



# FLIGHTlines

## The Centennial of Powered Flight (1903-2003)

### The Bicycle-Building Brothers Who Started it All

*2003 marks the Centennial of Powered Flight. To highlight this significant threshold in human history, FLIGHTlines will offer a series of historical focus stories. In this edition, we offer little-known information about the Wright Brothers themselves.*

The now-famous flight of the Wright Brothers one hundred years ago – an event that fundamentally changed all aspects of human history to follow – almost never happened. In 1901, the men had left their camp site near Kitty Hawk, North Carolina, in a state of discouragement and defeat ... seriously questioning if they would ever be able to solve the mystery of flight.

Fortunately – not only for the famed brothers, but also for the world – the fall of 1902 proved to be a very different experience for Orville and Wilbur. They returned to the Carolina sand dunes of Kitty Hawk in August 1902 to launch a two-month schedule of experiments with a brand new glider they had designed and built over the summer. They were confident they had overcome the aerodynamic issues that plagued them in 1901. They had spent

months conducting repeated tests of miniature airfoils in the new wind tunnel they had invented, using that data to design a machine they believed to be capable of stable flight.

As the Wright boys prepared in 1902 to depart for their third annual visit to Kitty Hawk, even their sister Katherine noticed the transition in their spirits - from utter despair to notable optimism. The brothers worked with feverish focus to sew the fabric for the glider's wings. On August 20, 1902, Katherine wrote to their father, Milton Wright, who was traveling on business, "The flying machine is in process of making progress now. Will spins the sewing machine around by the hour while Orv squats around marking the places to sew. There is no place in the house to live but I'll be lonesome enough by this time next week and wish that I could have some of their racket around ..."

It may seem strange that as late as August 1902, the Wright brothers were still getting excited about a mere glider. So many inventors of the time

were working on flying machines. Only 200 miles north of Kitty Hawk, the Secretary of the Smithsonian Institute, Samuel Langley, had spent nearly 20 years experimenting with a rubber-band variety of "powered" model plane. By 1896, he had successfully demonstrated a small-scale, steam-powered "aerodrome," launched from a houseboat on the Potomac River. On Langley's boat, serving as timekeeper for those two successful aerodrome flights, was no less than Alexander Graham Bell.

Prompted by his 1896 successes, Langley was inspired to try a significantly bigger experiment. He was acutely aware that his successful efforts had not yet proven to overcome the basic question of how to control a flying machine – particularly a flying machine big enough to carry a man – he proceeded on an errant assumption: that if he could develop a sufficiently large engine, he could essentially use brute force to offset any inherent flight problems. Langley struggled, without success, to adapt a new kind of engine to a full-sized air frame

*(story continued on page 7)*

### Update on the Oregon Airport Directory

At press time for *FLIGHTlines*, Oregon Pilots Association members are nearing completion of their volunteer test flight project in support of the 2003 Oregon Airports Directory. Department staff are carefully reviewing OPA test flight data as it is received, and we're getting some great stuff! Once all OPA test flights are complete and full information in the hands of Aviation staff, final edits will be made and the Directory finally printed! With the window of time for test flights taking longer than anticipated, distribution is now targeted for sometime mid-year in 2003. ■

QUESTIONS? Call Gary Viehdorfer at Oregon Department of Aviation, 800-874-0102, ext. 230.

*Flightlines* is an official publication of the Oregon Department of Aviation. The intent of *Flightlines* is to keep the aviation community and others informed of developments in aviation, as well as aviation events across Oregon. Circulation is 7,000 copies.

Oregon Department of Aviation was founded in 1921 as the first government aviation agency in the United States. The Department is dedicated to developing and improving Oregon's aviation system. ODA's goals include:

- developing aviation as an integral part of Oregon's transportation network,
- creating and implementing strategies to protect and improve Oregon's aviation system,
- encouraging aviation-related economic development,
- supporting aviation safety and education, and
- increasing commercial air service and general aviation in Oregon.

Director

Oregon Department of Aviation  
Ann B. Crook, CM

Flightlines Editor  
Carolyn R. Bolton

The State Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the State Aviation Board:  
Chair Bill Wilkins, Ph.D. – Corvallis  
Mike Burrill, Sr. – Medford  
Jack Loacker – Portland  
Carrie Novick, AAE – Redmond  
Steve Schreiber – Port of Portland  
R.P. Joe Smith – Portland

Comments and suggestions about *Flightlines* are welcome. Printing of articles submitted independently is subject to available space and editorial review. All comments or submissions should be directed to:

Carolyn R. Bolton, *Flightlines* Editor  
Oregon Department of Aviation  
3040 25<sup>th</sup> Street SE  
Salem, OR 97302-1125  
Telephone: 800.874.0102, ext. 223  
Fax: 503.373.1688  
E-mail: [Carolyn.R.Bolton@state.or.us](mailto:Carolyn.R.Bolton@state.or.us)

Find us on the web at: <http://www.aviation.state.or.us>

## The Director's Desk



by Ann Crook,  
Director

Oregon's airports are currently owned by either private enterprises, the State, cities, counties or port districts. But Oregon law allows for another form of airport government: the Airport District. The Airport District concept is similar to a Port District and is quite common in other states. In some places these are known as Airport Authorities.

Though the law allowing the creation of an Airport District has been on the books for a number of years, such a district has never been formed. . . until now. The voters of Coos County created, on November 5, 2002, a county-wide airport district and elected a five-member Board of Directors to oversee the operations of the North Bend Airport.

There are many benefits to this form of airport ownership, and I'm anxious to see the results of this innovative move on the part of the citizens of Coos County. Many municipal airport managers find that they spend significant amounts of time educating their city councils about aviation issues. Even after this education, municipal governance bodies often make decisions that impact aviation without understanding how the system works or what all the impacts may be. The council must make difficult decisions about allocating resources between

all municipal facilities and services. An Airport District is governed by a Board of Directors elected for their interest in aviation and the airport. The Coos County Airport District Board will not be distracted by issues in other departments or programs. Under this system, the elected directors are solely and entirely responsible for the airport.

The new Airport District will be supported by airport revenues and a county-wide tax. This means that the taxing base for the airport will be much closer aligned to the actual area that the airport serves. The beauty of this system is that the broader the taxing area is, the less each individual will have to pay. Lets face it, no one likes paying taxes, but I think we all hate paying more for a service when others get it for free even more!

I'm excited about this new structure for the North Bend airport and expect that other communities will be watching with interest, too. ■

## Photo I.D. Now Required for Pilots

Effective October 28, 2002, all pilots must carry photo identification along with their FAA pilot certificate during flight operations. **FAR 61.3(a)**: Each person must carry a photo identification acceptable to the Administrator when exercising the privileges of a pilot certificate. **FAR 61.3(l)**: Each person must present such photo identification when requested to do so by the Administrator, an authorized representative of the NTSB or the TSA, or a law enforcement officer. The FAA expects the most common photo ID will be a valid U.S. driver's license.



## 72nd Oregon Legislative Assembly

### ODA Introduces 2003 Legislation to Increase Pilot and Aircraft Registration Compliance

The 2003 Legislative Session is now underway. It marks the second session since Oregon Department of Aviation was granted independent agency status by the 1999 Legislative Assembly.

ODA has proposed only one bill this session, a concept which seeks to increase compliance with Oregon's aircraft and pilot registration laws. This concept will amend key portions of the current statutory language regarding aircraft registration (ORS 837.040-837.070) and pilot registration (ORS 837.020-837.035) with the intent to encourage increased compliance with statutory registration requirements.

Only 60% of licensed pilots and aircraft owners in Oregon are currently registered with ODA. While failure to register is a violation of the State law, no enforceable consequence exists for pilots and only minor consequences are in place for aircraft owners who fail to register. ODA has neither adequate staff nor sufficient resources to undertake issuance of written citations and or collection proceedings for failure to register. It is important for ODA to know who the pilots and aircraft owners in Oregon are so that we can adequately create programs to serve them. Also, in the last year, we have found a need to be able to identify and contact members of the aviation community with security information. It is difficult to do this with only a 60% compliance rate.

ODA's bill proposes to make Oregon's statutory aircraft and pilot registration requirements subject to contested case proceedings in the event of failure to comply. This means all violators would automatically be subject to fines collectable through contested case hearing. ODA anticipates this new process will bring compliance to between 98-100%.

Currently, aircraft owners receive a renewal notice 45 days before their aircraft registration renewal is due. They then receive a second notice 15 days prior to expiration and a third notice 5 days past expiration. At the time of the third notice, a penalty is assessed in the sum of 50% of the renewal fee. When delinquency reaches 31 days, the penalty increases to 100%. Oregon pilots receive only one registration renewal notice for the \$8/year pilot registration fee, sent 45 days before expiration of their current pilot registration. No penalty is assessed if pilot registration is not received.

If this bill passes, both aircraft and pilot registration processes will include the right to a contested case hearing for failure to register, and will enable the Department to collect penalties *in addition to* the statutory fee. Penalties will change in that failure to register or timely renew both aircraft *and* pilot registrations would now be subject to penalty. Once formal judgment in favor of ODA is entered through the contested case hearing process, the Department could turn unpaid registration fees and subsequent penalties over to Department of Revenue for collection action.

Along with these changes, we intend to increase our efforts to notify pilots of the legal requirements and to encourage compliance. The Oregon Aviation Alliance has generously offered to assist in developing this program in a way that will benefit all pilots and aircraft owners. ■

### Questions?

Copies of ODA's bill on pilot and aircraft registration is available through ODA's Legislative Coordinator, Carolyn Bolton. Contact her by telephone at 1-800-874-0102, ext. 223, or by e-mail at [Carolyn.R.Bolton@state.or.us](mailto:Carolyn.R.Bolton@state.or.us).

## From the State Aviation Board

### Oregon - Things Look Different Here



*by Michael Burrill, Sr.*

*Board Member from Medford*

Over the last year members of the State Aviation Board and the staff of the Oregon Department of Aviation (ODA) have frequently discussed the notion of a joint project with Oregon Economic and Community Development Department (OECD) and its governing Commission – a collaborative project to promote aviation-related business in Oregon. Bill Wilkins, chair of the State Aviation Board, describes his vision of this effort in these terms: “that Oregon might become the Wichita of the 21<sup>st</sup> Century.” Oregon already has a thriving aviation industry. We believe it’s time to actively promote this important part of Oregon’s economy.

Activities that move this vision closer to reality have begun to unfold. On June 19, 2002, members of the State Aviation Board and ODA staff met with representatives of Oregon Economic Development Association (OEDA), a group of representatives from public and private economic development organizations and corporations throughout Oregon with a commitment to business expansion, recruitment and retention in Oregon. The meeting took place in Redmond in conjunction with the Oregon Aviation Conference. During that preliminary discussion, agreement was reached to develop an aviation-related economic

development strategy that would become part of OEDA’s “Oregon Franchise Marketing Campaign.” The State Aviation Board and ODA pledged \$10,000 as the seed money to garner pledges that would match this sum dollar-for-dollar in order to establish a \$20,000 fund dedicated to aviation economic development.

A second meeting of the aviation initiative was held on Tuesday, October 22, 2002, at the Valley River Inn in Eugene. All currently pledged investors and some potential investors were invited, and many attended. OEDA has contracted with Chabin Concepts Inc. – one of the nation’s premier economic development consulting firms, located in Chico, CA – to manage the overall Oregon Franchise Marketing effort. At the October 22<sup>nd</sup>, meeting, Chabin Concepts President Audrey Taylor presented a plan of action for advancing Oregon’s aviation industry. Lengthy discussion followed, resulting in identification of target portions of Oregon’s aviation industry for initial program focus and strategies to reach those targets.

By the end of this second meeting, a concrete plan to promote the aviation industry in Oregon was officially launched and the program formally underway. A variety of contributors have now pledged support toward the \$10,000 match, including: Central Coast EDA, Economic Development for Central Oregon, Rogue Valley-Medford International Airport, City of Medford, Southern Oregon Regional Economic Development Inc. (SOREDI), City of Hillsboro

and South Coast Development Council. Additional groups have also indicated an interest in becoming part of this exciting effort. Ongoing efforts continue to recruit additional investors.

Beyond promoting a vital industry that is near to the hearts and mission of the State Aviation Board and staff of ODA – aviation – this campaign will create family wage jobs throughout Oregon. ■

#### FAREWELL TO AN ORIGINAL MEMBER OF THE BOARD

Mike Nelson of Baker City, an original member of the State Aviation Board and its Vice Chair, resigned in November. He will be sorely missed. Mike brought an aviation consumers’ view to the table along with his extensive business management experience and deep insights into how State government can operate to benefit Oregonians. His contributions were vital to getting the Board off to a strong start.

Before its October 2002 meeting in Baker City, Mike and Jane Nelson hosted a dinner in their home for Board members, Department of Aviation staff, and Baker County aviation and community leaders. It was a wonderful event and typical of the way the Nelsons add extra dimensions to their public service.

The State Aviation Board, the Aviation Department, and Oregon aviation advocates join in saying: “Thanks, Mike. It has been great working with you. We wish you all the best.” ■

## Aviation Board Presents Awards of Excellence

At their November 2002 regular meeting in McMinnville, the State Aviation Board made their first-ever presentation of *Aviation Awards of Excellence*, intended to recognize contributions to aviation by Oregonians. Specially designed award plaques were given to:

■ **Ray Costello**, in recognition of “his service as a United States Air Force combat veteran in World War II, Korea and Viet Nam, his role as Creator of the first Oregon Aviation System Plan and his representation of the Pacific Northwest in AOPA.”

■ **Del Smith**, in recognition of “his service as an officer in the United States Air Force, his vision that situated the headquarters of an international aviation corporation in a small Oregon community, his assistance to international peacekeeping and humanitarian efforts, and for making aviation history and education more accessible to the general public through creation of the Michael King Smith Evergreen Aviation Museum and Education Center.”

**Congratulations to these very deserving Oregon aviators!** ■

## Successful Aviation Town Hall Held in Ontario

On October 17, 2002, more than 25 members of the public attended a two-hour Town Hall meeting with staff from Oregon Department of Aviation (ODA) in Ontario, Oregon. Agency history and current goals for the Department were presented, followed by ODA staff speaking briefly about their duties with the agency. The floor was then opened for questions. The main interest expressed by members of the public involved pavement conditions and funding challenges at Ontario’s airport. ODA Director Ann Crook provided clear and concise information on three separate funding programs managed by the Department that could be used to help Ontario Municipal Airport.

Kudos to Airport Manager Graydon Russell for doing the critical local legwork that resulted in such a successful experience for all who participated. The crowd was well-informed, candid, attentive, engaged *and* truly passionate about aviation. ■

*Oregon Department of Aviation strives to hold four Aviation Town Halls each year in locations across Oregon. Naturally, the 2003 Legislative Session will result in a late start to 2003 town hall efforts. The projected schedule for the coming year is:*

March - **Albany**

September - **Klamath Falls**

July - **Burns**

November - **Pendleton**

## Oregon Aviation Calendar

### January

- 25 **Oregon Antique & Classic Aircraft Association** meeting, Corvallis.
- 25 **Evergreen Aviation Museum Theater (McMinnville)** at 1:00 pm, flight presentation by Dr. Douglas Warrick, Ph.D, from University of Portland. This presentation is open to the public and free with paid museum admission.
- 29 **State Aviation Board** meeting at Wittenberg Inn, Keizer, 8:00 a.m. to 12:00 noon. See draft agenda at [www.aviation.state.or.us](http://www.aviation.state.or.us) or contact: Carolyn Bolton at Oregon Dept. of Aviation, 800-874-0102, ext. 223.
- 29-30 **State Aviation Board Annual Intensive Work Session** at Wittenberg Inn, Keizer, 12:00 noon on the 29<sup>th</sup> through end of day on the 30<sup>th</sup>. See session goals and agenda at [www.aviation.state.or.us](http://www.aviation.state.or.us).

### February

- 1 **Tillamook County Pilots Association** monthly meeting, 8:30 a.m. at Tillamook Cheese Factory.
- 7 **Beaverton Chapter Oregon Pilots Association**, monthly Meeting at Saylor’s Old Country Kitchen. Contact: Bill or Karen Hollenbeck, 503-645-3455

- 15-16 **Evergreen Aviation Museum (McMinnville) - Model Static Aircraft Show**, 9am-5pm.
- 23-24 **2003 Northwest Aviation Conference and Trade Show**, Puyallup, Washington

### March

- 1 **Tillamook County Pilots Association** monthly chapter meeting at Tillamook Cheese Factory, 8:30 a.m. Contact: 7
- 7 **Beaverton Chapter Oregon Pilots Association**, monthly meeting at Saylor’s Old Country Kitchen. Contact: Bill or Karen Hollenbeck, 503-645-3455
- 11 **Yamhill Chapter Oregon Pilot’s Association**, soup potluck and monthly meeting at 6:30 p.m in the pilot’s lounge at McMinnville Airport. Contact: Corrine Bott 503-538-2490
- 19 **State Aviation Board meeting**, Salem (*site TBA*). Contact: Carolyn Bolton, Dept of Aviation
- 19 **Aviation Town Hall (tentative)**, 7:00 p.m. Albany

### Recurring

**Monthly, first Saturday: EAA 105 Blueberry Pancake B’fast.** Stark’s TwinOaks Airpark; 8-10 am. ■

## State Airport Updates

### BEAVER MARSH, LAKE BILLY CHINOOK AIRPORTS SOLD

The sale of Beaver Marsh State Airport closed on November 25, 2002, with the successful bid made by a land owner adjoining the airport. The bid included a commitment to pave the runway (historically a gravel surface).

The Lake Billy Chinook Airport sale became final early in January 2003. The purchaser was Lake Billy Chinook Airport Development Corporation, a nonprofit organization created by adjacent land owners to own and operate the airport.

Under terms of sale, both airports must remain public use airports or revert to ownership of the State.

### PROJECT UPDATES

#### ■ Siletz Bay State Airport

Major safety improvements have been substantially completed at the Siletz Bay State Airport. The \$1.75M project was funded through a FAA Airport Improvement (AIP) Grant, with 10% matching funds provided by ODA. Runway 17 threshold was relocated 100' south to provide a safety area at the north end of the runway meeting FAA design standards. Runway 35 was extended 400' south to accommodate the 100' runway shift and a 300' runway extension. A full parallel taxiway (3300' x 25') was constructed, including four connector taxiways. The runway was restriped, taxiway reflectors were installed, runway/taxiway drainage was improved, a new segmented circle and windcone was constructed on the east side of the airfield, the airport entrance road was

rehabilitated and realigned to permit better access by emergency vehicles, and obstruction removal of trees was completed. W&H Pacific of Beaverton designed the project and the prime contractor was Laske-Clifton Corporation of Reedsport.

#### ■ Joseph State Airport

Construction of a self-contained aircraft fueling apron at Joseph State Airport is now complete. The fueling apron was designed and constructed to meet all ground water safety requirements of the City of Enterprise. The project was a creative partnership with Wallowa County, which covered more than one-third of total project costs in donated labor and materials. WC Construction, Inc. of Elgin was awarded the contract to construct the concrete apron and fuel containment area. This project will allow the installation of a card-lock fuel containment system, which should be available in the spring.

#### ■ Aurora State Airport

Two federally funded Airport Improvement Projects (AIP) were completed at Aurora in Fall 2002. The first involved completion of the Phase II expansion of the mid-field apron. This provided an additional 20 aircraft tie-down spaces, plus reconstructed taxilanes and installed apron security lighting. The second project was a public/private partnership to complete perimeter fencing on the East side of the airport, including three automatic vehicle gates at key airport access points. Private property owners funded portions of the perimeter fence and gates across their property, with the balance of the perimeter fencing funded through a FAA grant with match provided by ODA. NB Hatch Company was the prime

contractor on the fencing and apron projects, with Flying H Construction providing the subcontractor work for the apron expansion. Total construction costs for both projects, including private contributions, was \$570,875. The balance of perimeter fencing (Phase II) is slated for early 2003.

### WINTER CLOSURES

Toketee State Airport has been closed since November 1<sup>st</sup> and will remain closed until at least May 1<sup>st</sup>. Be sure to check NOTAMS for the actual opening date. Crescent Lake and Santiam Junction are now closed as well. They will reopen only after spring maintenance has been completed. Check the NOTAMS before attempting to use them. State airports that often experience brief closures due to snow include Chiloquin, Joseph, Oakridge, Pinehurst and Prospect.

As a matter of safety, don't even think of landing on a runway covered with snow, unless you know for sure the depth of the snow. A snow depth of 2-3" should be considered a maximum for landing and even then, only with the greatest of caution. Take off should not be attempted with any snow on the runway, particularly if the aircraft has wheel fairings. Snow will pack into the fairings and freeze solidly while airborne. Blown tires and loss of control on landing are very likely. On retractable gear aircraft, the landing gear might retract, but may not extend or lock down for landing. Landing in 10-12" of snow is like landing in soft mud and will upend a small aircraft.

Winter flying requires much more caution and attention. Be particularly cautious of any moisture in or on the aircraft. It will freeze at altitude. Remember to check NOTAMS closely and never assume a runway will be usable when you arrive. ■

By contrast, Will and Orv Wright tabled the matter of power for their gliders until they were fully satisfied that their design was fully flyable *and* controllable by a human pilot. Wilbur articulated their philosophy in 1899: “The problem of equilibrium constituted the problem of flight itself.” While Langley struggled without success, the Wrights experienced dramatic validation of their cautious methodology.

On September 23, 1902 – on his very first day piloting their new glider – Orville Wright became preoccupied with correcting a slight roll and sharply pitched his craft. The wind made him unable to hear Wilbur’s shouts of warning from below. The result, as Orville noted in his diary later that day, was “a heap of flying machine, cloth, and sticks in a heap, with me in the center without a bruise or a scratch. In spite of this sad catastrophe, we are tonight in a hilarious mood as the result of the encouraging performance of the machine both in control and angles of flight.”

Looking back, the aviation world would be wise to pause now with somber amazement at just how history might be

different now, in 2003, had Orville Wright not survived to walk away from that crash a century ago.

In early October 1902, the glider was repaired from its September crash. In its reconstruction, Orv gave his camp mates another reason to celebrate: he “invented” the modern aircraft tail. The new version of the glider was designed with two vertical rudders in a fixed position. Unknown to the Wright Brothers at the time, this contributed to a situation where occasionally a wing tip would contact the ground and the glider would slew around, eating into the sand of the Kitty Hawk dunes. The Wrights called this phenomenon “well-digging.” On Orville’s October 3<sup>rd</sup> diary entry, he expresses his sudden realization that making the glider tail moveable, like a ship’s rudder, would provide control for the pilot. The two brothers quickly enhanced their idea by reengineering the glider with a single, movable rudder that automatically operated in tandem with the wings, so that the pilot did not have to manually control a third device (the rudder) in addition to the wings and the elevator.

According to Wright Brothers biographer Fred Howard, “What the Wright’s had stumbled upon in the course of their gliding experience at Kill Devil Hills in 1902 was the discovery that the principal function of the vertical rudder in an aircraft is not to steer but to supplement and refine the action of the lateral control mechanism. This was not an insignificant discovery, for it completed and brought to a patentable stage of the Wrights’ three-dimensional system of airplane control, which is the basic system used today in all winged vehicles that depend on the atmosphere for their support.”

The ultimate result was the marvel of a successful powered flight on December 17, 1903. ***And the world was changed.*** ■

## Surf the Web for More Info on the Centennial of Powered Flight:

Not only the United States, but special interest groups across the world are making plans to commemorate the Centennial of Powered Flight. There is abundant information of interest on the web; here are suggested sites to start your exploration:

U.S. Centennial of Flight Commission	<a href="http://www.centennialofflight.gov">www.centennialofflight.gov</a>
First Flight Centennial Commission	<a href="http://www.firstflight.com">www.firstflight.com</a>
Festival of Flight	<a href="http://www.festivalofflight.com">www.festivalofflight.com</a>
World Flight 2003	<a href="http://www.worldflight2003.com">www.worldflight2003.com</a>
Inventing Flight: The Centennial Celebration	<a href="http://www.inventingflight.com">www.inventingflight.com</a>
Air Venture 2003	<a href="http://www.airventure.org">www.airventure.org</a>
Smithsonian opening	<a href="http://www.nasm.si.edu">www.nasm.si.edu</a>



3040 25th Street SE  
Salem, Oregon 97302-1125  
Telephone 503-378-4880  
Toll Free: 1-800-874-0102  
web: [www.aviation.state.or.us](http://www.aviation.state.or.us)  
Editor: Carolyn R. Bolton

PRSR STD  
U.S. POSTAGE  
**PAID**  
SALEM, OREGON  
PERMIT NO. 81

## ODA Employee Updates

---



### NEW EMPLOYEE:

**Tasha Petersen** joins the Department as the new State Airport Property Coordinator, replacing Lindy Zimmerman upon her retirement. Tasha's

experience with legal documents and compliance issues – along with her excellent organizational and administrative skills – are a welcome addition to the agency. Tasha's husband, Jeremy, works for an aviation-oriented business and they have a 4-year old son, Brandon. We are happy to have Tasha join the agency and know that the airport users will enjoy working with her as well. [Welcome Tasha!](#)

### EMPLOYEE CHANGES:

**Teddie Baker** has been transferred to the position of Aviation Project Specialist in ODA's Aviation Programs Division. She brings extensive knowledge and experience from her tenure in the Airports Division. In her new role, Teddie will be responsible to manage the Department's airport financial assistance programs, including Financial Aid to Municipalities (FAM) Grant Program, Pavement Maintenance Program (PMP), and GA Entitlement Program.

[Congratulations Teddie!](#) ■