

Minutes of the  
GILLESPIE COUNTY AIRPORT ADVISORY BOARD  
Monday, Apr 15, 2025  
@ Airport Terminal

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MEMBERS PRESENT:	STAFF PRESENT:	GUESTS PRESENT:
Steve Allen	Tony Lombardi, Manager	Ian Waghorn
Tim Lehmberg	Ethan Crane	Joe Fritz
Gwen Fullbrook	Larry Hauptrief - EAA	Garrett Drake
David Gasmire		Kraig Turpen
Chad Ellebracht		Clint Hawn
Absent		
Kory Keller	Keith Kramer, County	
Paul Hannemann	Courtney Walker	
	Bobby Watson, City	

## CALL TO ORDER

The meeting was called to order at 1:01 PM by the Chairman, Steve Allen

## APPROVAL OF MINUTES

Minutes of the regular “Mar 18, 2025” meeting were approved.

## AIRPORT MANAGER’S REPORT

- Upcoming Events/Court Actions – The Manager reviewed the upcoming events for the airport and the recent commissioners court actions.
  - Event Update –
  - 2025
    - Apr 24-27th – T-6 Formation Training
    - May 3rd – Airport Open House (50th Annv. of end of V-War)
    - May 31st - EAA Young Eagles
    - Sep 20th - JB “First Flight” day
    - Nov 30-Dec 2nd – Texas V-tails
    - Dec 6th - Santa’s Fly-in
- Court Actions – On Mar 24th, the Court approved the site plan for the TFS; and approved the amendments for both APPA agreements (drainage study and the pavement project).
- T-hangars occupancy update. The Manager stated that the County T-hangars are 100% ...waiting list is at 40.

- Airport Status – the Manager reviewed the current status of the airport.

	Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs) - Using the temp regulator (parts are on order)
	Communication (CTAF, GCO, AWOS)
	Weather Station
	Facilities
	Miscellaneous (Construction, Closures, etc)

- Airport Development Update:
  - Active Private Projects –

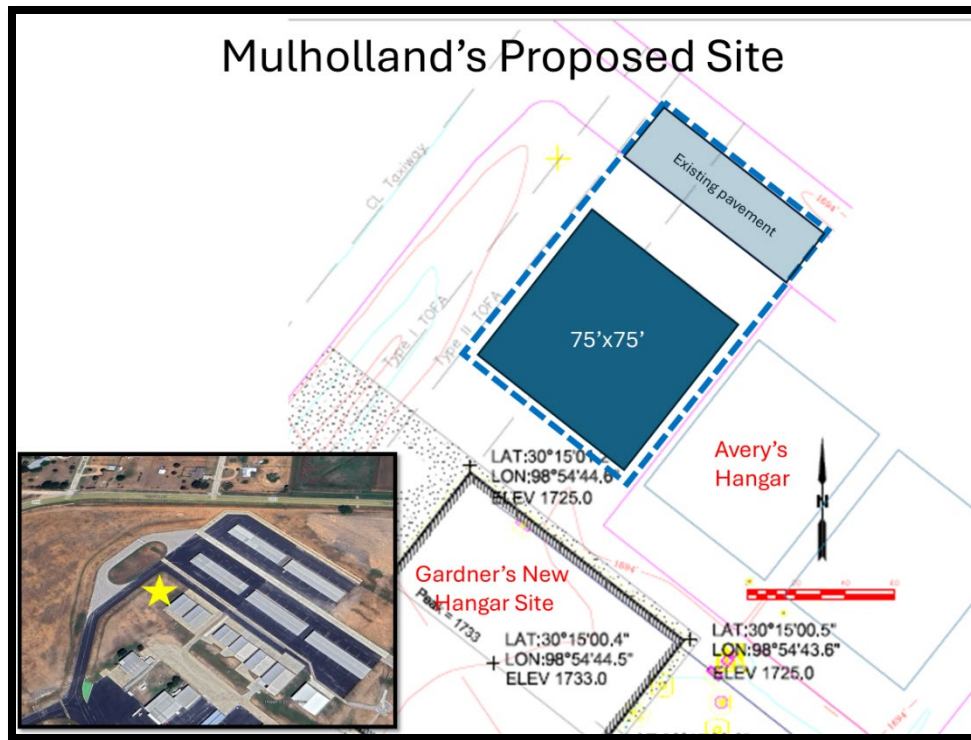
#	Developer	LOI Date Rev'd	Status	Comments
1	EPCON	5/22/24	PHII	DA Signed 04/03/2025
2	Ladd Gardner	1/30/25	PHII	DA Signed 03/10/2025
3	Mulholland	03/20/2025	PHI	LOI accepted...waiting DA approval

## OPEN FLOOR

- FBO – Ethan stated that they are very busy last month, and that they have had a very strong first quarter of the year.
- Crosswind Aviation – Gwen reviewed the very successful “Egg Drop” and thanked Tango 82 and Tac Aero for their support.
- Tac Aero – Ian mentioned that they just hired a instructor pilot (female).
- EAA – Larry reviewed the EAA’s Young Eagles event. He stated that they flew 40 kids during the event. He also mentioned that they have their monthly meeting this Saturday (Apr 19<sup>th</sup>).

## NEW BUSINESS

- Item a. Private Hangar LOI – Mulholland – The manager and Clint Hawn presented the Mulholland’s LOI and discussed their proposed location with the board. The board unanimously supported accepting the LOI and recommended supporting a development agreement between the County and the Mulhollands.



- Item b. Tac Aero Banner Business LOI - Ian Waghorn (director of Tac Aero) gave a presentation on their proposed new business venture (banner operations). The presentation included their operating procedures and training program. Ian mentioned that their procedures follow FAA guidelines and also mentioned that they have already met with the FAA for an initial review. Following the presentation, the board discussed the proposal. The board's support was mixed...some for and some against. During the discussion, the manager mentioned that IAW the grant assurances, we (the sponsor) must have a very good reason not to support a valid aeronautical venture, or we (the sponsor) could risk losing grant funds ***(22. Economic Nondiscrimination...It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.)***. After a long discussion, the board recommended to table the topic until the next board meeting to allow the missing board members to provide comments.
- Item c. Hangar Policy update – Even though this topic was tabled due to time, the manager gave a snap of the county t-hangars.

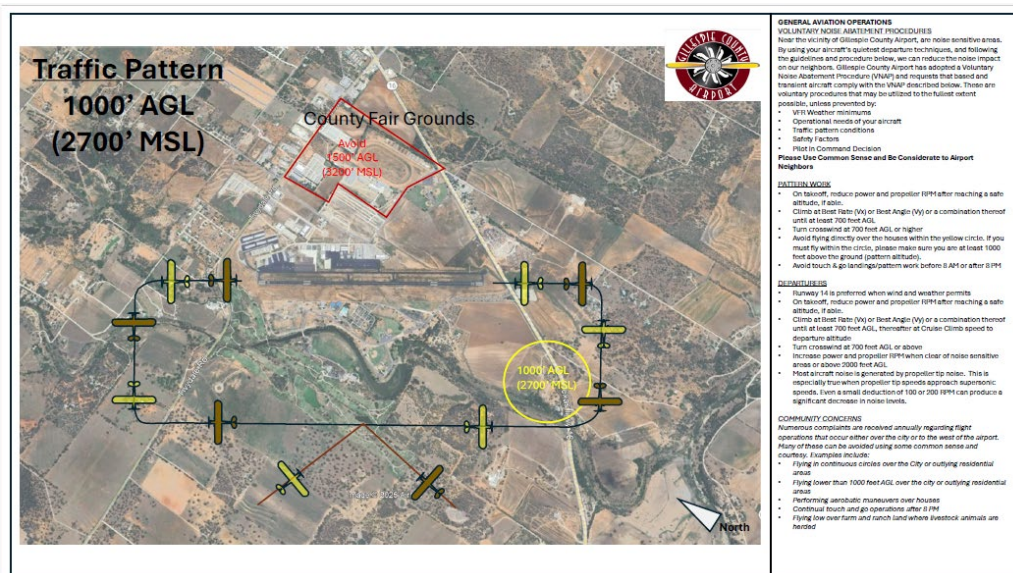


# County T-hangar Snapshot

- |  |   |
|--|---|
| <p><b>A</b></p> <ol style="list-style-type: none"> <li>1. Empty (flyable at mx shop)</li> <li>2. Flyable airplane</li> <li>3. Non-flyable</li> <li>4. Empty</li> <li>5. Flyable airplane</li> <li>6. Non-flyable airplane (4+ year)</li> </ol> <p><b>B</b></p> <ol style="list-style-type: none"> <li>7. Non-flyable airplane (&lt;6mths)</li> <li>8. Vehicle</li> <li>9. Flyable airplane</li> <li>10. Empty</li> </ol> | <p><b>C</b></p> <ol style="list-style-type: none"> <li>11. Vehicle (visits often)</li> <li>12. Flyable airplane</li> <li>13. Flyable airplane</li> <li>14. Vehicle (visits often)</li> <li>15. Non-flyable airplane (non-tenant)</li> <li>16. Vehicle</li> <li>17. Non-flyable airplane (5+ years)</li> <li>18. Flyable airplane</li> <li>19. Vehicle</li> <li>20. Vehicle</li> </ol> |
|--|---|

6 out 20 – 30% are Flyable  
9 out 20 – 45% empty or with a vehicle in spot

- Item d. Voluntary Noise Abatement Procedures (VNAP) - the manager presented the board with procedures that he and Steve Allen developed to reduce the noise complaints within the pattern area. These procedures were sent out months ago via emails, and the manager wanted the board support to make the procedures official. The board unanimously supported the VNAP.



## OLD BUSINESS.

- Minimum Standards Update– the manager quickly mentioned that his update is complete and request feedback from the board, so we can move forward on completing the update. The board requested to hold a workshop meeting to review the changes and to better provide feedback. The meeting will be on May 9<sup>th</sup> at 9am.
- CIP Update – The Manager gave a quick update on the following CIP projects:
  - Pavement Project

- The Manager mentioned that there were more delays from TXDOT getting the NTP to Garver, but with that said, Garver still plans to have the Preliminary design completed by Apr 30<sup>th</sup>.
- Obstruction Survey
  - Completed, but no analysis was done. The Manager is working with TXDOT to finish the study.
- AWOS Replace Project – Contract released...work will start soon (no date).
- Drainage Study
  - Garver just received the NTP...work will start soon.

## **REPORTS**

Tim Lehmberg reviewed the sale tax reports for the City and County.


**ADJOURNMENT** (2:42). Next meeting is May 20<sup>th</sup> at the Airport Terminal Building at 1pm.

**Note: all minutes are available on the airport website** (<http://www.gillespiecounty.org/page/airport%20-%20AAB%20Minutes>)

Attachment



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## Agenda

1. Call to Order
2. Approval of Minutes
3. Airport Manager's Report
4. Open floor (EAA, Crosswind, TFS, Tac Aero, and guest)
5. New Business
6. Old Business
7. Comments-FBO, EDC, and Board Members
8. Adjourn

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## AAB

- Minutes Approval – vote needed
  - Mar 18<sup>th</sup>
- Airport Manager's Report
  - Event Update (*Italicized - Unconfirmed*)
    - Apr 24-27<sup>th</sup> – T-6 Formation Training
    - May 3<sup>rd</sup> – Airport Open House (50<sup>th</sup> Annv. of end of V-War)
    - May 31<sup>st</sup> - EAA Young Eagles
    - Sep 20<sup>th</sup> - JB "First Flight" day
    - Nov 30-Dec 2<sup>nd</sup> – Texas V-tails
    - Dec 6<sup>th</sup> - Santa's Fly-in

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## AAB

- Airport Manager's Report
  - Court Review – On Mar 24<sup>th</sup>, the Court approved the site plan for the TFS; and approved the amendments for both APPA agreements (drainage study and the pavement project).
  - T-Hangar Occupancy – 100% (40)
  - Airport Status:

	Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs) - Using the temp regulator (parts are on order)
	Communication (CTAF, GCO, AWOS)
	Weather Station
	Facilities
	Miscellaneous (Construction, Closures, etc)

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# AAB

- Airport Development Update:
  - Active Private Projects:

#	Developer	LOI Date Rcv'd	Status	Comments
1	EPCON	5/22/24	PHII	DA Signed 04/03/2025 (expires 10/02/25)
2	Gardner	1/30/25	PHII	DA Signed 03/10/2025 (expires 09/09/25)
3	Mulholland	03/20/25	PHI	LOI accepted...waiting DA approval

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# AAB


- Open Floor
  - FBO
  - Crosswind
  - Texas Forest Service
  - Estenson Group
  - Tac Aero Tailwheel Academy
  - MX Shop
  - Guest

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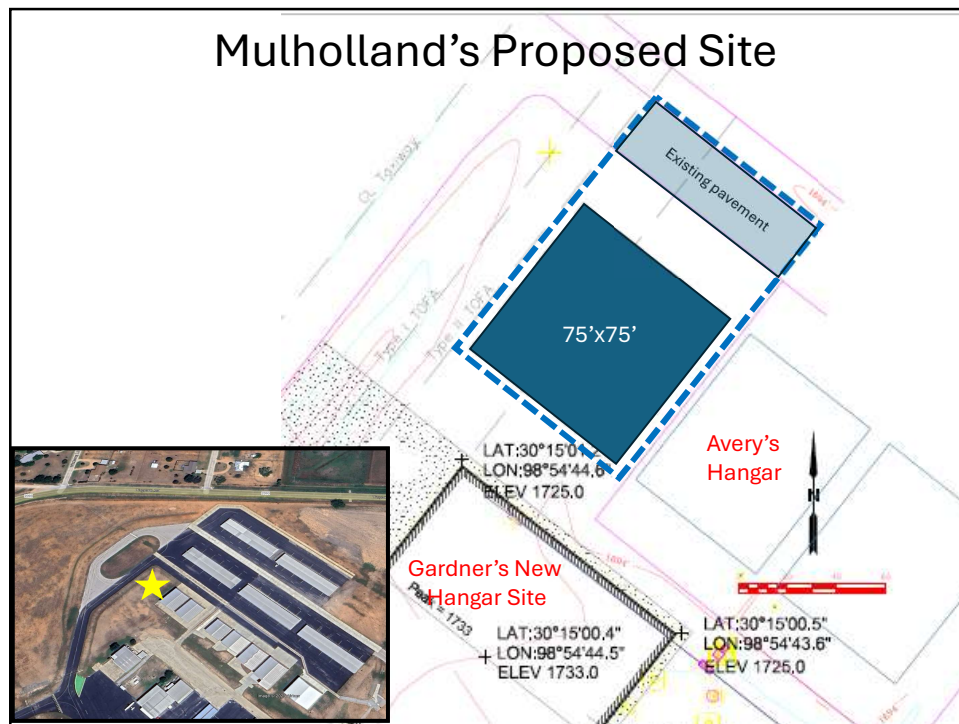
New Business

Item a.

## Private Hangar LOI – Mulholland

- *Iain and Juliet Mulholland are moving to Fredericksburg from Wyoming.*
- *They are in the process of closing on some property in the county.*
- *They own multiple aircraft (TBM and a XCub).*
- *Iain was on the AAB of Driggs Airport (KDIJ), Idaho (as chairman)*
- *They are very good friend with Clint Hawn.*
- *They have flown with Tac Aero.*

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## Proposed lease Info

- Under dev'l agreement (6mths)
  - Current FY24 annual rate (\$.24 per sqft)
  - Deposit (50% of normal lease for 6mths) (nonrefundable)
    - N1a
      - 11,050 sqft \*.24
      - **\$663 Deposit**
- Est. lease Payment
  - (11,050sqft \*.24)/12months
  - **\$221.00 monthly**



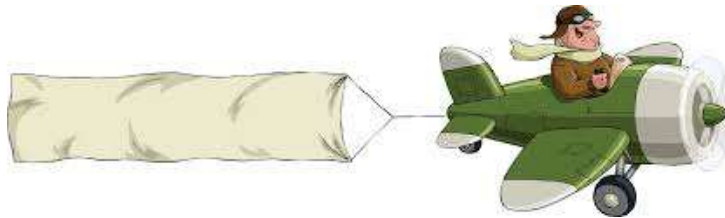
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New Business

Item b.

## Tac Aero Banner Business LOI



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TacAero, LLC  
75 Airport Road  
Fredericksburg, TX 78624  
March 31, 2023

Gillespie County Airport Advisory Board  
Gillespie County Airport (T82)  
Fredericksburg, TX 78624

Dear Members of the Airport Advisory Board,

TacAero respectfully submits this letter of intent to notify the Board of our plan to initiate banner towing operations from Gillespie County Airport (T82).

As an established flight training company based at T82, TacAero currently operates a fleet of Super Cubs and maintains a staff of highly-experienced flight instructors, many of whom already possess prior banner towing experience. Our goal is to expand the capabilities of our current operation by offering aerial advertising services through aircraft banner towing.

We are presently working with the Federal Aviation Administration to obtain a Letter of Authorization (LOA) for Banner Tow Operations. The FAA has already conducted a comprehensive on-site inspection of our aircraft and facilities and has deemed our operation safe for banner towing activities.

With the Board's approval, TacAero intends to commence banner tow training for our pilots and formally launch commercial aerial advertising services. Two Piper PA-18 Super Cubs and four qualified pilots will be assigned to this operation.

Given our geographic proximity to major population centers such as Austin and San Antonio, we plan to focus banner flights along major highways and traffic corridors to maximize visibility and commercial effectiveness. We will begin with letter banners and plan to expand to custom print and stitch banners as demand allows.

TacAero has identified two suitable locations for banner launch and retrieval. The primary method will be the standard technique using the area between the runway and taxiway. However, we believe the open field approximately 800 feet south of the TacAero hangar presents a safer and more practical alternative. This area provides a clear and unobstructed environment for banner pickup and drop while avoiding interference with airport traffic.

We appreciate the opportunity to grow our operations at T82 and contribute to the local economy while maintaining a safe and professional aviation environment. We welcome any questions the Board may have and are available to provide further details upon request.

Sincerely,

  
Ian Waggoner  
Director  
TacAero

TacAero.com | 3608 Airport Drive, Hood River, OR 97031 | 044.FLY.CUBS | Page 2 of 1

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## OVERVIEW

### OBJECTIVE

TacAero intends to expand its flight operations at Gillespie County Airport (T82) to include banner towing for commercial aerial advertising. With a trained team, FAA oversight, and procedures designed to minimize impact on standard airport operations, our goal is to conduct this service safely and responsibly

### ENABLING OBJECTIVES

- ✈ Operational Safety & Traffic Impact Mitigation .....
- ✈ Primary & Secondary Launch / Retrieval Area .....
- ✈ Launch & Retrieval Process .....
- ✈ Arrival & Departure Planning .....
- ✈ Aircraft & Personnel .....
- ✈ FAA Oversight .....

The right side of the slide features a photograph of a building with a large banner that reads 'TAC-AERO TAILWHEEL FLIGHT ACADEMY'. In the foreground, a close-up of a red and black aircraft propeller is visible.

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- ✈ All banner tow aircraft will avoid standard traffic patterns when launching or retrieving a banner.
- ✈ Pilots will make clear, timely radio calls on T82 CTAF, announcing intentions before entering the area.
- ✈ Launch and retrieval maneuvers will be conducted outside of pattern legs, never conflicting with active arrivals or departures.



- ✈ Before banner pickup, aircraft will hold in designated areas well clear of the airport environment, only approaching the launch zone when the area is confirmed to be clear.
- ✈ After banner drop, aircraft will immediately exit the pattern and reposition towards the holding zone in order to conduct a standard overhead join onto the standard traffic pattern to land.

## Primary & Secondary Launch LARA

- ✈ **LARA**  
Launch and Recovery / Retrieval Area. An area utilized by ground personal for the launch and recovery of banners
- ✈ **Primary LARA**  
The Primary LARA is located south of the TacAero hangars and takes advantage of the open spaces and de-conflicts with standard traffic patterns
- ✈ **Secondary LARA**  
The second LARA is located in the current RSA

T82: GILLESPIE COUNTY  
FREDERICKSBURG, TEXAS, UNITED STATES



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## Launch Process



### Banner Setup

- The banner is set up on the ground either by the pilot or ground crew prior to departure.
- The banner is layed out lengthways in the opposite direction to planned departure.
- The pickup loop is setup.
- Pickup cones are setup as an aiming point for the pilot

### Aircraft Take off

- The aircraft takes off with the standard traffic departure procedure.
- Once airborne, the aircraft maneuvers in the banner pattern to the loiter zone if required.
- Once the standard final approach is clear, the pilot setups up for pickup approach in the banner pattern.

### Banner Pickup

- The aircraft approaches at 75 mph and descends to 10 feet AGL.
- Once past the pickup cones, the pilot pulls back to snag the banner.
- The pilot rapidly climbs to 200 ft AGL and levels off waiting for banner snag.
- The banner travels at about a 45 degree line to 200 feet.
- Once in tow the pilot will commence a standard climb to 1,000 ft AGL.

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# TacAero Banner Pickup



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## Retrieval Process



### Approach

- The aircraft will hold at the loiter zone until the standard pattern is clear.
- Once clear the pilot will maneuver onto the approach for the LARA.
- The pilot will level off at 50 feet.
- Once the banner is overhead the LARA the pilot will release the banner



### Go-Around & Join

- One the banner is released the pilot will commence the go-around and climb on the upwind to join the standard traffic pattern to land.
- Once on the ground the pilot vacates the runway and taxi's back for banner retrieval.



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## Retrieval Process



225  
50  
22

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## TacAero Operations

### Aircraft

- TacAero will be utilizing its existing Piper Super Cubs (PA18-180's) for banner towing.
- The Aircraft used are the highest powered aircraft available for banner towing
- All aircraft are equipped with ADSB (not required by FAA) for traffic avoidance.

### Personnel

TacAero will utilize its experienced instructors as banner pilots. Garrett Drake and Ian Waghorn both have significant banner tow experience and will lead the team



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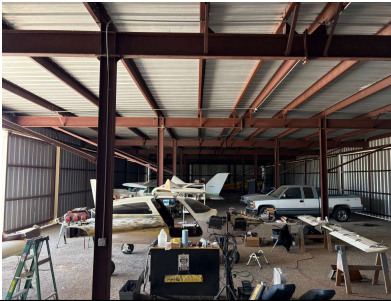




Item c.

## Hangar Policies

New Business



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## County T-hangar Snapshot

- |   |                                   |                                       |                            |
|---|-----------------------------------|---------------------------------------|----------------------------|
| A | 1. Empty (flyable at mx shop)     | C                                     | 11. Vehicle (visits often) |
|   | 2. Flyable airplane               |                                       | 12. Flyable airplane       |
|   | 3. Non-flyable                    |                                       | 13. Flyable airplane       |
|   | 4. Empty                          |                                       | 14. Vehicle (visits often) |
| B | 5. Flyable airplane               | 15. Non-flyable airplane (non-tenant) |                            |
|   | 6. Non-flyable airplane (4+ year) | 16. Vehicle                           |                            |
|   | 7. Non-flyable airplane (<6mths)  | 17. Non-flyable airplane (5+ years)   |                            |
|   | 8. Vehicle                        | 18. Flyable airplane                  |                            |
|   | 9. Flyable airplane               | 19. Vehicle                           |                            |
|   | 10. Empty                         | 20. Vehicle                           |                            |

6 out 20 – 30% are Flyable  
9 out 20 – 45% empty or with a vehicle in spot

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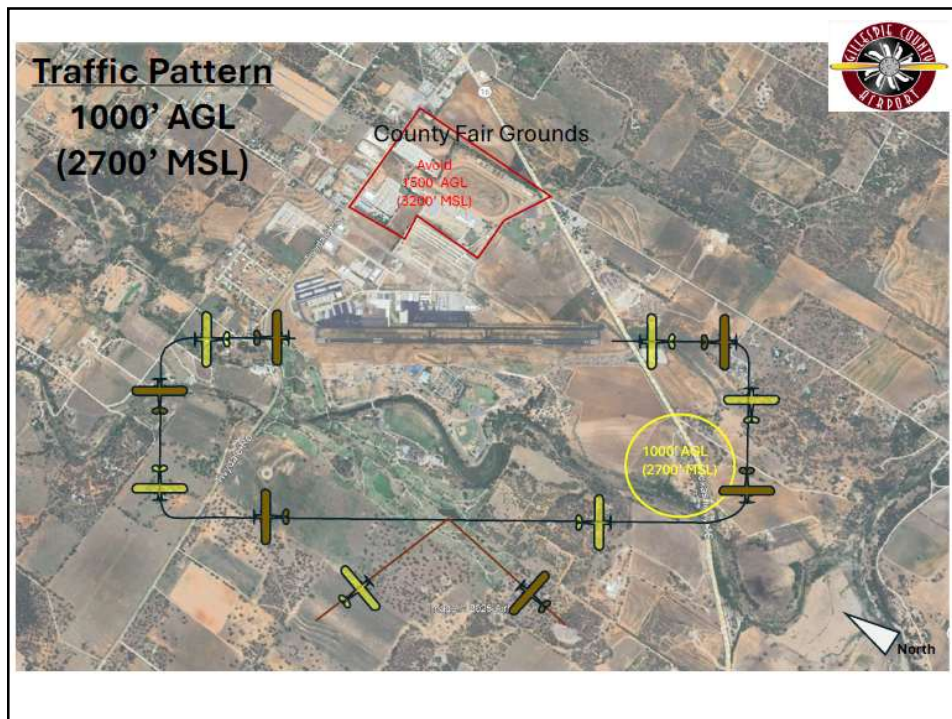
Item d.

New Business

## Voluntary Noise Abatement Procedures (VNAP)



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## GENERAL AVIATION OPERATIONS VOLUNTARY NOISE ABATEMENT PROCEDURES

Near the vicinity of Gillespie County Airport, are noise sensitive areas. By using your aircraft's quietest departure techniques, and following the guidelines and procedure below, we can reduce the noise impact on our neighbors. Gillespie County Airport has adopted a Voluntary Noise Abatement Procedure (VNAP) and requests that based and transient aircraft comply with the VNAP described below. These are voluntary procedures that may be utilized to the fullest extent possible, unless prevented by:

- VFR Weather minimums
- Operational needs of your aircraft
- Traffic pattern conditions
- Safety Factors
- Pilot In Command Decision

**Please Use Common Sense and Be Considerate to Airport Neighbors**

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## PATTERN WORK

- On takeoff, reduce power and propeller RPM after reaching a safe altitude, if able.
- Climb at Best Rate (V<sub>x</sub>) or Best Angle (V<sub>y</sub>) or a combination thereof until at least 700 feet AGL
- Turn crosswind at 700 feet AGL or higher
- Avoid flying directly over the houses within the yellow circle. If you must fly within the circle, please make sure you are at least 1000 feet above the ground (pattern altitude).
- Avoid touch & go landings/pattern work before 8 AM or after 8 PM

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## DEPARTURERS

- Runway 14 is preferred when wind and weather permits
- On takeoff, reduce power and propeller RPM after reaching a safe altitude, if able.
- Climb at Best Rate (V<sub>x</sub>) or Best Angle (V<sub>y</sub>) or a combination thereof until at least 700 feet AGL, thereafter at Cruise Climb speed to departure altitude
- Turn crosswind at 700 feet AGL or above
- Increase power and propeller RPM when clear of noise sensitive areas or above 2000 feet AGL
- Most aircraft noise is generated by propeller tip noise. This is especially true when propeller tip speeds approach supersonic speeds. Even a small deduction of 100 or 200 RPM can produce a significant decrease in noise levels.

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## COMMUNITY CONCERNS

Numerous complaints are received annually regarding flight operations that occur either over the city or to the west of the airport. Many of these can be avoided using some common sense and courtesy.

Examples include:

- Flying in continuous circles over the City or outlying residential areas
- Flying lower than 1000 feet AGL over the city or outlying residential areas
- Performing aerobatic maneuvers over houses
- Continual touch and go operations after 8 PM
- Flying low over farm and ranch land where livestock animals are herded

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Old Business

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## AAB

- Update to Minimum Standards
- CIP Projects Update

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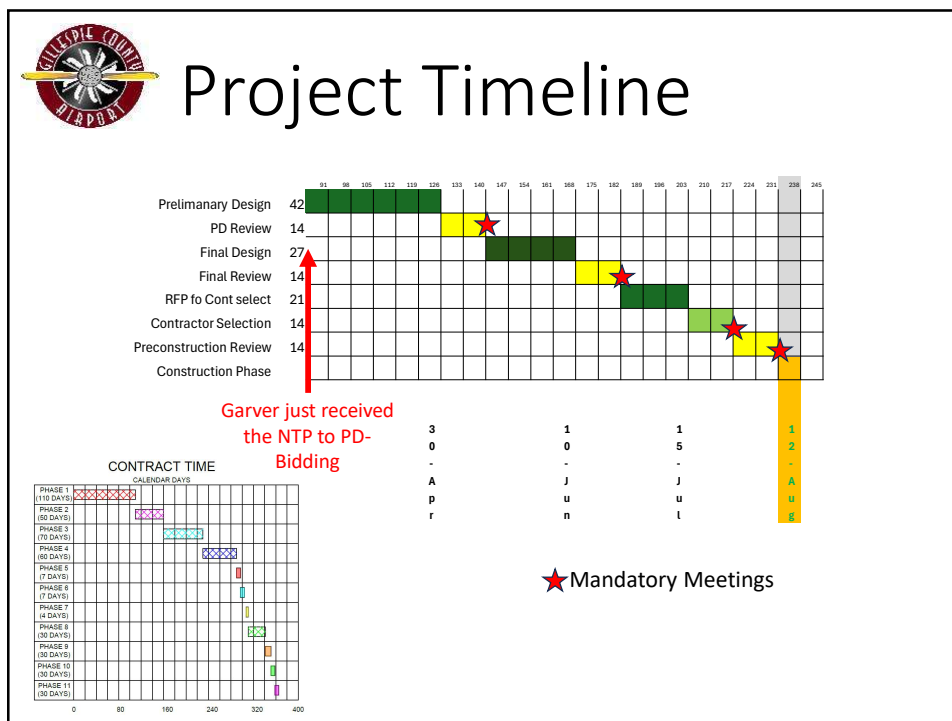
# Pavement Project Comments



- Preliminary Eng Report Meeting
  - Jan 14
- Discussion summary
  - \$1.8M overbudget (w/out runway treatment)
  - TxDOT wants Garver to use correct pavement material
  - Phasing was looked at to minimize disruptions
  - AIG funds possible to help (runway treatment and ADGII mods)



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## Other CIP Projects

- Automated Weather Observing System Replacement
  - TXDOT is receiving Bids
- Obstruction Survey
  - Completed...awaiting analysis/Guidance from TXDOT
- Drainage Study
  - No updates


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## AAB

- Comments-EDC, and Board Members

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 <h1>Sales Tax</h1>					
SALES TAX COMPARISON SUMMARY - APRIL, 2025 (FEBRUARY SALES)					
CITY	% change month	% change ytd	COUNTY	% change month	% change ytd
Fredericksburg	(5.51)	1.08	Gillespie	(0.21)	1.96
Kerrville	(12.56)	4.01	Kerr	(2.83)	4.56
Boerne	(1.98)	3.37	Kendall	16.34	7.27
Llano	0.47	7.63	Llano	1.29	8.19
Marble Falls	(17.05)	(0.52)	Burnet	(9.09)	4.53
Bandera	4.68	5.52	Bandera	67.50	23.13
Johnson City	(23.61)	(1.12)	Blanco	(11.25)	0.79
Brenham	(12.46)	7.22	Washington	(5.05)	6.56
New Braunfels	(9.33)	7.42	Cornal	(5.47)	10.40
Rockport	(5.92)	2.68	Aransas	5.87	7.61
Corpus Christi	(6.17)	0.69	Nueces	(6.11)	0.77
Austin	(11.02)	(0.66)	Travis	(9.96)	0.73
San Antonio	(3.82)	0.60	Bexar	(4.32)	0.70
Houston	(2.04)	2.38	Harris	(2.82)	3.57
Dallas	(4.98)	1.51	Dallas	(3.35)	2.32
State (Cities)	(3.91)	3.91	State (Counties)	0.13	4.85
Shaded numbers are worse than curs.					

FEBRUARY SALES RECEIPTS					
April Sales Tax Report					
City of Fredericksburg					
	2025	2024	2023	2022	2021
JAN	765,994	799,260	782,905	760,015	582,454
FEB	1,026,868	924,657	994,706	871,461	744,208
MAR	660,755	657,781	633,261	611,429	508,167
APR	660,796	699,382	630,485	633,476	438,765
MAY		900,460	822,646	853,994	767,207
JUN		780,056	715,407	675,353	668,869
JUL		733,786	738,475	699,245	667,080
AUG		766,115	703,432	760,554	796,227
SEP		757,497	730,795	666,961	661,403
OCT		702,427	675,110	692,563	623,790
NOV		782,236	735,978	731,865	771,224
DEC		816,124	744,887	751,235	649,485
Total	3,114,413	9,319,851	8,914,085	8,608,171	7,871,869

	Apr 25	Apr 24	Change	YTD 2025	YTD 2024	Change
Fredericksburg	660,796	699,382	-5.51%	3,114,413	3,081,090	1.08%
Gillespie County	361,483	362,273	-0.21%	1,579,735	1,549,371	1.96%
Combined	1,022,279	1,061,655	-3.71%	4,694,148	4,630,461	1.38%

Gillespie County					
	2025	2024	2023	2022	2021
JAN	386,091	415,372	435,560	371,424	285,619
FEB	483,853	426,561	453,797	419,141	350,057
MAR	346,308	345,135	351,297	305,429	255,886
APR	361,483	362,273	346,599	285,134	225,110
MAY		433,012	404,469	401,106	345,729
JUN		399,611	341,415	354,750	334,243
JUL		373,955	390,850	364,652	338,628
AUG		362,714	359,245	355,111	364,353
SEP		356,504	405,705	312,632	308,778
OCT		330,808	329,640	321,054	282,563
NOV		377,516	372,394	369,574	371,347
DEC		413,035	375,629	361,348	326,905
Total	1,579,735	4,566,526	4,586,602	4,221,655	3,789,118

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