

HISTORIC LANDMARK COMMISSION
PERMITS IN NATIONAL REGISTER HISTORIC DISTRICTS
JULY 27, 2015
NRD-2015-0063
1512 Ethridge Avenue
Old West Austin National Register Historic District

PROPOSAL

Construct a two story wood frame addition rear addition and a one story wood frame garage addition. Remove current, non-original entrance, and add a new entry way.

ARCHITECTURE

The 1941 Colonial Revival frame house is two stories with a side gabled form. It has stone veneer on the the first floor and lap siding on the second floor. It is symmetrical plan with 8 over 8 double hung windows and a centrally located front entrance.

HISTORY

1512 Ethridge was owned by the Browning family from when it was built through the early 1990s. The Brownings owned a family business called Browning Aerial Services located at 1710 Wilshire Rd. Over the years this business went from being an aircraft sales and service business, to training students and charters. Robert was known as a bit of a daredevil pilot. Emma worked as the treasurer and instructor for the business and like her husband had her pilot's license. Robert and Emma helped to train World War II pilots. Their son Robert M. Browning III and his wife Mary Helen also lived at the house while they were in college at UT and eventually lived in the house and took over the business after his father passed away. Emma was inducted into the Texas Aviation Hall of Fame in 2005 and is known as "Austin's First Lady of Aviation."

PROJECT SPECIFICATIONS

Remove the current, non-original, entry porch and add a metal trellis that goes the majority of the length of the house with a covered entry. The trellis will not be attached to the house except at the entry.

Demolish the current 1 car, 1 story garage, and rebuild a 2 car, 1 story garage in the same location. The siding and roofing of the new garage will match the house.

Build a two story addition on the rear. The addition will be a side gabled, lap sided building connected to the historic building by a glass connection. The addition will have a regular and symmetrical window fenestration on the sides and rear. The addition will use the same roofing material as the historic house, except the connector will use a metal roof.

STANDARDS FOR REVIEW

The house is contributing to the Old West Austin National Register Historic District and is listed as a contributing building. The Secretary of the Interior's Guidelines for Rehabilitation state

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STAFF RECOMMENDATION

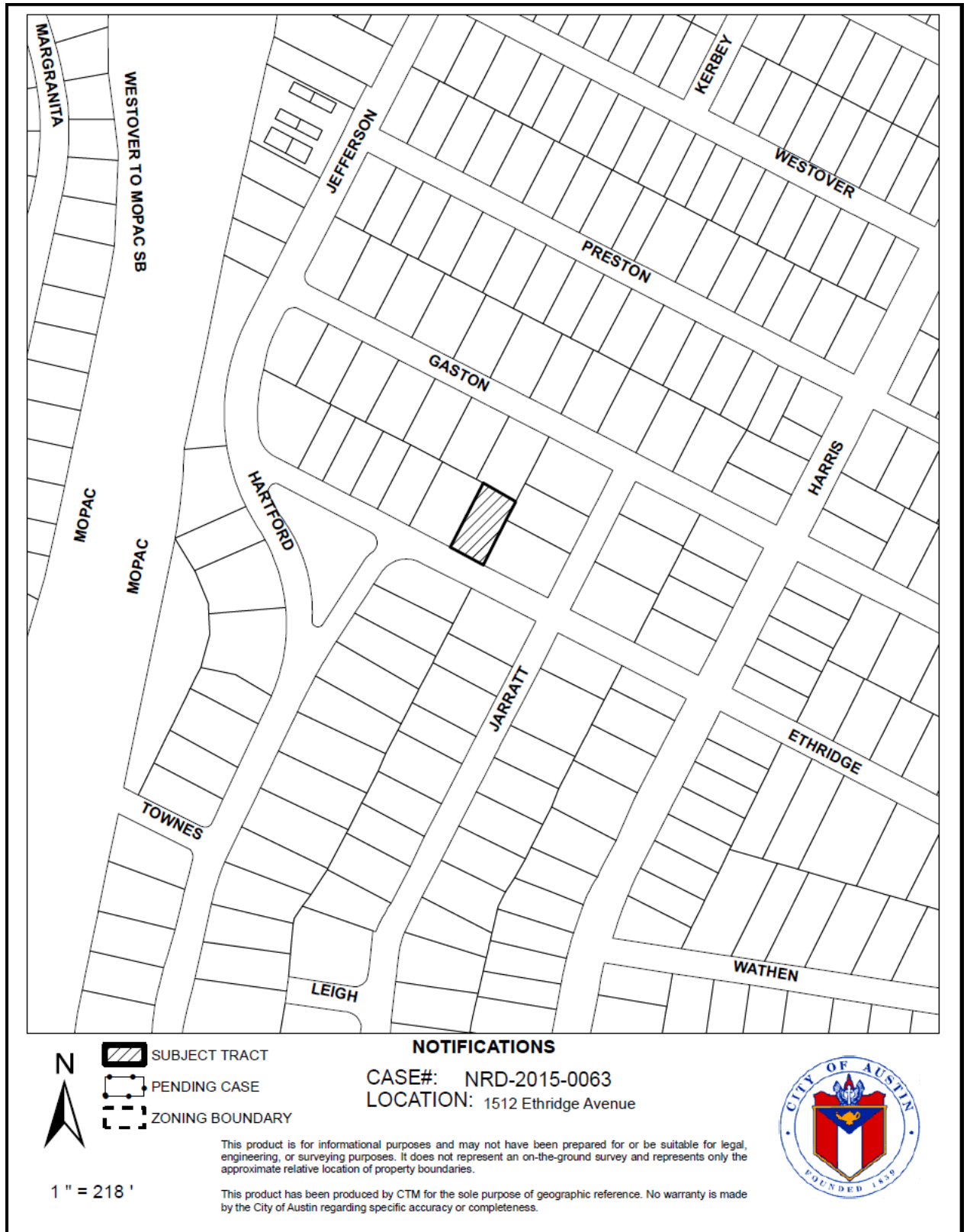
This house has potential landmark designation for its associated with Robert and Emma Browning who are considered pioneers in Texas Aviation History.

The applicant has designed a rear and garage addition that complements the original historic home. Through the connector and simpler detailing at the windows and gable returns, the design differentiates the new from the historic. They have used a best practice design in connecting the two buildings together through a glass connector, minimizing the impact on the historic building.

The new front entrance, while contemporary, doesn't damage any historic materials and if removed the historic house would keep its essential form and integrity. The new entrance design and trellis also compliments the historic architecture of the building, while being differentiated by using a more modern material.

Staff recommends releasing the application as submitted as the design of the additions and new entry meet the Secretary of the Interiors Standards for Rehabilitation. The changes proposed to this building would not affect a potential landmark designation on this property.

LOCATION MAP





OCCUPANCY HISTORY

1512 Ethridge Avenue

City Directory Research, Austin History Center
By City Historic Preservation Office
July, 2015

1992	Robert M. Browning III- Browning Aerial Services Emma C. Browning
1985-86	Robert M. Browning III- Browning Aerial Services Emma C. Browning
1981	Mrs. Emma Browning (widow) Treasurer at Browning Aerial Services
1977	Mrs. Emma Browning (widow) Treasurer at Browning Aerial Services
1973	Mrs. Emma Browning (widow) Treasurer at Browning Aerial Services
1968	Robert M. Browning- Browning Aerial Services Mrs. Emma Browning
1962	Robert M. Browning- Browning Aerial Services Mrs. Emma Browning

Robert M. Browning III- Salesman at Browning Aerial Services

1959 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning

1955 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning
Robert M. Browning III- Salesman at Browning Aerial Services

1952 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning

1949 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning

1947 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning

1944-45 Robert M. Browning- Browning Aerial Services
Mrs. Emma Browning

Biographical Information

Emma C. Browning Obituaries

Emma C. Browning, who helped her husband, Robert, train World War II pilots at the old Robert Mueller Municipal Airport, died Friday after a brief illness. She was 99.

A longtime member of First Baptist Church of Austin, Browning was an aviation pioneer in Texas and one of the few female presidents of a general aviation company. She was inducted into the Texas Aviation Hall of Fame in 2005 and named "Austin's First Lady of Aviation."

"She was 18 when she flew her first plane and fell in love with flying right away," said Joleen Hogan, a niece living in Fort Worth. "That's because she met and fell in love with Robert Browning, a daredevil and barnstorming pilot when they lived in Abilene."

In 1930, they married, and moved to Austin in 1939 to start Browning Aerial Services and seek government contracts to train Central Texas pilots destined to fight in World War II. Although she earned a pilot's license — her husband was the teacher — Emma Browning ran the company. He taught the prospective pilots.

Emma Browning told stories of meeting Amelia Earhart and Charles Lindbergh, who both landed in Austin with plane trouble. "Earhart needed repairs for her plane. When the parts didn't come in right away, Earhart spent a night in their home," Hogan said.

Browning's husband died in 1973; her son Robert Browning III died in 2003.

Browning sold the aerial services company in 1987, but remained active in the aviation community. The Texas Department of Transportation gave her its lifetime achievement award in 2003, honoring her for running one of the first companies to train pilots in the area.

Services for Browning are set for Wednesday at First Baptist Church.

American Stateman April 25, 2010



Emma C. Browning, age 99, of Austin passed away on Friday, April 23, 2010. She was born October 26, 1910, in Eastland, Texas, to James William Carter and Pamela Lousia Gilbreath - a family of 11 children. Her mother died when Emma was 8 and she was raised by her father with help from her older siblings. Emma attended Abilene Business College and was an "employed lady" in the insurance industry. In 1929 she had her first plane ride and fell in love with aviation. She met daredevil pilot, Robert Browning and they were married in 1930. She earned her pilots license in 1939. Emma and Robert moved to Austin to

compete for government contracts to train pilots as World War II was beginning. Her husband was hands on with the planes and Emma managed the business; Browning Aerial Service, a Fixed Base Operation at Robert Mueller Municipal Airport. Robert passed away in 1973 and she continued operating the business with her son. Emma was personally acquainted with the great Amelia Earhart and Charles Lindberg. Her love of, and

dedication to, the aviation industry was recognized when in 2005 she was inducted into The Texas Aviation Hall of Fame. One goal that did not come to fruition was to see an aviation museum built in the area. She was preceded in death by her husband Robert M Browning and her only son Robert M Browning III. "Aunt Emma's" survivors include nephews and nieces: M B Hogan and wife Cora of Arlington, Tex., Dee Hogan and wife Joleen of Fort Worth, Tex., Glenn Hogan and wife Sarita of Seattle WA, Joy Hogan Harris of Odessa, Tex., Sherry King Warren of Ranger, Tex., and Johny Bob King of Mineral Wells, Tex., and Jim DeGraw and wife Caroline of The Netherlands; as well as numerous grand and great-grandnieces and nephews. Special thanks to A-Med Hospice for their loving care of Emma and her family. The family will receive friends from 6:00 to 8:00 p.m. on Tuesday, April 27, 2010, at Weed-Corley-Fish Funeral Home, North Lamar. Funeral services will be held at 10:00 a.m. on Wednesday, April 28, 2010, at First Baptist Church, Austin (where Emma was a longtime member). Graveside services are scheduled for 11:00 a.m. on Thursday at Eastland City Cemetery, Eastland, Texas. Memorials in lieu of flowers may be made to First Baptist Church Foundation, 901 Trinity, Austin TX 78701-2635

Austin American-Statesman on April 26, 2010

The Browning Hangar



Thousands of Mueller visitors have spent time under the arched wooden bow trusses of the Browning Hangar, the historic structure adjacent to the Mueller Central information center at Lake Park. The Browning Hangar plays host to the

weekly Mueller Farmers' Market and numerous community events as a popular open-air venue. In this second of three articles about Mueller's historic airport structures, we take a look back at the Browning Hangar's evolution from Austin's first airplane hangar to community gathering place, and look ahead to its future. The Browning family moved to Austin in 1939 and began operating the Browning Aerial Service, which served as an airplane sales and service business along with training for young pilots during World War II. Built in 1943, and named after Texas aviation pioneer Robert Browning, the Browning Hangar was one of two original hangars built at the Robert Mueller Municipal Airport. Due to a steel shortage during World War II, the hangar was built with a series of glue-laminated wooden trusses. For more than 50 years the hangar housed a variety of airport activities. However, over time, termites damaged the arch bases and the roof began to sag, prompting the addition of steel-tie rods during a 1983 renovation. The structure continued to decline with age and was vacated when the airport closed in 1999. In 2005, Catellus selected Architectural Engineers Collaborative to investigate what needed to be done in

order to preserve the historic building and make it serviceable for the future. After two years of extensive research and engineering studies, the sides and doors were removed, along with any materials containing lead, asbestos or termite damage. Board by board, new curved wood was laid and stabilized in order to maintain the original structure's design. Finally, a protective roof cover and decomposed granite flooring were added for temporary improvements. In 2007 the first event, a fundraising walk, was held in the hangar and the level of community use has continued to grow since. Eventually, the plan is to redevelop the Browning Hangar for commercial activity, while maintaining its historic design. If you stand under the hangar you can see original wood (painted white) and the new additions from the 2007 stabilization (left natural). Today, the bow truss wooden hangar still stands strong as one of the three remaining structures from the former airport at Mueller — including the former control tower next to Wildflower Terrace and a former administration building now home to Mueller Central. The Browning Hangar continues to serve as a proud reminder of Austin's aviation history and as an iconic structure along Mueller's Lake Park.

- See more at: <http://www.muelleraustin.com/news/journal/looking-back-in-time-the-browning-hangar/#sthash.ODVOJbsV.dpuf>

Emma Carter Browning
c.1940 in J-3 Cub



Emma Carter was born October 26, 1910 in Eastland, Texas to J. W. and Pamela Carter. Emma's mother died when she was young, leaving J. W. to raise 11 children. She learned at an early age how to handle responsibility when she became the head of the household at 14.

Emma attended Eastland public schools and, anxious to get out into the business world, she went to Abilene Business College. In 1929, she recalls going to a grassy field with a few friends to see her first airplane. She paid \$1 for her first ride with a barnstormer in an open cockpit Eagle Rock bi-plane and was hooked--a portent of things to come. The following year, on a blind date, she met daredevil pilot and former airport owner, Robert Browning, Jr. They married December 26, 1932 and their only son, Bobby, was born June 25, 1934.

Together they made aviation their life. During the depression, when money was scarce, Emma was a piggy-back pilot for her barnstorming husband. They earned a living doing passenger hops, air shows, parachute jumps, and dead-stick landings. They did whatever it took to get the public to the airport where they sold airplane rides.

While still in Abilene, the Brownings were managing a fixed-base operation at Abilene Airport when Amelia Earhart paid a longer-than expected visit. She made a hard landing in her autogyro that necessitated repairs to the aircraft. During the week while Earhart's repairs were being completed, she stayed with the Brownings and Emma had an opportunity to get to know her. Emma has often shared her memories of Earhart with rapt audiences.

In 1939, Emma received her certification as a solo pilot. That same year, The Brownings learned about the Civilian Pilot Training Program (CPTP) from old barnstorming friend Hugh Herndon (Civil Aeronautics Authority private flying specialist and the first pilot to fly from Tokyo to Seattle across the Pacific.) Herndon urged them to come to Austin. In September, the Brownings packed up their Stinson SM8, their young son and, along with a U.T. student, flew to Austin landing at



Source: Austin History Center, Austin Public Library, PICA 19598.

The second graduating class of the Non-College Civilian Pilot Training program at Browning Aerial Service. Standing left of propeller is Emma Carter Browning; school executives N. H. Wittner and T. B. Barnett, Superintendent of Schools A. N. McCallum and Chamber of Commerce Aviation Committee chairman Max Bickler. Others are unidentified.

University Airport. There they leased the airport from an ailing Webb Ruff and began training pilots. The CPTP was a result of federal legislation known as the Civilian Pilot Training Act of 1939, President Roosevelt's attempt to strengthen a sagging military. The

creating the first organization to serve FBOs. That organization is known today as the National Air Transportation Association (NATA) and is headquartered in Washington, D.C. The Brownings also had a hand in the formation of the Civil Aeronautics Authority (1941)



The second annual meeting of the National Air Training Association in Kansas City, Missouri (December 1-2, 1941) Emma Browning is on the right at the second table next to the wall.

act gave the CAA authority to “train civilian pilots or to conduct programs for such training, including studies and researches as to the most desirable qualifications for aircraft pilots.”¹ On December 15, 1942 the CPTP became the War Training Service and the Brownings trained pilots for the U. S. Army Air Corps. Their flight school was the only licensed training facility to also offer aerobatic secondary advanced training in Waco UPF-7 aircraft. By 1944, the Brownings operated 21 aircraft and employed 10 flight instructors who taught 28 students.

In 1940, the Brownings and four other FBO owners met in Fort Worth and formed the Texas Flight Training Association affirming that aviation “knows no boundaries.” The following year the organization went national

and the Texas Aeronautics Commission (1945.)

In the fall of 1946 the Brownings moved their fixed-base operation to the city-owned Robert Mueller Municipal Airport. It was there that the “two surviving FBOs, Ragsdale Flying Service and Browning Aerial Service, would continue their role as regional leaders in the field of general aviation.”² Their business was focused primarily on aircraft service, maintenance, storage, charters, flight instruction and sales.

They became Piper distributors, selling many of the “new” tricycle gear



Hayden Head (deceased) former senator and member of the International Good Neighbor organization once said at an Austin City Council meeting that, “the finest thing on Robert Mueller Airport was Mrs. Browning.”



House Speaker Tip O'Neill pays a visit to Browning Aerial Services. (l-r) O'Neill, DNC chair Tony Coelho and Emma Browning. (March 19, 1982)

planes to a growing population of general aviation enthusiasts after the war. The Brownings also contracted with the City of Austin to service commercial airliners and had a unique 25-year charter arrangement with the University of Texas to shuttle staff personnel and students between the Austin campus and the McDonald Observatory on Mount Locke in Jeff Davis County far west Texas.

After a long illness, Robert Browning, Jr. passed away in June of 1973. Emma Browning, who had always been an integral part of her husband's business, became its president. She took over one of Austin's oldest companies occupying 22 acres at Mueller Municipal Airport with 100,000 square feet of hangar space, 13 planes of its own and 40 employees. Son Bobby managed the day-to-day operations while Emma continued to deal with city, state and fed-

eral regulatory agencies as well as Browning's vendors and customers. "...Emma cultivates her customers. She was always a good business-woman. She's tough but fair," said Moton Crockett, Jr. a friend, WWII pilot and Browning customer since 1955. Her business sense also came with a wry sense of humor. When "Charlie" Lindberg's plane was being serviced at Browning's FBO he reportedly asked Emma if he could borrow a plane. "Charlie," she said. "We don't loan airplanes, we rent them."

Although she was a qualified pilot and had taught many Browning students to fly, she earned her wings on the ground managing the business end of Browning Aerial Service. She never worried about being a woman in a man's business. She always felt that aviation was one of the few industries where women had equal footing. "Women have done everything from



Burt Rutan, designer of SpaceShipOne, talks with Austin aviation pioneer Emma Browning after his lecture October 29, 2004 at the LBJ Auditorium. Photo courtesy of the Austin American-Statesman

overhauling engines to running entire airports,” she said. “I never expected special privileges. If I had, I wouldn’t have lasted long. Now I own a piece of



Emma Browning addresses a meeting of the Austin Women’s Club honoring her achievements, August 7, 2003.

this mighty thing called aviation.”³

Emma Browning oversaw Browning Aerial Services until August of 1987 when she sold the business to a London, England holding company that became Signature Flight Services. At the time of the sale, Browning Aerial Services had a staff of 50 employees. Since that time she has continued to manage the family’s investments including an 800-acre ranch southwest of Austin. Even though she’s is no longer in the business, no one can question her loyalty to aviation. At a recent Texas Aviation Conference, Emma Browning admonished James Coyne, president of NATA, to “be more vocal and supportive of general aviation.”

Governor Rick Perry said of Mrs. Browning in March 2003 when presenting a certificate honoring her achievements, “The annals of history chronicle for generations to come the achievements of women and the role that they have played in building this

key industry. From E. Lillian Todd who designed and built aircraft in 1906, and Amelia Earhart, the first woman to fly solo across the Atlantic to Lt. Col. Eileen Collins, who became the first female space shuttle commander in 1999, women have been a significant presence in aviation. In your presence this evening we have our own Texas aviation hero, Mrs. Emma Browning, who started flying in 1929. Mrs. Browning, your contributions have been many, through



At 95, Emma Browning is in demand. She’s always eager to share her memories from her years in aviation. In October, 2004 she addressed the Amelia Earhart Luncheon at the Zonta International regional conference in Fredericksburg, Texas, sharing her emotional story of Amelia’s life and last flight. The Mineral Wells Zonta Chapter asked her to speak at their meeting the following month and in January, 2005 she spoke about Earhart to the Austin Community Eagles Society, a group of retired O6 military officers. They were enamored and asked her come back to talk about flying in the 30s and 40s.

tireless efforts, you and your dearly beloved husband built a proud legacy of success, highlighting to your fellow Texans the vision, ingenuity, and entrepreneurship characteristic of the early Texans who laid this state’s foundation

of greatness.”

Emma Carter Browning has outlived her most of her contemporaries, her son who passed away July 24, 2002, and his wife Mary Helen who passed on in February 2005. She goes to her office every day, remains active in the First Baptist Church and wants to find time to write two books. Her love of aviation and her memorabilia collected over her 70+ years in the industry will be forever immortalized in the Texas Aviation History Museum, a new passion for the feisty aviatrix/businesswoman. The museum is planned to be built in the Austin area.

¹ Civilian Pilot Training Act, U.S. Statutes at Large 51 (1939), pp. 855 ff. (from Austin, Cleared for Takeoff, by Kenneth B. Ragsdale, University of Texas Press 2004

² Austin, Cleared for Takeoff, by Kenneth B. Ragsdale, University of Texas Press 2004

³ Austin American Statesman, February 16, 1987

WINGTIPS



Aviation Division Quarterly Newsletter October-November 2005

TEXAS AVIATION HALL OF FAME INDUCTS EMMA CARTER BROWNING

The Texas Aviation Hall of Fame announced in June that Emma Carter Browning was an inductee of the Class of 2005. She will be honored along with several other aviation legends at the 7th Annual Texas Aviation Hall of Fame Induction Gala on Saturday, November 12, 2005.

EMMA CARTER BROWNING

Emma Carter Browning has been involved in aviation since her first flight in 1929. She married Robert Browning Jr. in 1930 and became his ferry pilot as he barnstormed across Texas. Together they owned Browning Aerial Service, a fixed-base operation that originated in Abilene and later moved to Austin, Texas. Mrs. Browning obtained her pilot's certification in 1939. Although she taught many individuals to fly she was more at home managing Browning Aerial Services. She remains a staunch advocate for general aviation and was a principal force behind the formation of the Texas Aviation History Museum in Austin, Texas.

The Texas Aviation Hall of Fame has become one of the country's leading museums of its type. Providing more than a picture and a biography, the exhibits in the Hall of Fame utilize personal artifacts, books, models, awards and other memorabilia to accurately portray each inductee's experiences, contributions and passion for aviation.

Additionally, the Class of 2005 will be recognized on Sunday, November 14 at the Lone Star Flight Museum's end-of-season Fly Day. This informal flying event will feature historic aircraft from the Lone Star Flight Museum's collection and other aircraft from the area. Flying will begin at noon and continue until 3:00 p.m. Throughout the day, visitors will be able to tour the Texas Aviation Hall of Fame and view exhibits honoring the new inductees.



Mrs. Emma Carter Browning

TAKE OUR DAUGHTERS AND SONS TO WORK DAY

July 21, 2005

The children participated in the whole-day event in a variety of fun and educational activities, including a puppet show of Tex and DOT performed by employees of the Wichita Falls District.

Aviation employee children who participated were Ira Benson, Shelby Lowe, Erica Martin and Zachary Martinez.



Photo Caption: The "Take Our Daughters and Sons to Work Day" had over 150 school children from grades kindergarten to 12th grade visit several offices and work areas throughout the Riverside Campus.



ROAD HAND AWARD

Colonel Charles E. Powell honored as first recipient of Texas Department of Transportation's "Road Hand Award" given for service to aviation.

The Road Hand Award was created in 1973 by Luther DeBerry, a former State Highway Engineer, as the highest tribute the department awards to public-spirited citizens who give freely of their time to champion transportation projects in their area. Over the past 32 years, this award has become an honored TxDOT tradition to acknowledge those who have made the support of Texas transportation a labor of love. Historically, the award has been given for efforts on behalf of the highway system. This year, for the first time, an award was given based on an individual's advocacy and commitment to the improvement of aviation and air transportation.

Colonel Powell, the recipient of the award, is a former member of the Texas Aviation Advisory Committee whose efforts on that committee resulted in significant enhancement of airport development and improved public awareness of the benefits of aviation in Texas.

The award, presented to Colonel Powell on June 14, 2005 in San Angelo, will be prominently displayed in the foyer of the Dewitt C. Greer Highway Building in Austin, TxDOT's headquarters.

Congratulations, Colonel Powell. Thanks for all you do for aviation in Texas.

FAA'S AIRPORT IMPROVEMENT GRANT PROGRAM FOR FISCAL YEAR 2006 LOOKS BRIGHTER

In the last edition of *Wingtips*, I mentioned that the Administration's budget proposed a substantial reduction in airport grant funding for Fiscal Year 2006. This reduction could have resulted in a 40 percent reduction of federal funds available for general aviation airport development for the year. However, based on recent actions by Congress, it appears that the reduction will be much less, more likely no more than five percent of the previously authorized amount. If that turns out to be the case, we do not anticipate that our airport development program for the year will be significantly affected. We will keep you advised of any changes in funding expectations.

TEXAS DEPARTMENT OF TRANSPORTATION TAKES OVER RESPONSIBILITY FOR MANAGEMENT OF THE STATE FLIGHT OPERATION

During the last regular session of the Texas Legislature, operation and management of the former State Aircraft Pooling Board was transferred to TxDOT. The State Aircraft Pooling Board was formed in 1978 to consolidate aircraft and air transportation services for state officials into a single agency. On-demand air transportation is provided for state officials primarily to destinations throughout the state which are not served by scheduled commercial carriers. The flight department currently has five King Air 200s and four Cessna 425s which are used for this purpose. Maintenance of these aircraft, as well as aircraft operated by the Department of Public Safety and Texas Parks and Wildlife, is also provided.

We welcome former Pooling Board employees to the TxDOT family.



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

DIRECTOR OF AVIATION
David S. Fulton

WINGTIPS EDITOR
Marie C. Peinado

E-mail:
mpeinado@dot.state.tx.us

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

ANNOUNCEMENT

Allison Martin
Aviation Division

From time to time, TxDOT Aviation will send out an e-mail to our airport sponsors. We need your e-Mail address. The type of information that has been sent out in the past has been for security information, Hurricane Relief requests, as it relates to aviation, and any other information that we feel airports should know about. Please send your e-mail address to Allison Martin (amartin3@dot.state.tx.us), so that you can be included on our e-mail list.

GULF COAST WINGS WEEKEND 2005 WAS A BIG SUCCESS!

By Slim Zimmermann, Editor
Texas Aviation Association

GALVESTON--The Texas Aviation Association (TXAA) hosted their 3rd Annual Gulf Coast Wings Weekend 2005 at the Moody Gardens Hotel in Galveston, Texas on Friday and Saturday, June 3 and 4, 2005.

The event featured over 70 hours of safety seminars taught by safety managers from the Federal Aviation Administration Flight Standards District Offices (FSDO) and invited guests. Other special activities included a safety awards breakfast and two general sessions. Lastly, a Bar-B-Que Banquet was held at the Lone Star Flight Museum adjacent to the Moody Gardens. More than 600 aviation enthusiasts registered for the two-day event.

Special guests Ava Wilkerson, Administrator at the FAA Southwest Regional Office in Fort Worth; FSDO Safety Program Manager Paul Downs from Houston; FSDO Safety Program Manager Len Scott from San Antonio and FSDO Regional Manager John Boatright from Lubbock were in attendance.

TXAA board members invited Wilkerson and her associate Debra Myers, External Program Coordinator, to a breakfast in the hotel on Friday morning where she stated, "I am honored to be invited . . . and I look forward to the general session." Wilkerson was warmly received in the general session and was featured in a question and answer session there.

Registration began at 10:00 a.m. on Friday and the safety seminars started at noon. The course topics included mountain flying, insurance, advanced navigation systems, off airport landings, preparing for an FAA check ride, spatial disorientation, youth and aviation, aircraft maintenance and many other course topics, including a special two-day course entitled "Alone and Unafraid – Single Pilot IFR."

A two-day Flight Instructor Refresher Course (FIRC) was taught by

Bill Gunn, Safety Director, Texas Department of Transportation Aviation Division. The FIRC is required of all certified flight instructors to complete every two years. 25 CFI's attended the course.

At a special Safety Awards Breakfast on Saturday morning, TXAA president, Jay Carpenter from Austin, FSDO representatives Len Scott, John Boatright, and Paul Downs awarded the prestigious Wright Brothers Master Pilot Award to John F. Dacou and Carl Madeley. Madeley also received the Charlie Taylor Master Mechanics Award.

After the awards ceremony, a presentation by Bruce Bohannon followed; he is the holder of the "time to climb" world record. Briefly, Bohannon told the audience of his accomplishment of climbing to 47,300 feet (above Mean Sea Level) on November 17, 2004, in his highly modified Vans RV4. And he vows to reach 50,000 feet after completing planned modifications to the wings of his homebuilt aircraft.

The weekend event ended with a gourmet Bar-B-Que Dinner nestled under the wings of vintage aircraft at the Lone Star Flight Museum. John and Martha King of the King School located in San Diego, California were the special guest speakers. The Kings are famous for their educational books and CDs, which provide lessons to most pilots learning to fly effectively. They gave an entertaining and educational presentation of their aviation exploits throughout the years.

The Kings were presented with official "Texas Cowboy" hats and a certificate of appreciation from TXAA at the conclusion of the banquet; and were made Honorary Texans with a certificate from the Governor's Office.

Plans are already being made for next year's event, which promises to be bigger and better than ever! You can monitor the progress of Gulf Wings 2006 at TXAA's Web site www.txaa.org. We hope to see you next year at Galveston!

COMMISSIONER ROBERT NICHOLS ANNOUNCED HIS RESIGNATION

Commissioner Robert Nichols, first appointed to the Texas Transportation Commission in May 1997, resigned in June to run for the Texas Senate.

A retired Jacksonville businessman and a Republican, Nichols made it clear earlier in the year that he would like to replace Senator Todd Staples, R-Palestine, who is running for Texas agriculture commissioner. Nichols said it would be unethical for him to continue making decisions as a transportation commissioner that affect the East Texas district he hopes to represent.

Nichols sent a letter to Governor Rick Perry, who appoints the five members of the commission, resigning effective 8:00 a.m. Thursday, June 30, 2005, an hour before the commission's monthly meeting began. After reading the letter aloud and receiving tributes from his fellow commissioners, Nichols made some very positive statements concerning Texas Department of Transportation and the accomplishments he has seen in the last eight plus years.

"He is the absolute best workhorse that transportation in this state has ever had," said Commission Chairman Ric Williamson.

TEXAS SUMMER AVIATION INSTITUTE

by Jay Carpenter
Texas Aviation Association

CONROE—Texas Summer Aviation Institute is an academic academy directed at high school sophomores interested in furthering their education in aviation careers. The initial program was held over a two-week period on June 13-24, 2005 and conducted in association with the Texas Transportation Institute (TTI) of Texas A&M. The program consists of lectures, field trips, discovery flights and many other activities to familiarize students with all aspects of aviation.

HOW THE IDEA OF THE ACADEMY BEGAN

The idea of the academy began when Jeff Borowiec, TTI researcher, and Jeff Bilyeu, Airport Director of Lone Star Executive Airport at Conroe, Texas met at an aviation conference in 2004. They began envisioning the type of program and funding required to host such an event. Two additional people helped solidify the program and secured the funding: Debbie Jasek, TTI researcher, and Peter Dittmer, Texas Southern University professor. Jasek's experience in obtaining funding and Dittmer's background in flight education/training and academic program completed the picture.

A grant was awarded in the summer of 2004. "We really started to put the program together in the winter and early spring, but we had already made a determination of the types of activities we wanted to do . . . only the logistics were left," said Borowiec.

The funding sponsor was the Southwest Region University Transportation Center (SWUTC), which is a consortium of Texas A&M University, University of Texas at Austin and Texas Southern University (TSU). Additional sponsors included the Federal Aviation Administration (FAA), the Texas Transportation Institute, Montgomery County via the Lone Star Executive Airport and the Lone Star Convention and Expo Center.



Texas Summer Aviation Institute student participants and instructors at Lone Star Executive Airport, Conroe, Texas.

THE TEXAS SUMMER AVIATION INSTITUTE BEGAN

Opening Day orientation introduced students to the program's structure, provided a basic understanding of aviation history and exposed students to aviation career opportunities in the FAA and the military. Speakers included FAA members and a local chapter of the 99's Women Aviation organization.

Day Two included a field trip to TSU. Peter Dittmer, TSU Professor and Director of Airway Sciences, provided a lecture on aerodynamics and reminded students that TSU is the only institution in Texas that offers a four-year degree in aviation.

The first week's remaining activities included tours at the FAA Approach Control/Tower facilities at George Bush Intercontinental

Airport, the FAA Flight Service Station in Conroe and the Universal Weather Facility at Houston Hobby Airport. Additionally, students were given a "hands on" experience of flying a small aircraft. Under the supervision of a certified flight instructor, they proceeded to preflight the aircraft, start the engine, taxi to the runway, take off, maneuver the aircraft and attempt a landing. All fared well!

Following lunch, students visited the Conroe Convention Center where Bill Gunn, Safety Director, Texas Department of Transportation Aviation Division gave an inspiring lecture and told students that, "In life, it is important that you do what you like to do, [that] if you want to learn to fly aircraft, there are plenty of avenues to seek that will fulfill your desires. Flying also teaches that you can do anything with your life." Some students expressed a desire for careers in the military, while others were interested in becoming pilots for the airline industry.

The second week's activities included trips to the George Bush Intercontinental Airport, Continental Airline facilities, the U.S. Army Space Center, Wing Aviation Aircraft Services and an appearance by Rich Welch from Wings Over Houston, a War Bird facility. Flight instructors such as Captain Hugh Davis who flies for Continental Airlines and the aircraft were provided by MVP Aero.

Certainly, students can look forward to opportunities offered by the general aviation industry in Texas. The academy provided a great example that others can emulate with the help of creative and dedicated people.

"We are expecting that we will be able to do this again next year in Conroe, if we can get some funds to do so," said Borowiec. Adding that, "The cost next time around will be substantially less than the first time, so we are optimistic that we will be able to get sponsors."

There were 10 student participants.

THE SKY IS FALLING, THE SKY IS FALLING

by Michelle Hannah
Aviation Division



Bill Payne, W.E. Payne & Associates, and Hud Hopkins, Galveston Airport Manager, are smiling. . . why? "We are almost finished."

Well, not exactly, but if it does, new air traffic control services at Galveston, Arlington, Georgetown and Conroe will surely advise it to do so with the appropriate spacing. Some of you may know that we have gotten into the Air Traffic Control Program; some of you are happy about that and some of you are not. But, whatever your opinion we feel that this important new service at these airports will enhance safety with their ever-growing operations.

Galveston and Arlington will have new air traffic control tower services established this year, while Georgetown and Conroe are anticipated sometime next year. Fort Worth Spinks and Dallas Executive have current projects to replace their old and tired air traffic control tower facilities. In addition, Texas State Tech College (TSTC) Waco received a grant to update their equipment, window shades, anti-static carpet, cabinetry and even a 40-year old pair of binoculars. The Airport Improvement Program (AIP) has included the eligibility for the air traffic control towers for up to \$1.5 million federal share. This includes the construction for the building and the equipment. A benefit cost analysis is conducted to determine the need for the service. Stay tuned to this frequency for more updates!



Happy Texas State Tech College (TSTC) Waco controllers: Donald Hall and Chantily Rahls



Arlington Tower on its way up!



Arlington Tower still on its way up!

THANK YOU

Marie C. Peinado
Aviation Division

The tragedy left in the wakes of Hurricane Katrina and Hurricane Rita has resulted in an outpouring of sympathy, charity and the desire on the part of Texas Department of Transportation (TxDOT) employees to "do something" to help those affected by the storm and its aftermath. And they did come through!

TxDOT employees rolled up their shirt sleeves and went to work by collecting money, goods and supplies in their local areas, especially in support of local relief organizations providing services to refugees in local shelters. They also provided equipment and manpower to help restore the infrastructure throughout the affected areas, including providing water, snacks and restroom facilities to the constant stream of vehicles coming into Texas. Most important, TxDOT provided information on changeable message boards to help direct refugees to locations where they could receive assistance or reconnect with their loved ones. And we are sure that there are many other department-related efforts that occurred in communities, especially across the eastern part of the state.

We thank you all, again and again!!! We invite you to join in TxDOT's combined effort to help our friends and neighbors or to continue to give in your own personal ways.

Texas Airports Get Identifier Changes

By Bill Gunn
Aviation Division



As TxDOT partners with local airport authorities to add Automatic Weather Observation Systems (AWOS), many airports have had to change their aviation IDs to meet FAA and weather service requirements. Here is a list of some of the more recent changes:

05F	<u>GOP</u>	Gatesville	City-County Airport	7TX6	<u>7T7</u>	Midland
10XS	<u>T39</u>	Archer City	Archer City Municipal Airport	82TS	<u>82T</u>	Decatur
14R	<u>RWV</u>	Caldwell	Caldwell Municipal Airport	8F7	<u>LUD</u>	Decatur
1F9	<u>XBP</u>	Bridgeport	Bridgeport Municipal Airport	8TA0	<u>8T8</u>	San Antonio
1TS9	<u>1T9</u>	Hallettsville	Lesikar Ranch Airport	9XS2	<u>9X1</u>	Porter
20TX	<u>T48</u>	Rockwall	Phillips Flying Ranch Airport	9XS9	<u>9X9</u>	Katy
21XS	<u>BPG</u>	Big Spring	Big Spring Mc Mahon-Wrinkle Airport	BSM	<u>AUS</u>	Austin
25R	<u>EBG</u>	Edinburg	Edinburg International Airport	E02	<u>ODO</u>	Odessa
2R8	<u>RAS</u>	Port Aransas	Mustang Beach Airport	E15	<u>RPH</u>	Graham
2XS3	<u>T51</u>	Houston	May Airport	E29	<u>SOA</u>	Sonora
31F	<u>GNC</u>	Seminole	Gaines County Airport	F18	<u>CPT</u>	Cleburne
35TS	<u>T32</u>	Collinsville	Sudden Stop Airport	F39	<u>GYI</u>	Sherman/Denison
3R1	<u>BYY</u>	Bay City	Bay City Municipal Airport	F54	<u>GKY</u>	Arlington
3R5	<u>BAZ</u>	New Braunfels	New Braunfels Municipal Airport	F55	<u>GDJ</u>	Granbury
3T1	<u>JDD</u>	Mineola/Quitman	Wood County Airport	F60	<u>PWG</u>	Waco
3TA1	<u>3T2</u>	Manvel	Wolfe Air Park	F67	<u>GPM</u>	Grand Prairie
4F4	<u>JXI</u>	Gilmer	Fox Stephens Field - Gilmer Municipal Airport	KBSM	<u>AUS</u>	Austin
4T6	<u>JWY</u>	Midlothian/Waxahachie	Mid-Way Regional Airport	Q00	<u>LIU</u>	Littlefield
54TX	<u>54T</u>	Baytown	R W J Airpark	Q06	<u>I06</u>	Tulia
5R5	<u>ARM</u>	Wharton	Wharton Regional Airport	Q24	<u>LLN</u>	Levelland
5T5	<u>INJ</u>	Hillsboro	Hillsboro Municipal Airport	Q26	<u>BFE</u>	Brownfield
5TA4	<u>O07</u>	Houston	Westheimer Air Park	Q41	<u>41F</u>	Floydada
5TA9	<u>5T0</u>	Beasley	Ward Airpark	Q43	<u>X43</u>	Sunray
60TA	<u>3T8</u>	China Spring	Wildcat Canyon Airport	Q54	<u>X54</u>	Friona
62H	<u>GYB</u>	Giddings	Giddings-Lee County Airport	Q55	<u>T55</u>	Dimmitt
67TA	<u>76T</u>	Decatur	Bishop Airport	Q70	<u>H70</u>	Stratford
69R	<u>ECU</u>	Rocksprings	Edwards County Airport	T02	<u>LVJ</u>	Houston
6R9	<u>AQO</u>	Llano	Llano Municipal Airport	T04	<u>GTU</u>	Georgetown
6XS5	<u>6X0</u>	Mount Selman	Tarrant Field Airport	T18	<u>BKS</u>	Falfurrias
7F6	<u>LBR</u>	Clarksville	Clarksville/Red River County-J D Trissell Field Airport	T27	<u>BMQ</u>	Burnet
7F9	<u>MKN</u>	Comanche	Comanche County-City Airport			

LIGHT SAFETY

Skywest Airport Inc.
 Lazy G Bar Ranch Airport
 Decatur Municipal Airport
 San Geronimo Airpark
 Williams Airport
 Sack-O-Grande Acroport Airport
 Austin-Bergstrom International
 Airport
 Odessa-Schlemeyer Field Airport
 Graham Municipal Airport
 Sonora Municipal Airport
 Cleburne Municipal Airport
 Grayson County Airport
 Arlington Municipal Airport
 Granbury Municipal Airport
 McGregor Executive Airport
 Grand Prairie Municipal Airport
 Austin-Bergstrom International
 Airport
 Littlefield Municipal Airport
 City of Tulia/Swisher County
 Municipal Airport
 Levelland Municipal Airport
 Terry County Airport
 Floydada Municipal Airport
 Sunray Airport
 Bengier Air Park
 Dimmitt Municipal Airport
 Stratford Field Airport
 Pearland Regional Airport
 Georgetown Municipal Airport
 Brooks County Airport
 Burnet Municipal Airport-Kate
 Craddock Field

T28	<u>LZZ</u>	Lampasas	Lampasas Airport
T31	<u>PIL</u>	Port Isabel	Port Isabel-Cameron County Airport
T39	<u>UTS</u>	Huntsville	Huntsville Municipal Airport
T49	<u>BPG</u>	Big Spring	Big Spring Mc Mahon-Wrinkle Airport
T53	<u>RBO</u>	Robstown	Nueces County Airport
T56	<u>DKR</u>	Crockett	Houston County Airport
T72	<u>LHB</u>	Hearne	Hearne Municipal Airport
T80	<u>IKG</u>	Kingsville	Kleberg County Airport
T97	<u>PKV</u>	Port Lavaca	Calhoun County Airport
T98	<u>HYI</u>	San Marcos	San Marcos Municipal Airport
TA22	<u>7T0</u>	Lindsay	Freedom Field Airport
TA87	<u>T87</u>	Sanger	Flying C Airport
TA87	<u>2T1</u>	Muleshoe	Muleshoe Municipal Airport
TA93	<u>2T4</u>	Collinsville	Hayesport Airport
TE49	<u>T95</u>	League City	Bay Electric Supply Heliport
TE70	<u>E70</u>	Seguin	Huber Airpark Civic Club LLC Airport
TE80	<u>T80</u>	Celina	Bishop's Landing Airport
TS72	<u>T76</u>	Rhome	Rhome Meadows Airport
TX04	<u>T27</u>	El Paso	Horizon Airport
TX05	<u>T31</u>	Mc Kinney	Aero Country Airport
TX06	<u>LXY</u>	Mexia	Mexia-Limestone County Airport
TX07	<u>T77</u>	Presidio	Presidio Lely International Airport
TX10	<u>T79</u>	Pearland	Skyway Manor Airport
TX11	<u>T84</u>	Bay City	Fehmel Dusting Service Airport
TX50	<u>T88</u>	Colorado City	Colorado City Airport
TX56	<u>T90</u>	Winnie/Stowell	Chambers County-Winnie Stowell Airport
TX80	<u>T93</u>	Follett	Follett/Lipscomb County Airport
TX81	<u>1X1</u>	Higgins	Higgins-Lipscomb County Airport

GRANTS RECEIVED

AIRPORT NAME	GRANT AMOUNT	PROJECT DESCRIPTION
Denton Municipal Airport	\$1,360,000	Apron expansion to include approximately 8,200 square yards of apron and connecting taxiway expansion and drainage improvements.
Fort Worth Spinks Airport	\$2,400,000	Runway overlay and marking and taxiway overlays.
Sugar Land Regional Airport	\$5,070,520	Terminal apron construction.
Sugar Land Regional Airport	\$900,000	Taxiway H expansion.
Yoakum County Airport	\$2,728,210	Rehab and mark apron, taxiways, and runway 17-35; relocate lighted wind cone and segmented circle; construct and mark new runway 3-21; construct and mark taxiways A, B, C, & D; install MIRLS and PAPI-2 on runway 3-21; scarify and remove existing runway 8-26 and south taxiway; stall erosion/sedimentation controls and install perimeter fence.
Muleshoe Municipal Airport	\$379,556	Lighting improvements.
La Porte Municipal Airport	\$929,000	Construct runway and taxiway MIRL improvements; construct signage improvements; install rotating beacon and beacon tower; install L-107 internally lighted wind cone.
San Marcos Municipal Airport	\$1,050,000	Apron rehabilitation.
San Antonio Stinton Airport	\$500,000	Runway, taxiway and apron improvements.
Mid-Way Regional Airport	\$315,000	Hangar access taxiway and associated drainage structure.
Brownwood Regional Airport	\$422,430	Hangar access apron and roadway.
Real County Airport	\$100,000	Rehab and mark taxiways, rehab and mark runway 15-33, rehab and mark apron.
Houston County Airport	\$1,513,720	Overlay and marking of runway 2-20, reconstruction of apron, construction of a partial parallel taxiway, construction of taxiway from runway 20 to parallel taxiway, rehabilitation of cross taxiway B, removal of north taxiway and related electrical improvements.
A.L. Mangham Jr. Airport, Nacogdoches	\$2,550,750	Overlay runway 18-36, taxiways, and apron; construct a new parallel taxiway and taxi lanes; construct a new apron access taxiway with medium intensity taxiway lighting; install taxi guidance signs, mark and strip all new surface courses.
Gonzales Municipal Airport	\$147,000	Rehabilitation and mark runway 15-33, rehabilitate and mark taxiways and rehabilitate and mark apron.
Fayette Regional Air Center, La Grange	\$970,980	Site grading; erosion control, parallel taxiway extension; apply sealer/rejuvenator and crack seal existing runway and parallel taxiway, crack seal and apply rubberized coal-tar pitch emulsion seal to existing apron and hangar access taxiways, miscellaneous drainage improvements; correct runway edge drop-offs; runway pavement markings and retro-reflectors.
Eagle Lake Airport	\$911,050	Erosion control; site grading; 368-FT stub taxiway; reconstruct 585-SY of apron pavement, construct 3,449-SY of hangar apron paving; 826-LF hangar access taxiway; construct lighted wind cone and construct new segmented circle; install PAPI-2 systems; crack seal and rubberized coal tar emulsion seal existing runway, runway turnaround, and apron pavement; miscellaneous drainage improvements; pavement markings; and seeding.
Llano Municipal Airport	\$950,000	Rehabilitate and mark runway 17-35, rehabilitate taxiway A, B, & C, extend taxiway A to runway 17-35 south and rehabilitate apron, rehabilitate hangar access taxiways, construct terminal apron, construct connector taxiways, install runway 17-35 signage.
Ennis Municipal Airport	\$435,000	Rehabilitate runway 15-33, stripe runway 15-33; rehabilitate parallel & cross taxiways; rehabilitate hangar access taxiways; rehabilitate apron; install PAPI runway 15-33; install REIL runway 15-33; replace rotating beacon & tower; displace runway 33 threshold and drainage improvements.
Hutchinson County Airport	\$188,239	Replace medium intensity runway lights RW 1733; re-grade shoulders RW 17-35 and install erosion and sedimentation controls.
McLean/Gray County Airport	\$166,330	Mark RW 17-35, rehabilitate RW17-35; stub TW, and apron.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND

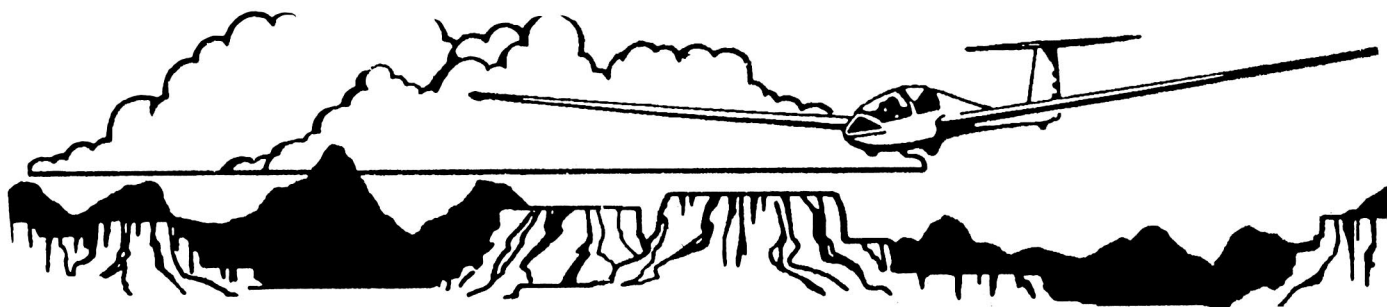
Media Advisory

PETERSON AIR FORCE BASE, CO – The Visual Warning System being fielded by North American Aerospace Command (NORAD), in accordance with the Federal Aviation Administration (FAA) and the Air Force Rapid Capabilities Office, became operational Saturday, May 21, 2005.

This new security measure is designed to enhance air safety and security in the National Capital Region. It is a communication tool to warn pilots who have entered the NCR's restricted airspace – the Air Defense Identification Zone (ADIZ) – and cannot be contacted by radio. It is a ground-based system that uses safety-tested, low-level beams of alternating red and green lights to alert pilots they are flying without approval in restricted airspace. The lights are designed so that illumination is eye-safe and non-hazardous at all ranges.

Only aircraft that are unauthorized, or unidentified, and unresponsive would be visually warned. The VWS is designed to prompt immediate action by the pilot to contact air traffic control and exit the restricted airspace.

Please contact the NORAD-U.S. Northern Command Public Affairs duty official at 1-719/330-5169 if you have questions. For any FAA-related queries, please direct to the FAA Ops Center at 202/267-3333.



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

POLICY: Any resident of Texas can check out three video tapes/DVDs

at a time for two weeks at no charge. Only return postage is necessary.

MEMBERSHIP: To enroll in our database, write to TxDOT Aviation Division, 125 E. 11th Street, Austin, Texas 78701; give your name, address, telephone number, as well as your driver's license number. After membership

enrollment, a video catalog of tapes will be sent to you for your review. You can then place your order at your convenience by calling our 800 number.

For more information please contact Marie C. Peinado at 1-800/68-PILOT.

INTERESTING VIDEOS:

D1009 – DVD Surviving Systems Emergencies

D1010 – DVD Surviving Your Most Feared Emergencies

D1025 – DVD VFR Regulations Refresher

D1031 – DVD IFR With Confidence

D1032 – DVD IFR Regulations Refresher

ROAD HAND AWARD PRESENTED TO CHARLES POWELL

Charles Powell, a member of the San Angelo Chamber of Commerce Transportation Committee, was recognized in June as an advocate of the state's transportation system by receiving the Road Hand Award from the Texas Department of Transportation.



U.S. Air Force Retired Colonel Charles Powell displays the Road Hand Award presented by Texas Department of Transportation (TxDOT) officials during the June San Angelo Chamber of Commerce luncheon. TxDOT representatives include Dave Fulton, Aviation Division Director; John Johnson, Texas Transportation Commissioner; and Walter McCullough, San Angelo District Engineer.

The honor, described as a prestigious award by Commissioner John Johnson of the Texas Transportation Commission, recognizes individuals for their efforts in developing and maintaining the state's multi-modal transportation network. Johnson also identified retired U.S. Air Force Colonel Powell as the first recipient of the award to represent aviation.

The nomination submitted by Walter McCullough, the local District Engineer, described Colonel Powell's "commitment and dedication to the improvement of aviation and air transportation in Texas." Locally, Colonel Powell helped found and guide the Concho Valley Air Service Task Force, an initiative that led to the state's Aviation Division's Small Market Air Service Needs Assessment study.

The Road Hand Award is a select honor given to non-TxDOT employees in communities throughout the state. It has become a tradition to acknowledge individuals who make the support of Texas transportation a labor of love and dedicate their time and energy in building one of the greatest transportation systems in the world.

The names of the recipients are inscribed in the Road Hand Hall of Honor, a plaque prominently displayed in the Dewitt C. Greer State Highway Building in Austin.



Work in Progress: Sugar Land's Terminal, view across the lake.

Work in Progress: Sugar Land's Terminal, frontal view.



GAS CONSERVATION FOR TEXANS

Marie C. Peinado
Aviation Division

The Texas Department of Transportation urged motorists recently to curtail the use of gasoline, especially during recent holidays, when usually increased levels of travel occur. Texans should continue to adhere to this advice after Hurricanes Katrina and Rita.

Gasoline remained in short supply after Hurricane Katrina shut down nine Gulf refineries, disrupted gasoline pipelines to the Midwestern and eastern U.S. and stopped 90 percent of the oil production in the Gulf of Mexico.

The area affected by Hurricane Katrina is responsible for around 30 percent of U.S. crude production and a quarter of natural gas. A large portion of U.S. oil imports also arrive at Gulf Coast ports. Hurricane Katrina disrupted about 10 percent of the nation's daily gasoline consumption, with two million barrels a day of refining capacity shut in or reduced and one million barrels a day of gasoline not being produced.

The U.S. Energy Information Administration continues to assess the additional gas disruption effects, as it relates to Hurricane Rita.

TxDOT suggests that motorists consider a few tips that will help conserve gasoline:

- **DRIVE SENSIBLY** – Fast acceleration, speeding, slamming on brakes consumes more fuel. Driving sensibly can save up to 33 percent on the highway and five percent in the city.
- **GET A TUNEUP** – A new set of spark plugs and the right engine timing can help a vehicle run more economically and add horsepower.
- **CHANGE OIL AND FILTERS** – Dirty oil reduces engine efficiency, as do clogged oil, gas and air filters.
- **CHECK TIRE PRESSURE REGULARLY** - Under-inflated or over-inflated tire pressure can prevent a vehicle from moving as quickly or smoothly as it should.
- **BUY CHEAP** – If your vehicle owner's manual indicates premium or mid-grade fuel is not needed, use the less expensive grade.
- **CAR POOL OR USE PUBLIC TRANSPORTATION** – Reductions in the number of individual motorists on the road means less fuel consumption overall.
- **DO NOT DRIVE OUT OF THE WAY TO SAVE A FEW PENNIES** – That could cost more in the end.

2006 TEXAS AVIATION CONFERENCE REMINDER

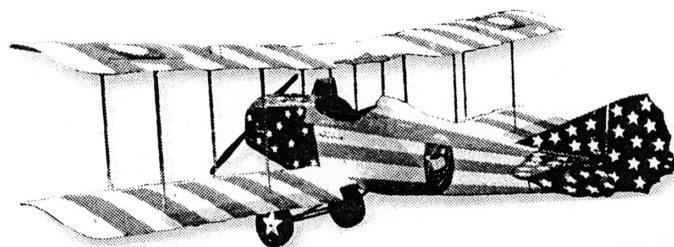
Please mark your calendar: the conference will be held on March 22-24, 2006 at the Hyatt Regency, 208 Barton Springs Road, Austin, Texas. More information will be forthcoming in the Dec-Jan *Wingtips* or from TxDOT Aviation Division at 1-800/68-PILOT.

RECENT AVIATION CAPSULES . . .

CONGRATULATIONS! AVIATION ACTIVITIES:

Re-unions, dedications, groundbreaking, ribbon-cutting ceremonies, etc.

- **ABILENE/DYESS AFB** – Open House and Air Show, June 25.
- **ADDISON MUNICIPAL AIRPORT** – The American Airpower Heritage Museum (CAF) displayed the world's oldest flying four-engine plane, the only B-24A bomber of WWII still remaining, June 20.
- **AUSTIN/OFFICE OF THE GOVERNOR**– Director Bill Looke, Office of Aerospace & Aviation, retired on June 30, 2005, after 35 years in public service.
- **COLORADO CITY MUNICIPAL AIRPORT** – 43rd Annual Colorado City Fly-In, July 4.
- **DALLAS/FORT WORTH INTERNATIONAL AIRPORT** – Touted as the world's largest post 9/11 airport expansion, the new 2.1 million-square foot International Terminal D opened on July 23, ending more than five years of construction.
- **DALLAS/FORT WORTH INTERNATIONAL AIRPORT** – "Texas Day" Celebration, June 25.
- **HOUSTON AIRPORT SYSTEM (SAS)** – has appointed Mary Case airport manager of William P. Hobby Airport effective July 5. Case has served as airport manager of Ellington Field since 1997.
- **HONDO MUNICIPAL AIRPORT** – Hondo's Fly-In, May 19.
- **LONE STAR EXECUTIVE AIRPORT** – Inaugural Angel Flight South Central Conroe Rally, June 16.
- **SAN ANTONIO, STINSON AIRPORT** – the new interim director is Roland A. Lozano.
- **SULPHUR SPRINGS AIRPORT** – First amphibious Yellow Legend Cub landed on the surface of Lake Sulphur Springs, June 3.
- **TEAGUE MUNICIPAL AIRPORT** – 6th Annual Wings Over Freestone County Fly-In, June 18.
- **TEMPLE/DRAUGHON/MILLER CENTRAL TEXAS REGIONAL AIRPORT** – Central Texas Airshow on May 6.
- **WINSTON FIELD, SCURRY COUNTY** – 5th Annual Fly-In and Air Show, June 17.



FAVORITE WEB SITES

Airshows
www.airshows.com

Airwise Airport Guide
www.airwise.com

Aviation Top 100
www.jets.dk/aviation

AvKids.com
www.avkids.com

Centennial Flight Commission
www.centennialofflight.gov

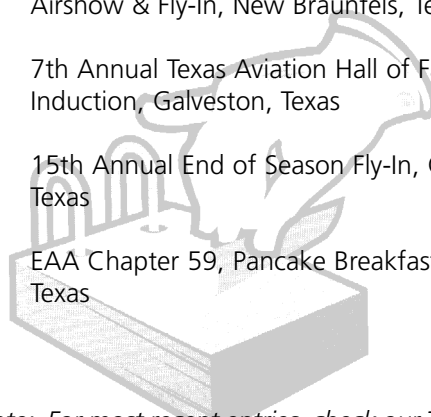
Find a Pilot
www.findapilot.com

MARK YOUR CALENDAR!

- Oct 22** Airshow & Fly-In, New Braunfels, Texas
- Nov 12** 7th Annual Texas Aviation Hall of Fame Induction, Galveston, Texas
- Nov 13** 15th Annual End of Season Fly-In, Galveston, Texas
- Dec 3** EAA Chapter 59, Pancake Breakfast, Waco, Texas

Editor's Note: For most recent entries, check our Texas Aviation Calendar of Events at our Web site, www.dot.state.tx.us.

Deadline for article submissions for the December Wingtips is Nov. 4, 2005.



Texas Department of Transportation

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AVIATION DIVISION

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For immediate release, October 26, 2010

Austin-Bergstrom International Airport (ABIA)

“Austin’s First Lady of Aviation” Emma Browning honored with street naming at Austin-Bergstrom International Airport

AUSTIN, TEXAS – Emma Browning was honored with a street dedication ceremony at Austin-Bergstrom International Airport on Tuesday, October 26, 2010. The Austin City Council approved renaming General Aviation Avenue for Emma Browning at its October 14 meeting. Browning, October 26, 1910-April 23, 2010, was an Austin aviation pioneer. The dedication of Emma Browning Avenue was timed for what would have been her 100th birthday. A fly over of aircraft once owned by Mrs. Browning was an event highlight.

“Emma Browning's family wishes to express its gratitude to the City of Austin, the aviation industry and business community for recognizing her achievements in this manner,” said Glenn Hogan, Emma Browning’s nephew. “To dedicate a street in her name, by the city she was proud to call home for many years, would have pleased her. It is a tremendous honor for her friends and family to be a part of this dedication.”



Glenn Hogan and a plaque dedicated to his aunt Emma Browning at Austin-Bergstrom International Airport.

Ceremony festivities included a plaque dedication, signing of a replica street sign and a fly over by planes once owned by Mrs. Browning. Family and friends were in attendance to hear a special proclamation read by Austin Mayor Lee Leffingwell.



Left: Emma Browning pictured in the cockpit of her J3-Cub, circa 1940. Above: The same J3-Cub (left) joins another former Browning plane, a Stinson, in a fly over Emma Browning Avenue at Austin-Bergstrom International Airport.

“Emma Browning was a truly special woman who dedicated her life to general aviation,” said Jim Schwertner, a life long friend and former student pilot of Mrs. Browning. “It is so fitting that this street, which is home to the general aviation FBOs (Fixed Based Operators) here at ABIA, is being named in her honor. This remembrance would have meant so much to her.”

Emma Browning made Aviation her life. Along with husband Robert, Browning helped develop and manage early fixed base operations in Austin. The Brownings helped train World War II pilots. After the war, Browning Aerial Service moved to Robert Mueller Municipal Airport where it provided maintenance, storage, charters, sales and flight instruction - teaching many Central Texans how to fly. In 2003, the Texas Department of Transportation gave Mrs. Browning its lifetime achievement award and Texas Governor Rick Perry declared her a “Texas aviation hero.” She was inducted into the Texas Aviation Hall of Fame in 2005 as “Austin’s First Lady of Aviation.” Biography attached.

Austin-Bergstrom International Airport is ranked as the best in customer service in North America and second among airports its size around the globe by the Airports Council International (ACI) Airport Service Quality Survey. Austin-Bergstrom has nonstop service to 38 destinations and served 8.2 million passengers in 2009. A complete listing of all nonstop flight destinations from Austin and the airlines that serve them is available at www.abia.org, click on ‘airlines & flights.’

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Media contacts: Kathy Pillmore, 512/292-1194
friendsofemma@austin.rr.com

City of Austin Aviation Dept:
Jason Zielinski, 512/530-6618
Jim Halbrook, 512-530-7531