



# Virginia Aviation

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## DOAV and NASA join forces for Virginia Aerospace Day

Representatives from the Virginia Department of Aviation and NASA joined aerospace industry representatives statewide to bring aerospace issues to Virginia General Assembly members on Aero-Space Days 2010, Feb. 3-4 in Richmond.

Throughout the morning, Langley Research Center education experts demonstrated NASA's Digital Learning Network (DLN), an electronic education capability that links students and teachers with NASA experts across the nation. In addition, General Assembly members met with students in their home districts via the DLN.

citizens. Our future is bright with the partnership we have today."

The annual Aviation/Aerospace Legislative Reception is a component of the Aerospace Days program. The event, sponsored by the Virginia Aviation Business Association, Virginia Aviation

Board, National Aeronautics and Space Administration, Langley Research Center and industry partners, was held on Wednesday evening, Feb. 3 at the Library of Virginia.

The event was hosted by Senator Charles J. Colgan and Delegate Joe T. May to promote support for Virginia's aviation and aerospace interests.



**Top: Mike Mickel, president of VABA, Randy Burdette, director of DOAV, Del. Joe. T. May, and Juan Rivera, president of the Virginia Airport Operators Council. Right: Lesa Roe, Langley Center Director.**



There was good participation by aviation organizations and the aerospace industry in providing informational displays and knowledgeable staff. DOAV assisted with planning and installed its display as a centerpiece in the lobby of the Library. The final attendance estimate was between 300 and 400 individuals.

Reporters were invited to a press conference featuring NASA Langley Center Director Lesa Roe and DOAV Director Randy Burdette.

"Aviation and aerospace are two economic engines for the Commonwealth," Burdette said. "Combined, they provide \$16.2 billion in economic activity annually and 190,000 jobs for our

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## Director's Corner



Happy New Year! I hope 2010 has gotten off to a great start for you. I know it's been a snowy start for most of you (see Page 5 for details), but rest assured spring is on its way! It is a new year, which means we are in the midst of a new session of the General Assembly, new revenue projections and new budget reviews.

The General Assembly has been very busy. The Virginia Airport Owners Association (VAOA) worked with Senator Richard Stuart to introduce Senate Bill 40, which would put private owned/private-use landing fields on the same "duty of care" requirement as other recreational uses such as hunting, fishing and boating, thus reducing/removing the liability of the landowner. We supported this bill and, unfortunately, it did not pass.

Senators Ryan McDougle and Stephen H. Martin introduced Senate Bill 103, which would have abolished the Director of Aviation position as well as the Virginia Aviation Board, with the functions transferred to and under the auspices of a newly-created CEO of Transportation and the CTB. This bill did not pass.

Senator Frank Ruff introduced Senate Bill 322, which changes the name of the Clarksville-Boydton Airport Commission to the Lake Country Airport Commission. The bill has passed the Senate and is currently in House Transportation Subcommittee #4.

Delegate Joe T. May introduced House Bill 676 which adds five members, to include the Director of Aviation, to the Aerospace Advisory Council. Much new language is added that relates to strategic planning and the future development of Wallops Island and the Mid-Atlantic Regional Spaceport (MARS). We support this bill. It passed the House after a line amendment was amended in the House Science & Technology Committee. The bill is in Senate Rules.

In the area of revenues, it looks like we are going to experience reductions in our FAA Airport Improvement Program (AIP) from an average of \$72 million down to this year's forecast of \$60 million or a 17 percent drop of Federal funding. The Commonwealth's Transportation Trust Fund (TTF) forecast has also dropped resulting in the Commonwealth Airport Fund (CAF) going from an average of \$20 million down this year to \$18.3 million for a 9 percent drop in funding for Airport Capitol Improvements and matching funds for FAA funding. Our Special Fund, which is funded from aircraft fuel sales and the sales and use tax on aircraft sales, will go from an average of \$10.6 million to about \$9.5 million for a 10 percent decrease. While these revenue reductions will create some challenges on our funding programs for our aviation system, we are fortunate that Virginia has so many aviation and aerospace opportunities before us.

This year will see a significant increase in weather reporting capabilities throughout the Commonwealth. We will also see approaches developed for every public use airport in our system. We will begin implementing several of the recommendations from our Commonwealth Nav Aids Study. We will be working to deliver the results of our Economic Impact studies for our airports and aviation/aerospace industry. We will be working on the Workforce Development Study to determine the number of people we will require in the future to grow our aviation/aerospace industry. We are coordinating with the FAA on an Early Implementation Plan (EIP) to bring Next Gen technologies, focus, and funding into Virginia. The EIP will have a positive impact on our airspace, airports, aircraft and the economy. We will discuss this more in the next issue.

So as you can see, there are a lot of positive things happening in the world of aviation here in Virginia. I look forward to working with each of you this year to continue to make Virginia not only the Forbes "Best State For Business" but also the Best State For Aviation and Aerospace.

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## Virginia Aviation Board meets, allocates funds

The Virginia Aviation Board met on Feb. 18 in Richmond to review funding recommendations for Commonwealth Airport Fund projects. Funds allocated included \$774,898.36 for air carrier/reliever airports and \$74,996.91 for general aviation airports. Air carrier entitlements totaled \$454,302.85.

Among the projects to receive state funding was a runway rehabilitation project at New River Valley Airport which received \$10,800 in state discretionary funds. In addition, Dinwiddie County Airport received \$29,000 for an apron & T-hangar taxilane rehabilitation project. Richmond International Airport received \$479,904.35 for an airport access road rehabilitation project.

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## DOAV staff tours NTSB Training Center



A tour of the National Transportation Safety Board (NTSB) Training Center in Ashburn was conducted for a few members of the Department of Aviation staff, as well as several Virginia Aviation Board members, last fall. The NTSB is an independent federal agency that investigates all civil aviation accidents in the United States and selected accidents in other modes of transportation.

NTSB investigators and others from the transportation community receive training at the Training Center in Ashburn, Virginia, to improve their practice of accident investigation techniques. The curriculum promotes independent, objective, and technically advanced accident investigations that will enhance the safety of all modes of transportation.

The training center also includes the resurrected wreckage of Trans World Airlines (TWA) Flight 800, an international passenger flight from John F. Kennedy International Airport (JFK) in New York to Leonardo da Vinci Airport (FCO) in Rome that exploded in mid-air and crashed into the Atlantic Ocean near East Moriches, NY. All 230 people on board (two pilots, two flight engineers, 14 flight attendants, 212 passengers) were killed and the aircraft was destroyed in July 1996.

The crash is most known for the controversy surrounding the cause of the explosion. TWA Flight 800 alternative theories suggested that an external missile strike by a U.S. Navy vessel or terrorist, or, alternatively, an on-board bomb, caused the crash. The NTSB investigation considered the possibility that a bomb or missile caused the mishap, but found no evidence to support such a hypothesis. Their investigation ended with the adoption of its final report on August 23, 2000. In it they concluded that the probable cause of the accident was an explosion of the center wing fuel tank, most likely as a result of faulty wiring. The wreckage is now permanently stored in the facility and used to train accident investigators.




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## Newport News adds Frontier service to Denver

Frontier Airlines will begin new non-stop jet service between its Denver International Airport (DEN) hub and the Newport News/Williamsburg International Airport (PHF). Beginning May 3, 2010, Frontier Airlines will operate four weekly flights between Newport News/Williamsburg International and Denver utilizing the 99-seat E190 aircraft. On June 4, 2010, Frontier Airlines will upgrade the service utilizing the 128-seat Airbus 318. Tickets go on sale February 14, 2010 and can be purchased online at [www.frontierairlines.com](http://www.frontierairlines.com) or by your favorite travel agency.

“Non-stop service to the west has been a goal of the Peninsula Airport Commission (PAC) for quite some time now and we are delighted to be making this announcement today,” said Herbert H. Bateman, Jr., Chairman of the Peninsula Airport Commission

“We have long known that our Newport News/Williamsburg International Airport (NNWIA) is a regional treasure and today’s announcement serves to enhance its value. The addition of Frontier Airlines non-stop service west greatly expands the geographic network for business, leisure, government and military travelers,” said Joe S. Frank, mayor of Newport News. “We expect the number of passengers who choose to use the NNWIA to grow thanks to this opportunity for expanded destination options.”

## Airports going to the dogs?

It's not uncommon to find the families of airport managers and employees hanging around the airport from time to time. And, for some airports, that includes the family pet!

Below are three four-legged airport "employees" that may not be on the payroll, but are rewarded with treats, attention from customers, and sometimes even a plane ride.

From Hank Rempe, manager of Hanover County and Lake Anna airports:

*There is a dog that hangs out at the Lake Anna Airport and the Hanover County Airport. Rumor has it, that he flies between the two airports in a Cessna 182 Skylane.*

*His name is Buddy, and his call sign is: "Stick Hog" (but after the Lake Anna Airport Fly in last July we started calling him "Skunk Dog" cause after he returned from a trip down the runway at night, he had to fly back with the window opened).*

*He started hanging out at Lake Anna in May 2004 shortly after the Airport Sponsors changed hands and has been flying into the Hanover Airport since May of 2006. No telling how many flight hours he has (he never brags). Seems he likes the airport manager and volunteers his time assisting in performing TSA duties by profiling all who set foot near the Hangar and autos. He also acts as the official airport welcoming chairman when he is not tied up with more important matters. He is a Rat Terrier and is well-suited to advising pilots of any rodent who may have trespassed or stowed away illegally aboard their aircraft (he once was spotted leaping from a moving vehicle to subdue one of those transgressors who was fleeing the scene).*

*Unfortunately he gets a little too excited around aircraft and tends to be a little "Prop Happy" so we do not give him free range when Air Ops are underway, but we do use his services to clear vehicles that have not moved for a while.*



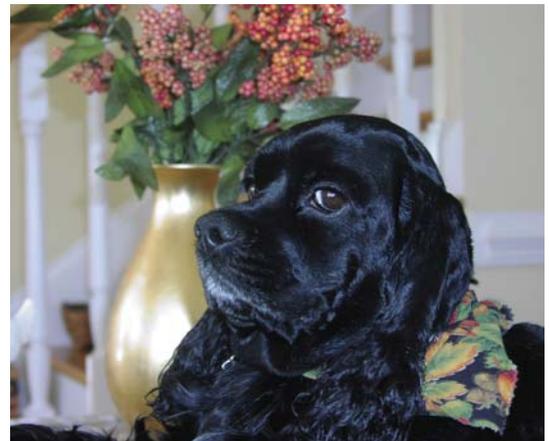
From Chris Moore, manager of Orange County Airport:

*Kodi, a Welsh Pembroke Corgi, was adopted from a shelter down the road last January. He has been entrusted with the solemn duty to stay cute.*

From John Trissel, manager of Eagles Nest Airport in Waynesboro:

*The name of our dog is Lexie. She is a Cocker Spaniel. I brought her to the airport as the security officer, but she licked everyone to death, so I had to reassign her to be chairperson of the Welcome Committee!*

*Lexie has been coming with me to the airport for nine years. Many young people beg their parents to stop at the airport to pet and feed treats to Lexie. Because of this, Lexie started putting on a lot of weight. Now, I keep a little tray of her food, held back from the morning feeding beside the window. The kids (of all ages) love it, and Lexie thinks she is getting extra treats. Most months, Lexie has an article in the newsletter called "Lexie's Notams". There, she gives her pilot friends a little tidbit of information to keep all her "masters" safe.*



## Virginia pilots receive top honors

William B. "Bill" Overstreet, 88, from Roanoke was presented the Legion of Honor at the National D-Day Memorial by Pierre Vimont, the Ambassador of France to the U.S. in December.

Overstreet is credited with chasing a German fighter through the base of the Eiffel Tower in Paris before shooting him down during World War II. He flew more than 100 missions in his P-51c Mustang fighter plane during the war. French government officials credit the veteran for his contributions in helping liberate the country from Nazi occupation.



*Kulp*

Pilots from New London Airport honored Overstreet and other veterans with a missing man formation during the ceremony.



*Overstreet*

Air show legend Charlie Kulp was inducted into the 2009 ICAS Foundation Air Show Hall of Fame in December at the Paris Las Vegas Hotel in Las Vegas.

Kulp was recognized as the quintessential flying farmer performer during an air show career that spanned nearly 40 years. Flying low-level, slow speed, cross-controlled aerobatics, Kulp would dupe spectators into believing that he was not a

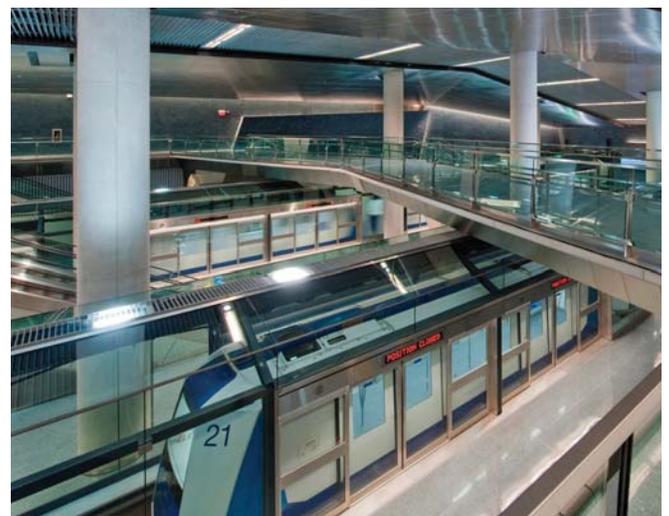
pilot and had accidentally taken off in his 65 horsepower J-3 Cub. He retired as an air show performer in 2008 at the age of 83 from the Flying Circus in Bealeton. You can still meet him there most Sundays May through October. [www.flyingcircusairshow.com](http://www.flyingcircusairshow.com)

## Dulles opens new AeroTrain system

AeroTrain, the new underground airport train system at Washington Dulles International Airport, opened to the traveling public in January.

AeroTrain is a quick and convenient way to transport passengers from the Main Terminal to the midfield concourses. The nearly 4-mile AeroTrain system includes four underground train stations, a vehicle maintenance facility, and a passenger security screening facility built on a new mezzanine level in the Main Terminal. Passengers will experience a comfortable and efficient ride on the AeroTrain with less than two minutes of travel time between stations.

The AeroTrain system is the centerpiece of the Metropolitan Washington Airports Authority's capital development program called D2, Dulles Development. More than \$3 billion has been invested in Dulles Airport improvements since 2001 with completed projects including: a new airport traffic control tower, new runway, Concourse B extension, two new parking garages, a moving walkway to Concourse B, and the expansion of the Main Terminal. Work is continuing on the expansion of the International Arrivals Building adjacent to the Main Terminal.



## Letters from the Air Boss: Get your act together before showtime

Dear Friends in Aviation,

Rucker A. Tibbs of New London Airport notoriety helped me orchestrate my first air show in 1981 to honor 1930's air show extraordinaire Vincent "Squeek" Burnett. These two aviators were later destined to be inducted by the Virginia Aeronautical Historical Society into Virginia's Aviation Hall of Fame for their contributions to aviation on many levels.

Well as luck would have it, the word got out and it was just like the movie "Field of Dreams." Build it and they will come. Squeek, who had sunken into obscurity and local lore, was about to get the attention that he so richly deserved. Over 1,200 people, five newspapers, three TV stations, as well as a live radio broadcast showed up at a 1,700 ft. well-groomed grass strip situated between cut-over corn and wheat fields recently licensed as Red House International Airfield by the State of Virginia Department of Aviation and the FAA.

Squeek was humbled by all those who remembered his civilian and military accomplishments from so many years ago. I was impressed by the Virginia Department of Aviation's support, including Will Plentl, Ken Rowe and attendance of Aviation Board and VAHS members Reginald Pettus, Morton Lester, Jean Pettigo, Art Whittaker, Ray Tyson, Admiral Dewitt Freeman, Calvin and Lawrence Falwell. For many years Virginians have been blessed with very proactive aviation leadership.

During the planning at New London airport (W90), the phone was ringing off the hook with pilots calling in asking what they could do to help. Ray Wiseman, who had recently won the Canadian Aerobatic Flying Championship in his Pitts Special, called to say he wanted to fly in the air show to honor Squeek; I hung up the phone and was moved beyond emotion—they remembered him! That is what is so special about aviation and the people who embrace its spirit—they know how to pull together when called upon.

Fortunately the weather cooperated, the fire department handled the parking, and some of the local folks watched the show from surrounding fields in order to avoid the \$2.50 admission fee (children were free). No matter how much you prepare for an air show, expect the unexpected. Ask anyone who has been an air show director. For my first air show I thought I had the bases covered and I did pretty well except for one facet; the air rides. After the conclusion of a fantastic show, Squeek thanked the crowd for attending; it was now time to generate additional revenue to cover the performers' expenses.

I remember like it was yesterday standing there with the planes lined up. Riders were being safely escorted to the aircraft, and our controller was launching and bringing the passengers back in. I was amazed at the lines full of after-church ladies in full attire, colorful wide-brimmed hats, jumbo pocket books and high heel shoes sinking into the soft ground between the corn rows having to pull their stuck feet, hanging on to each other as the line pro-



*Bottom: Vincent "Squeek" Burnett and "Nervous Energy" - his Monocoupe I10 Special.*

gressed forward. You had to chuckle.

With my arms crossed confidently, I leaned back and looking straight ahead at the aircraft on the strip, saying to Rucker standing beside me. "Rucker this is unbelievable, look at the lines; it's never ending, How much money have we taken in?"

"What do you mean? Rucker responded. "I thought YOU had somebody taking the money up! We turned and looked at each other and exclaimed OH NO! Nobody was taking up the money! No wonder the lines were so long—we were issuing free air rides!"

Rucker then said in military manner "Get your act together before show time" which became our credo concerning the air show business for years to come. My banter back was "Well, that's show business!"

As for that show—we didn't make a lot of money but we sure did a lot of business, had a lot of heartfelt fun and then gave the proceeds to the fire department. Our mission was to honor Squeek and that we did well.

The essence of this story boils down to one thing: create a checklist well before show time that covers all facets of the show, no matter how small. This may prove critical to your show's success and safety.

When planning your aviation events, put at the top of your checklist: Submit your dates early to DOAV. They will, in turn, notify the top national aviation publications of your event. You will benefit from increased public attendance which is on the rise as families seek affordable educational and entertaining venues. And don't forget to collect for the air rides!

CAVU,  
John Dudley Barksdale

## Airports dig out from winter-long 'Snowmageddon'

President Barack Obama called February's DC blizzard "Snowmageddon." But if you ask airport managers around the state, the whole winter season has been "Snowmageddon."

In December, a nor'easter moved up the Mid-Atlantic into the New England states, dumping record amounts of snow on parts of the Commonwealth.

"It was snowing faster than we could remove it," said Tim Deike, manager of Leesburg Executive Airport, which received about 24 inches of snow. "We started pushing snow at 6 a.m. that Saturday and kept going. We reopened Tuesday morning."

The Shenandoah Valley was also hit with 2 feet of snow from the storm. Greg Campbell, manager of Shenandoah Valley Regional Airport, and his crew pushed snow through the Friday night and all of Saturday with blowers, high-speed brooms and wide blades. The airport reopened Sunday morning.

"We've been acquiring equipment over the last few years

trying to prepare for situations like this," Campbell said. "Our people are very experienced."

Nor'easters continued to be the trend in February, with two big snows dumping more than 30 inches on parts of the state in two weeks. Northern Virginia and Washington, DC were hit the hardest.



Photo courtesy of Shenandoah Valley Regional Airport

*Shenandoah Valley Regional Airport digs out from the season's first snow storm in December. Two more affected the airport in February.*

Both Washington Dulles and Ronald Reagan Airports were shut down briefly due to the first February storm. Dulles airport has received 72 inches of snow this winter and Reagan National airport has received 54.9 inches

The roofs of two airline hangars collapsed due to the snow. One of the collapses happened at Manassas Regional Airport. There were no people or planes in the building, and no one was injured, but officials said the collapse did break a gas line, causing a significant gas leak. The 24,000-square-foot hanger is

owned by Dulles Aviation, Inc.

The roof of a private jet hangar collapsed due to the snow at Dulles Jet Center. The structure partially collapsed before rescue crews arrived, and the rest of it collapsed after five people were evacuated. Several private jets were damaged. The building has been condemned.

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## Airline passenger traffic at LYH finishes 2009 strong

Passenger traffic at Lynchburg Regional Airport experienced a banner year in 2009, with the airport topping 170,000 passengers for the first time in 10 years. Overall, the number of inbound and outbound passengers finished the year with an increase of 57 percent over last year's count of 108,441. That's an average of some 5,000 more passengers per month than last year.

"With the airlines here offering extremely competitive airfares throughout the year, combined with very aggressive marketing and advertising by the airport, Lynchburg Regional Airport has emerged as the airport of choice for savings and convenience by air travelers throughout the region," said airport director Mark F. Courtney.

In other aviation activity at Lynchburg Regional Airport, total aircraft operations (take-offs and landings) experienced their best year on record. General aviation aircraft operations were up by 22 percent for the year to 71,184, while total airport operations increased by 19 percent to 78,371.



# Calendar of Events [www.doav.virginia.gov/calendar.htm](http://www.doav.virginia.gov/calendar.htm)

March 1-17, 2010

LSA (Light Sport Aircraft) Repairman's Course with Maintenance Ratings for Weight Shift Control Aircraft will take place at Virginia Aviation on Lynchburg Regional Airport. FAA approved course designed to teach individuals interested in inspection and maintenance of weight shift control sport aircraft. For more information contact Bob Howell at 434-237-5594 or bobh@virginiaaviation.com or visit www.virginiaaviation.com.

March 10, 2010

FAA Pilot/Controller Safety Forum will be held from 10:00 a.m. until 2:00 p.m. at Richmond International Airport (exact location tbd). The agenda will include Richmond ATCT Standard Operating Procedures, Airport Peculiarities and Perks, Runway Safety, and Surface Operations/Human Factors. Hosted by Richmond Air Traffic Control Tower. Limited seating available. RSVP required. For more information call (804) 226-6521.

March 20, 2010

Aviation Maintenance Technician Seminar will be conducted by the Richmond Flight Standards District Office at the Virginia Department of Aviation Hangar at 5702 Gulfstream Road, Richmond International Airport, Virginia from 8:00 a.m. until 5:00 p.m. (Registration 7:30 - 8:00 a.m.). Presentations will be made by Mr. Richard A. Peri, Vice President of Government & Industry Affairs, Aircraft Electronics Association; Mr. Peter L. Rouse, FAA A.C.O. Small Aircraft Directorate; and Mr. Jeff Slaughter, AW Supervisor, RIC FSDO. Attendance meets the requirements for IA Renewal per FAR 65.93(a)(4) and qualifies for Aviation Technician Awards.

March 25, 2010

2010 Virginia Helicopter Summit will be held at the Virginia Department of Aviation state hangar from 9 a.m.-4 p.m. Pre-register for the event at [http://www.faa.gov/SPANS/event\\_details.aspx?eid=30706](http://www.faa.gov/SPANS/event_details.aspx?eid=30706). Topics include helicopter accident data and review and prevention tactics, off-airport landing/Take-off Site Selection, helicopter flight training safety, helicopter pilot decision making and helicopter maintenance. For more information, call George Ream at 804-222-7494, ext. 206.

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*Purpose: "To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with Federal government and other groups in research, development and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."*  
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