

TENNESSEE AVIATION

July 2011



Union City Dedication of 1,500 Foot Runway Extension

Dewitt Spain Floods

Chilhowee Glideport Hosts Sports Class National

Possibility of New Madrid Fault Earthquake

From the Cockpit

By Bob Woods, Director

We are gearing up for our Tennessee Airports Conference, August 17-19 and hope to see you there. We have scheduled some interesting speakers, and our sessions are based on your suggestions. Each year we ask that you complete a conference survey and list topics that you feel would be prevalent.



On September 10-13, we will be hosting the NASAO Annual Convention and Tradeshow at the Nashville Airport Marriott and hope some of you can join us. Discussion will include issues facing the industry today and tomorrow and the state of affairs of the GA community.

We bid farewell to Tennessee Aeronautics Commission Member Belinda Anderson whose eight-year term ended this year. She was an asset to the board and will be missed.

Union City Dedicates 1,500 Foot Runway Extension

Dignitaries and the aviation community gathered at Everett-Stewart Regional Airport in Union City on June 30 to celebrate the ribbon cutting and dedication. Former U. S. Representative John Tanner was presented a plaque for his support of the airport.

Airport Commission Vice Chairman Wayne McCreight remarked, "As a result of Congressman Tanner's vision for economic development in northwest Tennessee and his ability to secure funding for our 1,500 foot runway extension in 2006, county mayors of Weakley and Obion County and their county commissions created a break-the-mold partnership to operate the Everett-Stewart Regional Airport."



Former U.S. Representative John Tanner (center) cut the ribbon during the dedication of the 1,500 foot runway addition.

New TAC Member



Aeronautics Division welcomes new Tennessee Aeronautics Commission member Nisha Powers. Powers is the majority owner and president of Powers Hill Design, LLC - a civil engineering design and consulting firm in Memphis. She was named "Top 40 Under 40" by the Memphis Business Journal and a Power Player in Engineering by the Memphis Business Quarterly.

Tennessee Airports Conference

August 17-19, 2011



Don't forget to register



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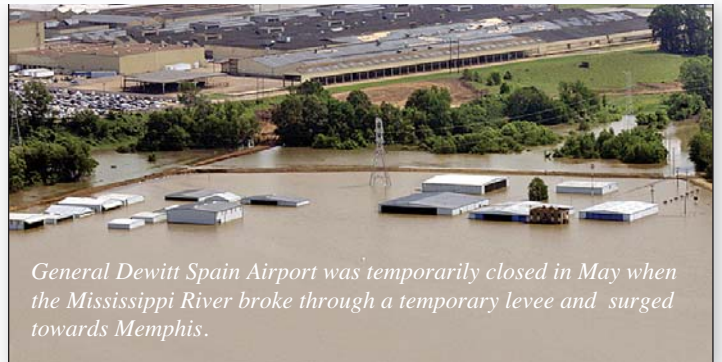
SPRING 2011 BRINGS MORE FLOODING

The muddy Mississippi River surged over General Dewitt Spain Airport in May when it burst through the levee built as part of an emergency effort to protect the facility.

Airport Manager Walter Cathey said although their emergency plan did not include flooding, they worked with John Greaud, vice president of operations and James Hay, director of properties, and developed an evacuation plan. Cathey said, "John and James were instrumental in the planning to ensure we did everything possible for the safety of our tenants and the airport." The plan included:

- Notifying tenants and suggesting they move high value items
- Constructing a temporary levee on North Second Street
- Raising some levees on the property
- Sealing the underground fuel tanks and filling them to prevent floating
- Moving high valued items out
- Turning off the power to unnecessary circuits
- Turning off the natural gas supply
- Placing sandbags in locations to help minimize flow
- Coordinating the use of some high volume pumps to remove rainfall and any seepage
- Issuing a NOTAM advising of the airport's temporary closure

Quick action at Dewitt Spain saved valuable property and illustrates how important it is to have an emergency plan for any crisis, whether natural disaster or accidents.



General Dewitt Spain Airport was temporarily closed in May when the Mississippi River broke through a temporary levee and surged towards Memphis.

Bonnaroo Brings Business



Tullahoma Municipal Airport saw an increase in jet travel during the Bonnaroo weekend. Photo submitted by Jon Glass.

Parks Board Approves \$1.2M Purchase of Cornelia Fort Airpark

The Metro Board of Parks and Recreation approved \$1.2 M for the acquisition of the 132-acre airpark as an addition to the adjacent Shelby Bottoms Greenway. The acquisition is still contingent on the approval of the Metro Council. Tommy Lynch, director of the parks department, said combining the two properties will make Shelby Park the fourth largest in the Metro parks system with about 1,000 acres.



Cornelia Fort Airpark flooded in May 2010.

The agreement stipulates that the airpark area will retain the name of Cornelia Fort in honor of a Nashville aviator who was a flight instructor over the skies of Pearl Harbor the day it was attacked in 1941. Fort flew above a Japanese plane coming straight toward her and escaped a second plane's gun fire as she landed.

Fort later joined the Women's Auxiliary Ferrying Squadron (WAFFS) later called Women Airforce Service Pilots. In 1943 she was flying a BT-13 to Dallas, Texas, when the landing gear of one of her fellow pilots clipped her plane, causing her to plunge to the ground. She was the first female pilot in American history to die on active duty.

Shortly before her death, she sent an article to the monthly publication, "**Woman's Home Companion.**" In it she said, "As long as our planes fly

overhead the skies of America are free and that's what all of us everywhere are fighting for. And that we, in a very small way, are being allowed to help keep the sky free is the most beautiful thing I have ever known."

Chilhowee Gliderport Hosts Sports Class Nationals

If increasing fuel prices are affecting your flight time, you might want to try gliding, and Chilhowee Gliderport in scenic Benton, is a perfect place in which to start. The gliderport was hopping in early May when pilots were competing in the 2011 Sports Class Nationals.

Chilhowee Gliderport Manager Sarah Arnold won first place in the Sports Class Nationals and will go on to the world championship in Argentina. Arnold is well known for her prowess in soaring. She has won the 2009 Region V East and the 2010 and 2011 Region V North.



Even though the sailplane is aerodynamically designed to glide through the air, pilots must find the best lift sources to stay airborne. They compete for the longest flight, highest altitude gain and the fastest speed. The gliders are set up with GPS for in-flight navigation, and GPS loggers record the entire flight. The information is used by the contest scoring team to calculate speeds and verify that pilots rounded turn points correctly.

Gliderport Manager Sarah Arnold won first place in the Sports Class Nationals and will go on to the world championship in Argentina. Arnold is well known for her prowess in soaring. She has won the 2009 Region V East and the 2010 and 2011 Region V North.



Sarah Arnold, Chilhowee Gliderport Manager, won first place in the 2011 Sports class Nationals. Arnold won 2009 Region V East and 2010 and 2011 Region V North. She will be competing in the World Gliding Championship in Argentina in 2012.

Photo by Jim Caldwell.



Gary Carter from North Carolina demonstrates the ease of setting up a glider.

Soaring is not as effortless as it appears to be. Phillip LaBerge, Rome, GA, was a military pilot in Vietnam and is a retired Delta Airlines pilot, and he said soaring is the most challenging thing he has ever done. "It is like surfing in the sky," he said. "You will be on top of a hill in Knoxville, and you're going to coast to the bottom of the hill. If the hill isn't steep enough and your speed isn't fast enough, you won't make it."

North Carolina said you can watch birds to see where the air lifts are because they are looking for them too.

The three common sources of lift are found at Chilhowee – thermal, ridge and wave. Thermal is dependent on solar energy. The sun warms the earth, and the warm air expands and rises like steam. The bubbles of warm, rising air form into columns called thermals.

Ridge lift, also called slope lift, depends upon wind. The wind blows against a mountain, hill, cliff or ridge line, and the air flow is deflected upward. Strong winds blowing perpendicular to a mountain or ridge create the wave lifts. Since these lifts carry the gliders to high altitudes, supplemental oxygen is necessary.

Carter stated, "Chilhowee is a soaring icon in the south that welcomes all to a variety of good cross country soaring alternatives with mountains to the east and flat lands to the Cumberland Plateau in the west. Chilhowee has a reputation as one of the nicer facilities in the U.S. and also as one of the top training facilities as well."

Linda LeBerge flew one of the tow planes during the competition. She was a practicing psychoanalyst when she married Phillip 12 years ago.

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TENTATIVE CONFERENCE AGENDA

THURSDAY, AUGUST 18, 2011

- 7:00 am— 5:00 pm Conference Registration
7:00 am— 8:30 am Continental Breakfast with Exhibitors *Sponsored by Hanson LLC*
8:30 am— 8:45 am Presentation of the Colors, Tennessee Wing, Civil Air Patrol
8:45 am— 9:00 am Welcoming Remarks
9:00 am— 9:30 am Key Note Address—Maj. Gen. John Miller (USAF Ret.)
History of F117 Stealth Fighter Program
9:30 am— 10:00 am Break with Exhibitors *Sponsored by S&ME*
10:00 am Spouses' Tour (leave from hotel) *Transportation provided by First Transit*
10:00 am— 10:45 am Presentation—Legislative Update—Mr. Henry Ogrodzinski, President & CEO NASAO
Update of FAA Legislation of AIP Program
10:45 am— 11:30 am Presentation—State of Aviation—Mr. Bob Woods, Director and FAA Official
TEF Funding, AIP Grants, FAA Program Changes
11:30 am— 1:00 pm Lunch *Sponsored by Atkins Engineering*

CONCURRENT SESSIONS

Session I

- 1:00 pm— 2:00 pm Salon A Presentation— Airport Management Workshop I—Mr. Clay Derryberry, Mr. John Black
Lease Agreements, Airport Operation and Management (Recommended for New Managers and Board)
Salon D Presentation— Aviation Fuel Update—TBA
100LL, Jet A and Synthetic Fuels Discussion
Salon E Presentation—The ABCs of Projects—TAD Staff
Bid Openings, Project Closeout, Buy American
2:00 pm—2:30 pm Break with Exhibitors *Sponsored by LPA Group, a unit of Michael Baker Corporation*

Session II

- 2:30 pm—3:30 pm Salon A Presentation— Airport Management Workshop II—TAD Staff
ALP, ACIP, Inspections, Understanding and Using your Planning Tools
Salon D Presentation—Understanding your Grants and Contracts—TAD
Grant Funding Procedures
Salon E Presentation— LED Lighting Pros & Cons—Mr. Bart Gilbreath, Garver LLC
Advances in Airfield Lighting and NAVAID Technology
3:30 pm Adjourn
5:00 pm—6:45 pm Commemorative Photo Opportunity, Foyer
5:45 pm—6:45 pm “Speak Easy” Reception, Foyer *Sponsorship Available*
7:00 pm—8:30 pm “Roaring 20s” TAC Awards of Excellence Banquet, Ballroom *Sponsored by TAACA*
8:30pm— 10:30pm Dancing and Music with Blue Tones

FRIDAY, AUGUST 19, 2011

- 7:00 am— 8:30 am Continental Breakfast *Sponsored by BWS&C*
8:30 am—9:30 am Presentation—NextGen Implementation—Ms. Victoria Cox, FAA National Headquarters
Update of NextGen Program
9:30 am— 10:15 am Break with Exhibitors *Sponsorship Available*
10:15 am— 11:00 am Presentation— Marketing Your Airport—Mr. Rick Bryant, Airport Development Group
Public Relations for Your Airport
11:00 am— 11:45 am Airport Spotlight—Tennessee Airports—Mr. Dan Cogan, Mr. Jon Glass
Highlight of Tennessee Airport Projects/Events
11:45 am— 11:55 pm Red Carpet Awards
11:55 am— 12:00 Conference Giveaways
Adjourn—Publicity Photos to Follow



Photo submitted by Smyrna Airport.



Chilhowee Gliderport...cont.

He taught her to fly and introduced her to gliding, and she loved it so much that she quit her practice and never looked back. "We're all like a family. Everyone is laid back and totally focused on what they are doing here," she said. She said it is critical to know what you are doing when towing a glider.

It was easy to pick up on the family atmosphere. The laughter, camaraderie and total relaxation almost contradicted the term "competition." There was a consensual love for the sport. "This is a passion sport, a sport that is totally useless, outrageously expensive and very, very difficult," said Phillip LaBerge.



Linda LaBerge, Rome, GA, quit her psychoanalyst practice to go into full time towing and gliding. She will be a crew member in the world competition in Argentina.



Possibility of New Madrid Fault Earthquake?

The scientific community used to say “if” there is another earthquake along the New Madrid Fault; they now say “when” and it is expected within the next 50 years. Fortunately, the probability of a magnitude 7.5-8 earthquake is 7-10 percent; a magnitude 6.0 or larger 25-40 percent. At a Transportation Stakeholders Workshop in March at the State Emergency Operations Center in Nashville, participants were advised to be educated and prepared.

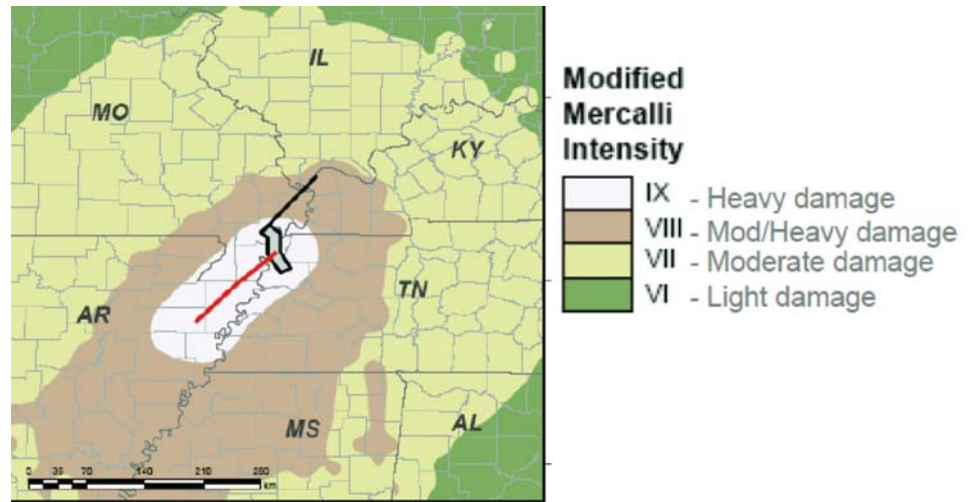
According to the Mid-America Earthquake Center, minor earthquakes are occurring frequently in the New Madrid region, between 150 and 200 annually. They range from 1.0 to 4.0 on the Richter scale. In 1996 a 4.3 along the fault was felt by people in six states. The New Madrid seismic zone (NMSZ) stretches from west of Memphis, Tennessee, into southern Illinois. The St. Charles County, Missouri, Division of Emergency Management website states that the fault has the highest earthquake risk in the United States outside the West Coast, but with 20 times the destruction area because of the underlying geology.

Several of the most violent earthquakes felt in U.S. history were along the New Madrid Fault in Missouri in 1811-12. Three major quakes, measuring over 7.0 on the Richter scale, and hundreds of shocks occurred over three months. First-hand accounts described the devastation:

There was a rumbling noise like thunder. Great cracks and fissures opened and spewed out sand and water. The sky turned totally dark, and sulphur gas permeated everything. Gaping crevices formed, some twelve feet wide and deep and more than 20 feet in length. Forests sank below their original level and filled with water to form swamps and shallow lakes.

Witnesses reported hearing sounds like explosions in the Mississippi River. Eliza Bryan of New Madrid said the waters of the river gathered up like a mountain, rising 15 to 20 feet and leaving boats stranded on the ground only to crash down, receding its banks. The river ran backwards for several hours. Islands washed away and sank. Reelfoot Lake in northwest Tennessee was formed at that time.

Along with Tennessee, six other states are projected to receive the heaviest impacts—Missouri, Illinois, Arkansas, Kentucky, Mississippi and Indiana. According to McKellar-Sipes Regional Airport Executive Director Steve Smith, almost all the relief efforts will be centered around the Jackson airport. Smith said his first preparatory meeting started two years, and he “is amazed at



the amount of planning that had already been completed.’”

“The hardest issue for MKL to handle will be the flow of air traffic when the federal relief effort reaches West Tennessee. Medical flights will come from all over the West Tennessee area, and some of the most injured will be flown from McKellar to hospitals in areas not effected. We have been working with TEMA and the Tennessee Air Guard, trying to locate off site landing zones for medical helicopters,” he said. According to Smith, MKL has over 800 acres, so a tent city for relief workers will be set up, and the Air Guard Facility #3 located at MKL will help with supply distribution.

Tennessee is expected to suffer the hardest hit in transportation infrastructure. The Memphis rail yard is a major U.S. rail hub, providing interchange for a significant portion of north/south and east/west railroad traffic. As much as 630 million tons of cargo move by barge on inland waterways most of which need use of the Mississippi River. Memphis International Airport is one of the busiest cargo airports in the world.

FAA’s IFR traffic expectations based on operational contingency plans are as follows:

- **Initially**—No IFR traffic capability in a large geographic area due to probable loss of Memphis air traffic control facilities’ capabilities
- **Within 8 hours**—Limited non-radar overflight IFR traffic (high altitude only)
- **Within 3-5 days**—Re-establishment of IFR air traffic capabilities at “safe” EMA priority airports and ingress/egress routes/procedures
- **Within 6 weeks**—If Memphis ARTCC is not useable—Activation of the SPARTCC in a remote location

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New Madrid Fault Earthquake...cont.

Airports and fixed wing aircraft will be of vital importance to recovery. Phillip Braden, manager of the FAA, Memphis Airports District Office, said, "FAA's top operational priority after a natural disaster is to assist in restoring airports and recovering the National Airspace System, both of which are critical resources to facilitate disaster recovery. The FAA assists the Tennessee Emergency Planning Agency with planning and technical assistance to get the system back up and running quickly." According to Braden, FAA's website, www.ready.gov, is a good planning source for preparing your own emergency plan.

Tennessee Aviation
Tennessee Department of Transportation
Aeronautics Division
www.tn.gov/tdot/aeronautics

John Schroer, Commissioner

Robert Woods, Director

Marsha Dubin, Grants Manager

Tom Burgess, P.E., Chief Engineer

Brian Caldwell, Chief Planner

Lyle Monroe, Chief Pilot

**Lesa Bont, Administration and
Personnel**

**Jackie Hernandez,
Newsletter Writer and Editor**

Tennessee Airport Capital Improvement Program Roundtable Meetings

OCTOBER

- 4 DICKSON
Montgomery Bell State Park
Room A *(Tuesday)*

- 11 JACKSON
TDOT Region 4
Auditorium *(Tuesday)*

- 20 CROSSVILLE
Cumberland Mountain State Park
Room A *(Thursday)*

- 27 MORRISTOWN
Moore-Murrell Field
Auditorium

Tennessee Department of Transportation
Aeronautics Division
P. O. Box 17236
Nashville, Tennessee 37217