangar access taxiway
Jim Hogg County Airport/Hebbronville	\$433,500	Construct game-proof fence with gate and threshold sighting surface lights
Lampasas Municipal Airport	\$125,000	Design and construction services to: construct hangar access taxiway; construct apron entrance; remove concrete slabs and pole barn; and install gate
Lampasas Municipal Airport	\$500,000	Design and construction to extend hangar 6 units
Dallas Executive Airport	\$2,568,430	Clear brush along the north; install fencing to the north perimeter with two gates; install fencing to the south perimeter with clearing and two gates; install fencing to the east/west perimeter with clearing and three gates; construct light duty perimeter road with culverts and ditch; and construct asphalt airfield service road with culverts and ditches
Hearne Municipal Airport	\$630,000	Design and construction services to install game fence with four gates; clear fence line and install signage
Caddo Mills Municipal Airport	\$525,000	Design and construction services to clean and seal PCC joints at Runway 17-35 and Runway 13-31; mark Runway 17-35 and Runway 13-31; clean and seal PCC joints taxiway C; repair culvert and pavement Taxiway C; drainage system inventory, evaluation and recommendations
Hamilton Municipal Airport	\$809,220	Rehabilitate and mark Runway 18-36; rehabilitate hangar access taxiways; rehabilitate and mark partial parallel taxiway, north taxiway and terminal apron; and construct new hangar access taxiway
Terrell County Airport	\$372,250	Replace low-intensity runway lights with medium-intensity runway lights at Runway 13-31; replace rotating beacon and tower; and install emergency generator
Jackson County Airport	\$850,000	Rehabilitate and mark Runway 14-32; reconstruct apron; rehabilitate parallel and cross taxiways; and rehabilitate hangar access taxiway
Terry County Airport	\$1,364,400	Rehabilitate and mark Runway 13-31; reconstruct west side hangar access taxiway; construct access taxiway and aprons for west side hangars; rehabilitate and mark north hangar access; rehabilitate and repair apron; rehabilitate taxiway B; extend existing apron south around T-hangars; install medium-intensity runway lights at Runway 13-31; and replace rotating beacon and tower

CHALLENGE AIR

BELIEVING YOU CAN FLY IS ALL YOU NEED

By Rick Davenport
Texas A&M Transportation Institute

An 8-year-old boy emerged from a single-engine aircraft. His mother, crying, was beside him. Asked what happened, the mother replied, "These are tears of joy. My son said, 'Mommy, I fly plane.'"

They were the first words her son ever spoke.

That scene plays over and over in the mind of April Culver, the CEO of Challenge Air, based at Dallas Love Field. Every time she thinks of the mother and her disabled, non-verbal son, it helps to motivate her to keep Rick Amber's dream alive.

Amber created Challenge Air 20 years ago. Paralyzed at age 26 after his jet crash-landed on an aircraft carrier during the Vietnam War, Amber eventually made it his mission to take physically challenged children for their first airplane rides. He bought a Cessna 177B Cardinal in 1993 and began taking special-needs children up at community events nationwide. As a result, Challenge Air was born. After four years of making children's dreams of touching the sky come true, Amber passed away from cancer in 1997.

"Rick's goal was to make sure every disabled person experienced the world from a different view," Culver says. "If we can get them up in the air and let them take control of the plane, it will let them know that they can do anything."

Since 1993, Challenge Air has given 30,000 disabled children the gift of flight. Pilots donate their time to help make the life-changing experience possible. The impact those flights have on the kids and their parents is well known among the staff of Challenge Air, who regularly receive thank-you notes from both pilots and parents.

Challenge Air has become so successful that the one full-time and one part-time staff members can't keep up with the demand.

"Unfortunately, we have to turn down requests for fly-days at airports across the county," Culver says. "We are in desperate need of additional staff, but the donations we receive now go toward current expenses."

ONE THANK YOU NOTE FROM A GRATEFUL PARENT

My son has flown with Challenge Air in the DFW area several times. When he first started, he could not sit up by himself enough to sit in the 'co-pilot' seat. Now, he has 'flown' the plane several times thanks to several wonderful pilots. I cannot begin to express the joy and pride on his face as he is loaded on the plane from his wheelchair, flies, and then gets off the plane — all to the cheers of the crowds and numerous devoted volunteers! It brings joy to my heart and tears to my eyes each time! Thank-you from the bottom of our hearts!!

Karen and Matthew

Since 1993, Challenge Air has given 30,000 disabled children the gift of flight.

Challenge Air is celebrating its 20th anniversary this year. Culver, volunteer pilots, parents and, especially, the kids are hoping Rick Amber's dream of 'seeing the world from a different view' continues.

To donate to Challenge Air, please visit their website at: www.challengeair.com. ♦



Rick Amber (above) founded Challenge Air with the belief that, "every disabled person should see the world from a different view...out of their wheelchairs and in the sky."

TWO TEXAS AIRPORTS HONORED AS AVWEB'S FBO OF THE WEEK

Faulkner's Air Shop at Burnet Municipal Airport and Mount Pleasant Regional Airport were recently respectively honored as AVweb's FBO of the week.

Below are their award winning write-ups.

FAULKNER'S AIR SHOP FOR NOVEMBER 26, 2012

AVweb's latest "FBO of the Week" comes to us from reader Sandra Wirth, who found herself making an unplanned stop at Burnet Municipal Airport/Kate Craddock Field (KBMQ) in Burnet, Texas, where she discovered Faulkner's Air Shop. Wirth writes:

While on a ferry flight from California to Florida in a Piper Warrior last month, due to a weather system in western Texas, I made an unplanned evening landing at KBMQ. It was after 6:00 p.m., and I was expecting to find a deserted airport and to have to figure out the fueling and lodging on my own. Instead, the lights were on at Faulkner's Air Shop, and smiling faces greeted me as I entered the building. Dale took care of my fuel needs before I had much chance to think about it and then gave me some phone numbers of nearby motels. When none of [the hotels] would pick me up, Johanna drove me herself.

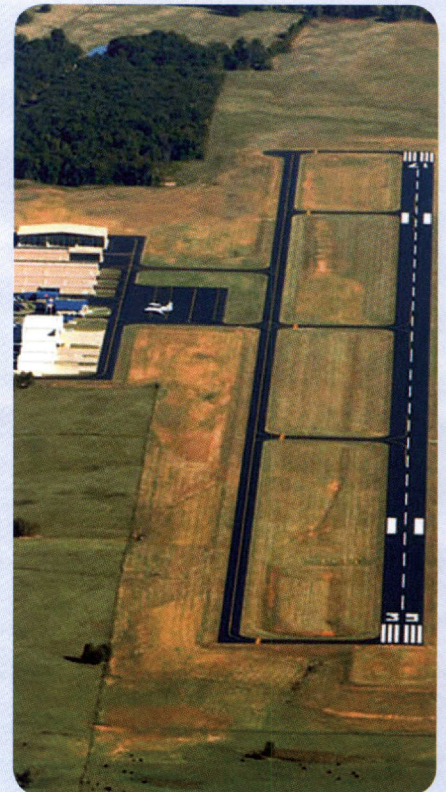
The next morning, I ended up waiting several hours for some low clouds to clear. Johanna brought me back to the FBO, and I had a comfortable place to relax while the activity of a busy flight school swirled around me. At lunch time, they offered me a ride into town. Meanwhile, Dale towed the aircraft into the shop, serviced the flattened nose strut with nitrogen, and towed it back to the ramp.

They wouldn't accept payment for any of this, nor were there tie-down fees. By the time I was finally able to take off around 2:30 p.m., I felt I had been given VIP treatment to a level that was far above anything else I experienced on my 2,500-nm journey across the country.

MOUNT PLEASANT REGIONAL AIRPORT FOR JANUARY 21, 2013

AVweb's "FBO of the Week" ribbon goes to Mount Pleasant Regional Airport (OSA) in Mount Pleasant, Texas. AVweb reader Larry Richardson writes:

At OSA you get great service; a courtesy car if needed; competitive fuel prices; 6,000x100-foot runway; and always a friendly smile.◆



Aerial view of Mount Pleasant Regional Airport

AOPA'S AIRPORT SUPPORT NETWORK PROGRAM

SUPPORTING TEXAS AIRPORTS - ONE AT A TIME

A lot of attention is given to high-level issues in the national aviation media. "Will user fees be thrust upon us?" or "Is 100LL an endangered species?" The headlines frequently overshadow a lot of good work that is done at the local level, often one airport at a time. The Aircraft Owners and Pilots Association (AOPA) recognized the need for grassroots efforts at a time when general aviation airports were disappearing at a frightening rate, mostly due to land-use conflicts and economic pressures. Since most airports are owned by city or county governments, it was clear that early warning of an impending threat was critical to their survival. To address this need, AOPA established the Airport Support Network (ASN) program in 1997.

Volunteers were solicited to be AOPA's eyes and ears at public-use airports, to sound the alarm if a threat loomed that might harm or close the airport. Presently, AOPA has 2,500 ASN Volunteers nationwide. Over the years, the program was grown from a defensive "save the airport" stance to a more proactive "let's promote the airport" effort. Instead of waiting for trouble, investing the time to help a community understand the value of its local airport is an important activity we all need to support. Therefore, AOPA also wants to help recognize those airports/governments/public officials who are showing the positive value airports bring to a community, whether by way of holding an Airport Open House or supporting an airport improvement project. In addition, AOPA has created tools to help our members and ASNVs with their efforts, such as the Holding an Airport Open House or Participating in the Planning Process guides.

Texas has 182 ASN Volunteers who perform a wide range of activities that are supporting our airports. However, AOPA's goal is to have an ASN Volunteer at every public-use airport in the U.S. This means we still need 133 volunteers in Texas to cover all the public-use airports we have in Texas. We need your help in filling those seats. The following is a list of some of the airports that currently need an ASN:

Airport ID	Airport Name	City
OCH	A.L. MANGHAM JR REGIONAL ARPT	NACOGDOCHES
BBD	CURTIS FIELD	BRADY
I06	CITY OF TULIA SWISHER CO MUNI	TULIA
BRO	BROWNSVILLE/S PADRE ISLND INTL	BROWNSVILLE
ASL	HARRISON COUNTY AIRPORT	MARSHALL
BKD	STEPHENS COUNTY AIRPORT	BRECKENRIDGE
PEQ	PECOS MUNICIPAL AIRPORT	PECOS
ELA	EAGLE LAKE AIRPORT	EAGLE LAKE
OSA	MOUNT PLEASANT REGIONAL ARPT	MOUNT PLEASANT
ARM	WHARTON MUNICIPAL AIRPORT	WHARTON
E35	FABENS AIRPORT	FABENS
RPH	GRAHAM MUNICIPAL AIRPORT	GRAHAM
RFI	RUSK COUNTY AIRPORT	HENDERSON
GNC	GAINES COUNTY AIRPORT	SEMINOLE
SNK	WINSTON FIELD	SNYDER
E38	ALPINE-CASPARIS MUNICIPAL ARPT	ALPINE
BFE	TERRY COUNTY AIRPORT	BROWNFIELD
E01	ROY HURD MEMORIAL AIRPORT	MONAHANS
ONY	OLNEY MUNICIPAL AIRPORT	OLNEY

For more information about the Airport Support Network (ASN) program and to view a complete list of airports that need volunteers, visit www.aopa.org/asn. If you want to know more about what's going on in Texas or the Central Southwest Region (NM, TX, LA, OK, AR, KS, MO, NE and IA), visit <http://www.aopa.org/advocacy/airports/region/southwest.html> or follow me on Twitter (<https://twitter.com/AOPACentralSW>).◆



Sponsored by: The Texas Department of Transportation

MARK YOUR CALENDARS

May 13, 14, 15, 2013
Hilton Austin
500 East 4th Street
Austin, Texas 78701

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 \$175 through April 12, 2013. **A \$50 late fee will be added to registrations received after April 12, 2013. A \$75 fee will be added for all on-site registrations.** You are encouraged to register online. If paying by check or money order, register online and make payable to **TTI-Avtn2013** Event Management Planning (EM&P) at the address listed below. Only cancellations received in writing by EM&P by 5:00 p.m. CST on April 12, 2013 will be refunded, less \$50 handling fee. No refunds will be issued after this date. You may pay your registration fee by check, money order or credit card. No Purchase Orders. **The registration fee covers conference handouts, break refreshments, Wednesday's get acquainted reception, Thursday's breakfast, luncheon, awards banquet and social, and Friday's breakfast.** Note: TxDOT employees are exempt from the registration fee, but must register in advance.

Hotel Reservations

The Hilton Austin is holding a block of rooms for our use at the nightly rate of \$209 for single or double occupancy. After April 15, 2013 rooms are subject to availability and may be at a higher rate. To receive this rate, please call the Hilton Austin Hotel at 800/236-1592. Remember to mention the **Texas Aviation Conference** to receive the conference rate. You may also reserve your room online. The hotel has both self-parking at \$20 (inclusive of tax) and valet parking for \$28 (inclusive of tax). Please visit their website for additional information.

Special Activities

Monday May 13:

- The **4th Annual Alton Young Memorial motorcycle ride**, sponsored by C.T. Brannon, is scheduled on Monday from 9:00 a.m. - 3:00 p.m. Destination to be determined and lunch will be provided. Please contact *Ed Mayle* for further details at 1-800/68-PILOT or ed.mayle@txdot.gov.
- **16th Annual Golf Tournament.** The golf tournament will be held at Roy Kizer Golf Course. The fee to participate is \$45.00 and you can pay online with your conference registration. There will be a shotgun start at 11:30 a.m. All golfers must be registered to attend the conference.
- **Bowling Tournament.** The 5th Annual bowling event, sponsored by Garver, will be held at Highland Lanes from 12:00 p.m. to 3:00 p.m. The event will consist of two hours of bowling with lunch included. The fee is \$10.00 and you can pay online with your conference registration.
- **Get Acquainted Reception**

Tuesday May 14:

- **Evening Awards Banquet**
- **Social following Awards Banquet** sponsored by *Rodriguez Engineering*

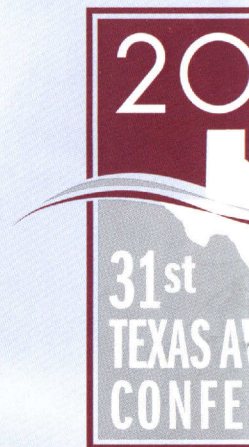
Shuttle Service

If you need transportation from Austin Bergstrom International Airport, Super Shuttle is available. Upon arrival, proceed to the lower level, collect your luggage, and follow the signs to the Super Shuttle ticket counter located next to Baggage Carousel 1. Tickets can be purchased one-way or round-trip.

Special Needs

In compliance with ADA requirements, participants with special needs can be reasonably accommodated by contacting EM&P by phone: 979/862-1219, toll free 888/550-5577, or fax 979/862-1225, at least 5 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.



2013 TENTATIVE CO

MONDAY, MAY 13, 2013

- 9:00 a.m. – 3:00 p.m. **Alton Young Memorial Motorcycle Ride** *(sponsored by C.T. Brannon)*
- 11:30 a.m. – 5:30 p.m. **Golf Tournament**
- 12:00 p.m. – 3:00 p.m. **Planes and Lanes Bowling Tournament** *(Sponsored by Garver)*
- 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. – 8:00 p.m. **Exhibits Open**
- 5:30 p.m. – 8:00 p.m. **Get Acquainted Reception**

TUESDAY, MAY 14, 2013

- 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. – 8:50 a.m. **Welcoming Address and Words from the Sponsors**
Dave Fulton, Director, TxDOT Aviation Division
- 8:50 a.m. – 9:00 a.m. **Introduction of Aviation Advisory Committee**
Dave Fulton, Director, TxDOT Aviation Division
- 9:00 a.m. – 9:30 a.m. **State of the Aviation Division Address**
Dave Fulton, Director, TxDOT Aviation Division
- 9:30 a.m. – 10:15 a.m. **Corporate Aviation Panel**

- 10:15 a.m. – 10:30 a.m. **Coffee Break**
- 10:30 a.m. – 11:45 a.m. **Tony Brigg**
Former South
- 11:45 a.m. – 1:00 p.m. **Luncheon**
- 1:00 p.m. – 2:00 p.m. **Texas Airp**
 - App
 - meeting
 - Election of
 - TAC Goals
 - General Di

AFTERNOON BREAKOUT S

- 2:00 p.m. – 3:00 p.m. **I: Airport C**
II: Airport I
III: Airport
- 3:00 p.m. – 3:15 p.m. **Break** *(in Ex*
- 3:15 p.m. – 4:15 p.m. **I: Regional Issues**
II: The Con
III: Airport Update
- 4:15 p.m. – 4:30 p.m. **Break** *(in Ex*
- 4:30 p.m. – 5:30 p.m. **I: RAMP Se**
II: Airport C



CONFERENCE PROGRAM

Workshop
 Southwest Airlines Ambassador of Fun

6:30 p.m. – 8:00 p.m.

Awards Banquet

General Aviation Airport Manager of the Year, Most Improved Airport, General Aviation Airport of the Year, Reliever Airport or Reliever Airport Manager of the Year, RAMP Coordinator of the Year and Aviation Art Contest Winners

Airports Council Meeting
 Approval of minutes from previous

8:00 p.m. – 10:00 p.m.

Evening Social (Sponsored By Rodriguez Engineering)

2013 Officers
 for 2013
 Discussion

WEDNESDAY, MAY 15, 2013

SESSIONS

**Compliance Issues
 Business Plans
 Manager's Round Table**

8:00 a.m. – 10:30 a.m.

Exhibits and Registration Desk Open

(Exhibit Hall)

8:00 a.m. – 9:00 a.m.

Breakfast Buffet

Airport System Planning

9:00 a.m. – 9:30 a.m.

Washington Update

**Consultant Selection Process
 Legislative and Regulatory**

9:30 a.m. – 10:00 a.m.

Challenges in Business Aviation

(Exhibit Hall)

10:00 a.m. – 10:45 a.m.

Airport Funding Explained

- *State Funding Perspective, TxDOT Aviation*
- *Federal Funding Perspective, FAA Southwest Region*

**Session
 Consultant Session**

10:45 a.m. – 11:15 a.m.

TxDOT/DOT-FAA AIP Program and Listening Session

Dave Fulton, TxDOT; Mike Nicely, FAA Airports Development Office, SW Region

11:15 a.m. – 11:30 a.m.

Prize Drawings



REGISTRATION

Register online at <http://tti.tamu.edu/conferences/tac13/>

You are encouraged to register online. If paying by check or money order, register online and make check payable to TTI-Avtn2013, 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, MASTERCARD 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 online.** If paying by check or money order, you may register online and then mail your payment. Only cancellations received in writing by EM&P by 5:00 p.m. April 12, 2013 will be refunded, less a \$50 handling fee.

NOTE: If you are taking a guest who is not registered to the awards banquet, please include an additional \$35.

Call for Nominations: At the Texas Aviation Conference held each spring, the Texas Department of Transportation's Aviation Division presents four customer service awards. Award nominations for the 2013 Texas Aviation Conference are requested for the following categories:

- Most Improved General Aviation Airport
- General Aviation Airport of the Year
- General Aviation Airport Manager of the Year
- Reliever Airport of the Year or Reliever Airport Manager of the Year

Nominations will be accepted until March 29, 2013.

Please go to our website at <http://tti.tamu.edu/conferences/tac13/> for additional information.

31ST ANNUAL TEXAS AVIATION CONFERENCE: CALL FOR NOMINATIONS

At the Texas Aviation Conference held each spring, the Texas Department of Transportation's Aviation Division presents four customer service awards. Award nominations for the 2013 Texas Aviation Conference at the Hilton Austin Hotel in Austin, Texas, are requested for the following categories:

- Most Improved General Aviation Airport
- General Aviation Airport of the Year
- General Aviation Airport Manager of the Year
- Reliever Airport of the Year or Reliever Airport Manager of the Year

Nominations will be accepted until **March 29, 2013** and may be submitted by mail to:

Becky Vick
Aviation Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

or

e-mail to: becky.vick@txdot.gov or wingtips@tamu.edu.

Nominations must be presented in a detailed narrative form sufficient and appropriate for use in presenting the award to the winner. TxDOT reserves the right to alter the wording to appropriately meet the needs for length of presentation or to address the spirit of the award.

Nominations should be detailed, professional and meaningful. They should not be simply a list of attributes, but should be presented in paragraph form commensurate with past-year awards presentation. Examples of previous award presentations are provided at the end of each award category.

Please note that winners from the last five years are not eligible. Visit <http://ti.tamu.edu/conferences/tac13/awards/> for a listing of previous award winners. ♦



TXDOT FLIGHT SERVICES – THE EPITOME OF A WELL-RUN OPERATION

By Kim Blonigen
King Air Magazine

As the saying goes, “Everything’s bigger in Texas.” But does it go on to say anything about being super-efficient and economical? The Flight Services section of the Texas Department of Transportation (TxDOT) seems to think so. Its mission is “to transport Texas state employees and officials with the safest, most efficient, and economical aviation transportation system possible,” which it upholds to the highest degree.

The King Air plays a prominent part in its success, as they have four 200 models in their own fleet, providing operational oversight for the University of Texas King Air 350 and Texas Department of Criminal Justice King Air 200, while managing Texas A&M’s two King Air 200s. Besides providing transportation, TxDOT Flight Services also provides maintenance services to a fleet of 48 state-run aircraft – 18 helicopters and the remainder a variety of fixed-wing airplanes – with 13 full-time mechanics.

Model Manager

Part of TxDOT Flight Services’ responsibility is to recover all of their operating expenses – a feat in itself in today’s economy – yet they manage to do just that and still only charge recovery costs for their services. Director of Flight



Thirteen full-time TxDOT mechanics provide maintenance services for 48 state-run aircraft, resulting in approximately 18,000 billable hours.

Services Jay Joseph explains, "We can offer superior quality maintenance services (their mechanics have an average of 31 years of A&I and A&P experience) to our clients at 26-50% below the costs of the private sector because we're not looking to make a profit – just meet the requirements of our cost recovery model. We also buy our fuel in bulk, so there is an added cost benefit there, as well."

TxDOT is considered to be the "model-manager" for state-operated fleets, as it receives many calls asking for advice from other state-run aviation departments. Joseph explains, "We're all facing the same situation. It's really no different than what corporate flight departments are also facing right now. Everyone is focused around the leanest economics of running an aviation department in the safest manner."

Joseph was hired in 2006 as the change agent to get the costs in line. Drawing from his 29 years in the Marine Corps, 21 years flying for the airlines and strong safety background, Joseph said, "I felt that a well-qualified flight crew, well-maintained and standardized aircraft fleet and the need to have a safety culture that supported everything we do, was needed to run the department as efficiently as possible. The leadership at TxDOT understood that and has allowed me to do so."



TxDOT's full-time pilots (L to R) Captains David Morgan, Jim Reid, Chuck Scott, Dave Heronemus and Director of Flight Services, Jay Joseph

When Joseph arrived, there were nine different aircraft in the fleet. TxDOT Flight Services sold the airplanes that were no longer efficient and used the money to upgrade the existing King Air fleet (currently averaging 25 years – the oldest model being 31 years old and the newest 12). At the time, the King Airs all had different avionics, engines, propellers, etc. Today, they're identical; they all have the Garmin 530/430 avionics suite, new paint and interior (replaced mainly to prevent corrosion), and Blackhawk engines. "I'm a huge advocate of the engines. They are a superior product in terms of performance and predictability. Since we've installed them, we have realized a three to five percent fuel reduction, a nine to 13-knot increase in cruise speed, and the time for phase inspections has been reduced by 20% – exceeding all of our expectations," Joseph explained.

Standardizing the King Airs made them much more economical and efficient to maintain, as well as operate. All of the work done to upgrade the King Airs was kept in state – Blackhawk Engines is located in Waco and they were installed at Hawker Beechcraft Services in Houston, the avionics were purchased and installed by Temple Avionics in Houston, and the paint and interior completed at Murmer Aircraft Services in Arcola. Joseph comments, "It was an incredible value as we used the money from the proceeds of the aircraft we sold, so it didn't cost the state anything, and an added benefit was generating in-state business to get all the work done."

Last year, TxDOT provided services for 40 different state agencies (or entities thereof), transporting nearly 3,000 passengers and flying close to 1,300 total hours. Joseph explains, "We are very big in promoting the 'business tool' aspect of using our aircraft; the time and cost-savings of going from point to point and out and back in the same day. For example, if a typical state agency flew eight staffers to an in-state location for a four-hour meeting, the average cost savings is approximately \$3,000." Joseph does have a valid point. With only 27 commercial airports in Texas and only six of those with direct service to the capital of Austin, it would put restraints on when the airlines would make sense to use or how much time and money it would take to fly commercially and/or rent a car. There are 389 airports that the TxDOT aircraft can access – a figure Joseph proudly shares when educating the agencies of TxDOT's services. Joseph adds, "We cannot be good stewards of the state's money, if we're not first good stewards of the state's time."

Safety First

Joseph says the King Air is the perfect airplane to fit TxDOT's mission. Besides the efficient and economical aspects of operating and maintaining the aircraft, its safety record is also appealing. "Safety is the most important component of our operation. It's the cornerstone of what we do and how we do it," he said.

Using the SMS (Safety Management System), and drawing from his years of experience in the Marine Corps and airlines with an emphasis on safety, Joseph holds a meeting every day at 1:30 p.m. (something he brought from the Fleet Marine Force called a "1330 turnover meeting"). Everyone involved with the operation is part of the meeting – operations, maintenance, scheduling and dispatch, line service, and Joseph as the director. "Before we launch a flight, we have a matrix of 38 different items that we review. If any one of those items looks like something I wouldn't do myself, we don't go. In fact, anyone at any time can stop a flight if they feel it's unsafe; we don't question it. There is no pressure to go," Joseph expresses.

TxDOT's pilots all have prior King Air experience, hold an ATP rating, and average 11,000 hours total time. They fly the King Air 200s with two pilots for every flight. As Joseph explains, "There are two radios and two engines that aid in the safety of the airplane, why wouldn't you include two pilots? We don't compromise on safety." And their safety record reflects that, they have 31 years and 66,000 hours of incident- and accident-free flying. "We're not just saying it, we practice it," Joseph adds.

It could be what he learned in the Marine Corps or the airlines and brought to TxDOT or his extensive study of aviation safety, but when asked what he credited the most for the success of his department, Joseph answered, "More than anything, it's the people. They have enthusiasm, they are professionals, and they have their heart in it every day. It's almost like we're a small family. We take care of each other and we take care of our clients." He concluded by saying, "We're the second largest state in the country and if we can't do this better than anyone else, we're missing the boat, but we do."

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WINGS OF TEXAS FREEDOM TOUR, AIR SHOW COMING UP IN TEMPLE

An impressive array of historical aircraft will be on display in Temple at Draughon-Miller Central Regional Airport from March 27 to 29.

"In honor of our WWII Veterans, the Collings Foundation's Wings of Freedom Tour brings extremely rare bombers and fighter aircraft for a local living history display as part of a 110-city nationwide tour," says Airport Director Sharon Rostovich. "We are proud Temple Airport is a part of this amazing tour!"

The tour offers a once-in-a-lifetime opportunity to take a 30-minute flight aboard these rare aircraft. Prices are \$425 for the B-17 and B-24, or you can get some stick time in the world's greatest fighter – the P-51 – for \$2200. The tour will also have a Huey joining the group, and a ride in the front seat is \$100.

Draughon-Miller Central Regional Airport will also host an air show from May 3-5. For more information, call Sharon Rostovich at 254/298-5350. ♦

AVIATION AND AEROSPACE CAREER WEBSITE TAKES OFF

RESOURCES FOR STUDENTS, TEACHERS, PARENTS, PLUS INTERACTIVE CAREER PLANNING, VIDEOS ELEVATE AVIATION EDUCATION EFFORTS

By Michael W. Mallonee
North Central Texas Council of Governments

With another new year, many people set resolutions and think about the future. For junior high, high school and college students focused on a new semester of study and possible career choices, a new North Texas aviation and aerospace career website helps provide some clarity with important information and facts about an industry in need of future generations of workers.

The website, www.nctaviationcareers.com, was developed to show students a path to a successful career in aviation. An interactive career planning tool allows students to quickly explore information such as job descriptions, salary, projected job growth and educational requirements. The goal is to make it as easy as possible for students to discover which aspects of aviation interest them and options for pursuing education needed in those careers.



A screenshot of the NCTCOG aviation careers website

“There is an urgent need to grow and train the future generation of aviation professionals,” Texas State Senator Royce West said. “It is our duty to make sure our future workforce – students – know rewarding careers and opportunities await them in the aviation profession.”

The website highlights more than 25 types of aviation-related careers, and it includes information on how to fund your education, a list of potential grants and scholarships, internships, and even resources for parents and educators.

North Texas’ status as the largest metropolitan area in the nation without access to a seaport has led to the development of a wealth of aviation assets and opportunities. There are more than 300 aviation-related businesses in the region plus 500 others statewide. In Texas, the aviation industry employs an estimated 771,000 people and boasts an economic output of \$59 billion. North Central Texas Council of Governments (NCTCOG) staff worked with aviation professionals and stakeholders to develop a long-term general aviation and heliport system plan and concluded enhanced aviation education and career information would be needed to sustain such prominence.

Attracting students to become part of a qualified aviation workforce is important to the aviation industry and region. A study of local demand for aviation jobs reveals shortages are expected for avionics or aircraft electronics professionals as well as technicians, pilots, flight engineers and air traffic controllers as current professionals near retirement. In North Texas, aviation activities are expected to increase through 2035, according to the long-term general aviation and heliport system plan.

“Over the past several years, increasing the capacity to train and educate the future aviation workforce has been a primary concern for our region,” said Bobby Waddle, Former Mayor, City of DeSoto, Former NCTCOG Executive Board President, Col., USAF (Ret). “The work accomplished by NCTCOG and its stakeholders will prove instrumental to providing a strong and sustainable aviation industry in North Texas.”

Aviation professionals, elected officials and educators have been working to advance aviation education at all levels. The new website complements ongoing efforts by offering an engaging comprehensive resource to help students learn about aviation and aerospace education and career opportunities. ♦

LeTOURNEAU UNIVERSITY AVIATION STUDENT EARNS SCHOLARSHIP

By Jasmine Gordon
Calhoun Air Center

LeTourneau University (LETU) student Whitney Brouwer, a senior flight science major from Raymond, Minn., was awarded a \$5,000 scholarship from the 2012 Air Race Classic champions Dianna Stanger and Victoria Holt, known as The Racing Aces.

On Friday, February 1, Stanger and Racing Aces representative Jasmine Gordon presented Brouwer with the \$5,000 scholarship during a luncheon celebration at the Abbott Aviation Center. "There is nothing better than giving back — especially when it is so well deserved," said Stanger.

Stanger and Holt won the 36th Air Race Championship in June 2012 following a four-day air race covering nearly 2,900 statute-miles across eight states and making nine stops. They decided to donate their \$5,000 winning purse and sponsorship money to empower a female flight student to realize her own dream of flight. The Federal Aviation Administration reports that only 7 percent of all pilots are women, and that percentage has not increased in nearly a century.

"There is nothing better than giving back — especially when it is so well deserved"

Dianna Stanger

Brouwer dedicates her time to working with the university flight team and at a local flight service center. She earned her private pilot's certificate in August 2010 and has logged over 250 flight hours.

"Aviation is an exciting field, and I enjoy the different opportunities it presents," said Brouwer. "I love to fly, and I'm also becoming certified as an Airframe and Powerplant mechanic."

Brouwer will use the scholarship to help pay her university expenses. LETU Flight Science Chair Lauren Bitikofer says Brouwer is a top student. "Whitney helps the aircraft mechanics with annual and 100-hour inspections by performing many tasks including: changing oil, cleaning spark plugs, and servicing wheels and brakes," said Bitikofer. "In more than 35 years of observing and teaching students, I would place her within the top 2 percent of all students for potential, ability and personal integrity."

"I really want to thank everyone at the luncheon celebration for recognizing Whitney and helping her achieve the goals she has in aviation," said Bitikofer. "She will be an incredible asset to our industry."

In addition to presenting Brouwer with a ceremonial check and certificate, the pilots toured the Abbott Aviation Center. The Abbott Aviation Center houses LeTourneau's School of Aeronautical Science at the East Texas Regional Airport. "I was extremely impressed with the facility and the level of hands-on experience the students receive," said Stanger. ♦



Air Race Classic Champion, Dianna Stanger with scholarship winner, Whitney Brouwer alongside her Flight Science Chair, Lauren Bitikofer at LeTourneau University

HOUSTON EXECUTIVE AIRPORT BUILDS WORLD'S LARGEST FBO ARRIVAL CANOPY - HENRIKSEN JET CENTER FBO TERMINAL BUILDING

In a state known for wildcatters and big ideas, Texas aviation enthusiast and businessman Ron Henriksen is once again making aviation headlines with the construction of the world's largest FBO arrival canopy.

Measuring over 32,800 square feet, the canopy is part of the current construction of Henriksen Jet Center at Houston Executive Airport located along Houston's energy corridor in west Houston. Weir Enterprises is building the canopy as part of ongoing construction of the 22,500-square-foot premier FBO terminal building which is expected to be completed and open for business in February 2013.

Located near Houston's energy corridor, Houston Executive Airport is a private commercial development established by Ron Henriksen, a Houston businessman and pilot with over 40 years in the aviation industry. The airport caters to business and general aviation aircraft.

Houston Executive features first-class amenities including 24-hour aircraft fueling, ground handling operations, rental and crew cars, crew lounge, catering services and complimentary wireless Internet access.

Houston Executive Airport is located at 1900 Cardiff Road, Brookshire, Texas 77423.
Phone: 281-AIRPORT.

More information about the airport is available by contacting Andrew Perry at 281/945-5000 or at www.houstonexecutiveairport.com. ♦

B-29 SUPERFORTRESS FIFI RETURNS TO FLIGHT

The Commemorative Air Force's (CAF) famous Boeing B-29 Superfortress bomber, FIFI, which is the only remaining flying example of the aircraft in the world, returned to the sky Saturday, January 13 and flew to her home base in Addison, Texas. The flight crew arrived in Midland, Texas and conducted a successful maintenance flight followed by the one and a half hour trip.

It was FIFI's first flight since October 2012, when the B-29 experienced trouble with the number two engine and returned safely to the ground during a routine photo mission. The B-29 is equipped with four radial engines, which are needed to power the massive aircraft, and it was determined the number two engine would need major repairs and therefore the aircraft was grounded. For three months, maintenance crews have worked to repair the engine and get the historic aircraft flying again. "It's all the difference in the world seeing it fly instead of in a museum," said Preston McPhail, the 70-year-old son of a former B-29 mechanic. "You can smell the exhaust from the engines."

A fundraising campaign was launched in November with a goal of raising \$200,000 to repair the engine and purchase a replacement. Currently the campaign has raised just over \$105,000 to get FIFI flying again, but is still short \$95,000 to purchase a fifth engine, a spare, which will ensure continuous future operation and flight.

For more information, please visit: www.keepFIFIflying.org. ♦



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May 13, 14, 15, 2013

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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!