



GILLESPIE COUNTY AIRPORT HISTORY



Preface

This is the written history of Gillespie County Airport. It was written by Tony Lombardi and edited by Beverly Smith. All the information in this document is from official documents, public information, or personal interviews.

GILLESPIE COUNTY AIRPORT (T82) HISTORY

Introduction

Gillespie County Airport is a small general aviation airport located 2.5 miles south of downtown Fredericksburg, Texas. The FAA airport designator for Gillespie County Airport is T82 (Tango 82). Even though the airport resides within the city of Fredericksburg, the owner and sponsor of the airport is Gillespie County. Since Fredericksburg is a very popular tourist destination, the airport serves as the gateway to the town from the air. The airport's terminal ramp is full almost every weekend with tourists visiting the town, but it was not always this popular.

Pre-WWII

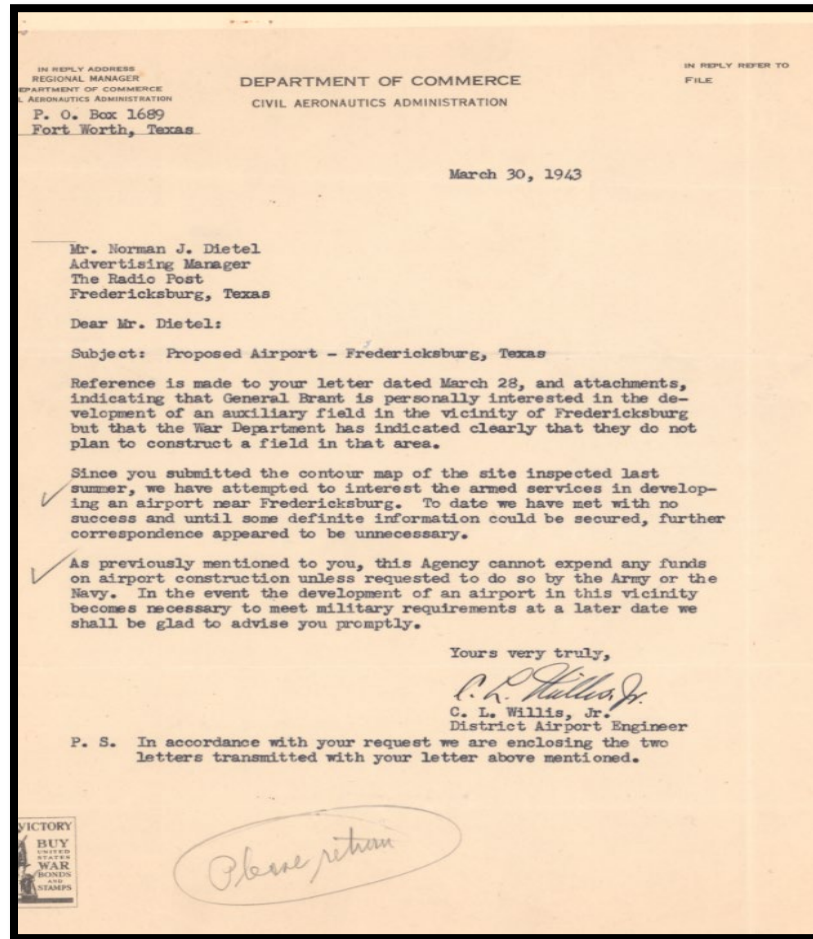
The Hill Country has a rich history of aviation. One aspect of this history is very controversial. Jacob Brodbeck, a teacher, a surveyor, and a County Commissioner in the Fredericksburg, Texas, area, is believed to be the first human to fly an aircraft under powered flight. This is said to have occurred 40 years before the Wright brothers made their historic flight at Kitty Hawk. There are conflicting reports of the location of Brodbeck's flight. It is said to have occurred either three miles east of Luckenbach, Texas, in 1865, or in San Pedro Park in San Antonio, Texas, in 1868. A bronze bust depicting Jacob Brodbeck, with an explanatory plaque, stands proudly in Fredericksburg's Marktplatz Park.



Photo: Jacob Brodbeck's statue and the crash site from his only flight

As aviation matured, the military started utilizing the airplane more and more. Airfields started popping up throughout Texas. Randolph Field in San Antonio became one of the

military's main training airfields. Additionally, the military used San Angelo's and Brady's airfields to support their training operations. The military would often fly between the three airfields, which would take them over the Fredericksburg area during their route of flight. During the early 1940's, after multiple emergency or crash landings in the Fredericksburg area, Norman Dietel, the owner and publisher of the Fredericksburg Radio Post, which was the second newspaper in Fredericksburg (from 1922 until 1984), tried to petition the US Military to build an airport in the Fredericksburg area. Even though the idea was supported by some of the senior military officers in the area, nothing ever materialized.



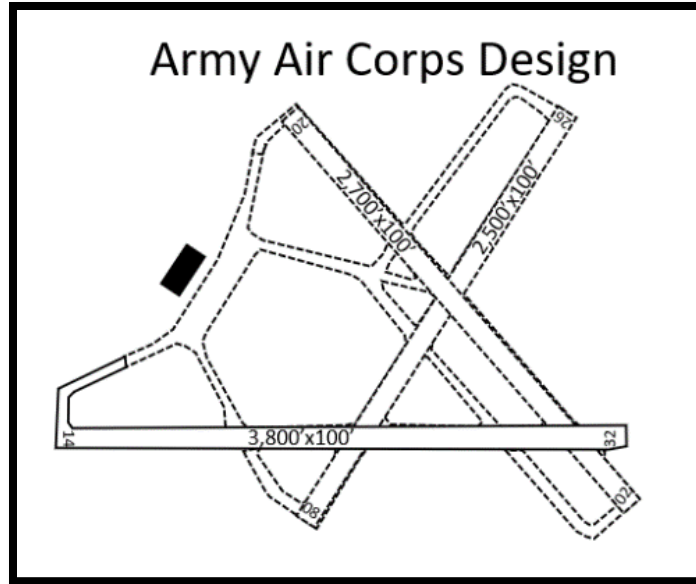
One of the response letters to Norman Dietel (From the Gillespie County Historical Society)

During this same period, a parallel effort to build an airport in the Fredericksburg area was just beginning. This effort was led by H.C. "Hans" Hannemann and his friend, business associate, and mentor, William "Red" Schroeder. Hannemann and Schroeder were local pilots who were assisting the Navy with the training of their pilots at Schreiner Field in Kerrville. The two men took turns driving back and forth to Kerrville to conduct flight training.



Photo: Hans Hannemann in front of the Navy training aircraft (Stearman)

Once the Navy had enough instructor pilots to conduct their own training, Hans and Red returned to their local business in Fredericksburg and turned their attention to the creation of an airport in Fredericksburg. As one of the local area's aviation experts, Hans tried to convince the Gillespie County Commissioners of the need for an airport near Fredericksburg. Hans had found the perfect location for the airport about 2.5 miles south of town center, near Live Oak Creek. The County Commissioners were persuaded and decided to hold a bond election. The county bond election was for \$95,000 and 360 acres. As the election approached, Hans attended numerous town hall meetings throughout the county to convince local voters of the importance of an airport near Fredericksburg. While Hans worked on voters throughout the county, Red contacted local area business owners. On March 6th, 1945, thirteen hundred county residents voted. The bond issue passed by the slim margin of 19 votes. After obtaining the voters' approval, the county hired Engerle-Nixon to design the airfield. Using the Army Corps of Engineers template, Engerle-Nixon created their plan for the airport. It included three crossing runways. That original plan is posted on the wall of the Gillespie County Airport Terminal Building.



Original drawing of the plan for Gillespie County Airport

Between 1945 and 1947, the county acquired the land for the airport. The land, totaling 351.07 acres, was purchased from the Tatsch, Ahrens and Grobe families. After construction began in 1947, it was determined that, due to land limitations, only one runway would be 3,000 feet long. It would be the only paved runway. Construction was completed in 1948. A few years later, the county decided to close the two unpaved runways, thus making T82 a single-runway airport.



Photo: During Construction



Photo: Construction Completed -1948

The Need for Lights

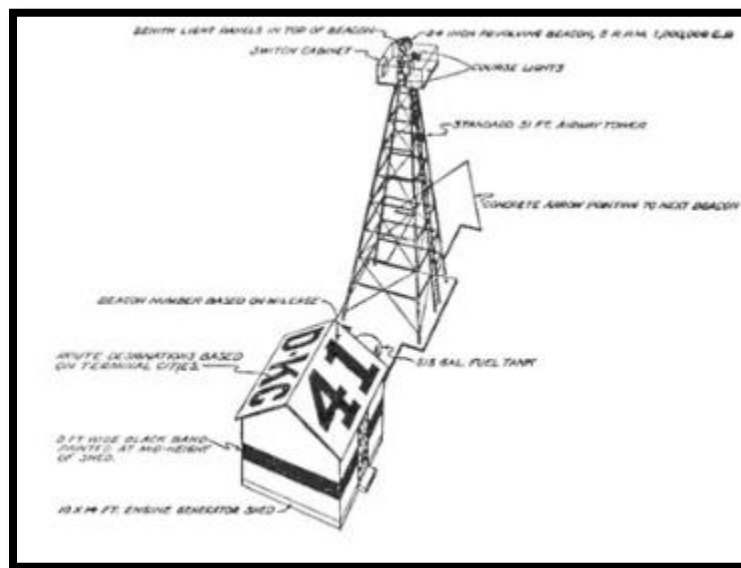
After the airport opened in 1948, it was designated for “daylight use only” because the runway was not equipped with runway lights or an aerodrome beacon. According to local lore, if anyone wanted to land at night, Hans would gather the local farmers around the runway and use the headlights from their vehicles to light up the runway and allow the landing.

In 1954, the famous radio and TV broadcaster, Arthur Godfrey, wanted to visit his very good friend, Senator Lyndon Johnson, at Johnson’s home near Stonewall, Texas. Mr. Godfrey was an accomplished pilot and aircraft owner and wanted to fly his aircraft to Texas for the visit. Due to circumstances out of his control, Godfrey was unable to arrive during daylight hours. To make matters worse, it was a dark stormy night. Luckily for Mr. Godfrey, a local farmer heard his airplane circling around the airport and contacted Hans. Since it was a Sunday night, Hans was able to gather enough local farmers (including a young Keith Keller) to light up the airfield to allow Mr. Godfrey to land. Shortly after that event, Godfrey donated the money to install lights at the airport. Even though Arthur Godfrey was unable to attend the ceremony, Senator Johnson presented the gift to Mayor Schroeder and County Judge Sagebiel on November 28th, 1955. The gifted lights remained operational until they were replaced by LED lights in 2012. That addition made Gillespie County the first general aviation airport in Texas to have LED runway lights.



Newspaper Article Photo: County Judge Sagebiel, Senator Johnson and Mayor Red Schroeder inspecting the new lights for the airport

In anticipation of the installation of the donated runway lights, Hans Hannemann still needed to acquire a beacon light for the airport. During this time, airplanes would navigate at night via a network of beacon lights. Pilots would see the flashing light and fly toward it. Once they reached the beacon light, they would observe and follow the large arrow on the ground to navigate to the next beacon light. This would help them reach their destination.



Example of a navigational tower and beacon light

In 1954, the Civil Aeronautics Administration (the predecessor to the FAA), which managed and operated the network of navigational beacon lights, decided to replace the San Marcos beacon light with a new one to be located in New Braunfels, Texas. Hans Hannemann acquired the obsolete light and moved it to the Gillespie County Airport. The CAA provided Hans with a conversion kit to make it an aerodrome beacon light. The refurbished light went into service in 1955 and remained the aerodrome beacon light until it was replaced in 2002. According to the airport manager at the time, the old beacon light was retired because it would have been cost prohibitive to refurbish it again and bring it up to the standards of the time.



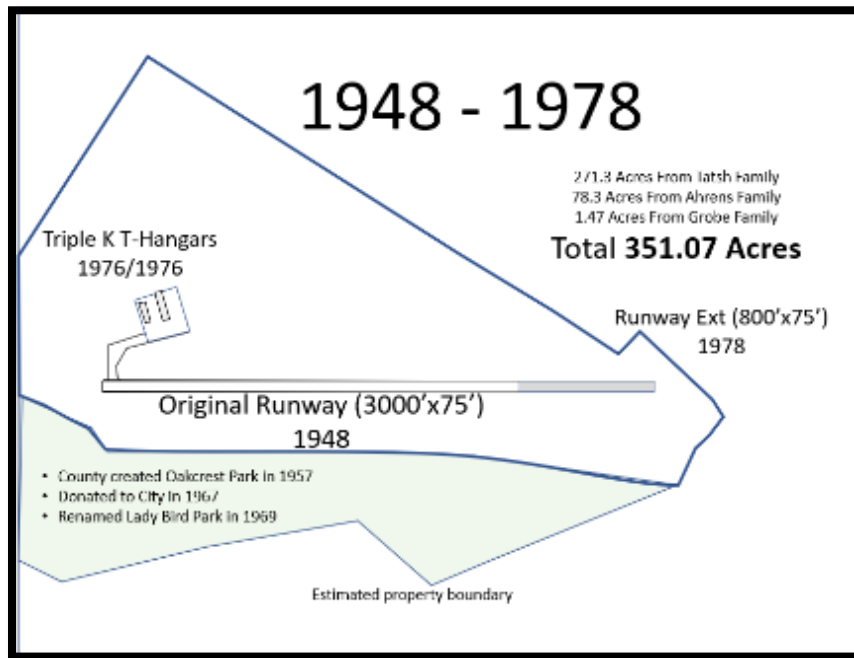
Photo: The retired beacon light located at the Gillespie County Terminal building

Changes to the Airport Over Time

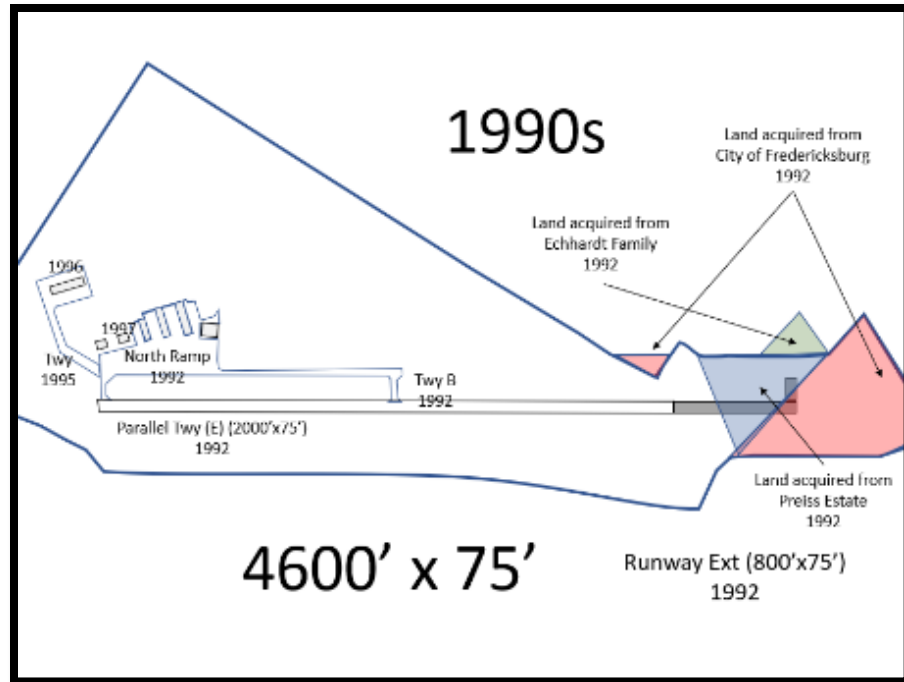
Shortly after the installation of the runway lights, the county decided to better utilize the land west of the runway. The terrain in this area made it unusable for the airport. The county created Oak Crest Park in 1957 and donated it to the City of Fredericksburg in 1967. Two years later, the city renamed the park Lady Bird Johnson Municipal Park.

From the late 1950s until the late 1970s, there was very little aviation activity at the airport. It was mainly used by visiting hunters during hunting season. According to Keith Keller, a longtime supporter of the airport, during the early years, local youths often used the runway for drag races. The first real development happened in 1976. The county and Triple K Aero, a company owned by the Keller family, built the first two aircraft storage hangars on the field. The county built a 4-unit T-hangar and Triple K Aero built a 6-unit T-hangar. Two years later,

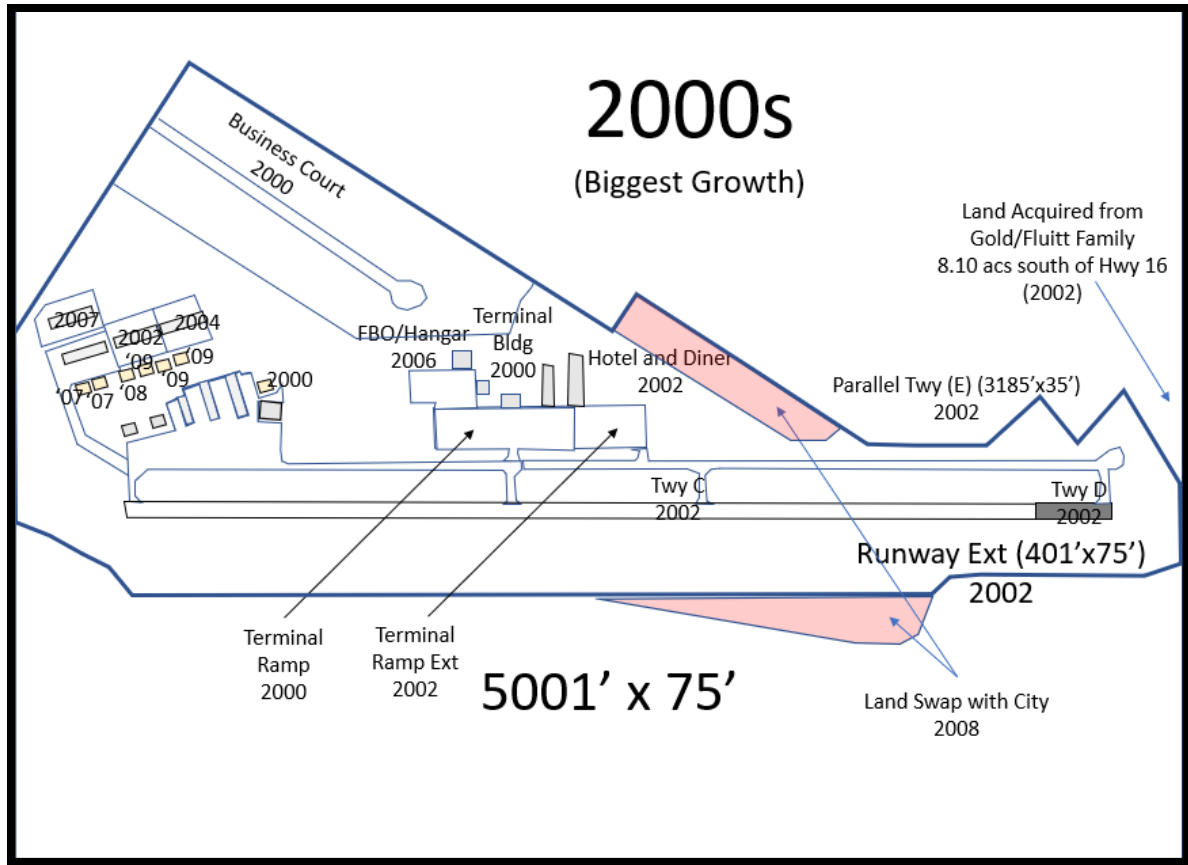
the runway was extended to 3,800 feet. The runway extension project was funded by the federal government.



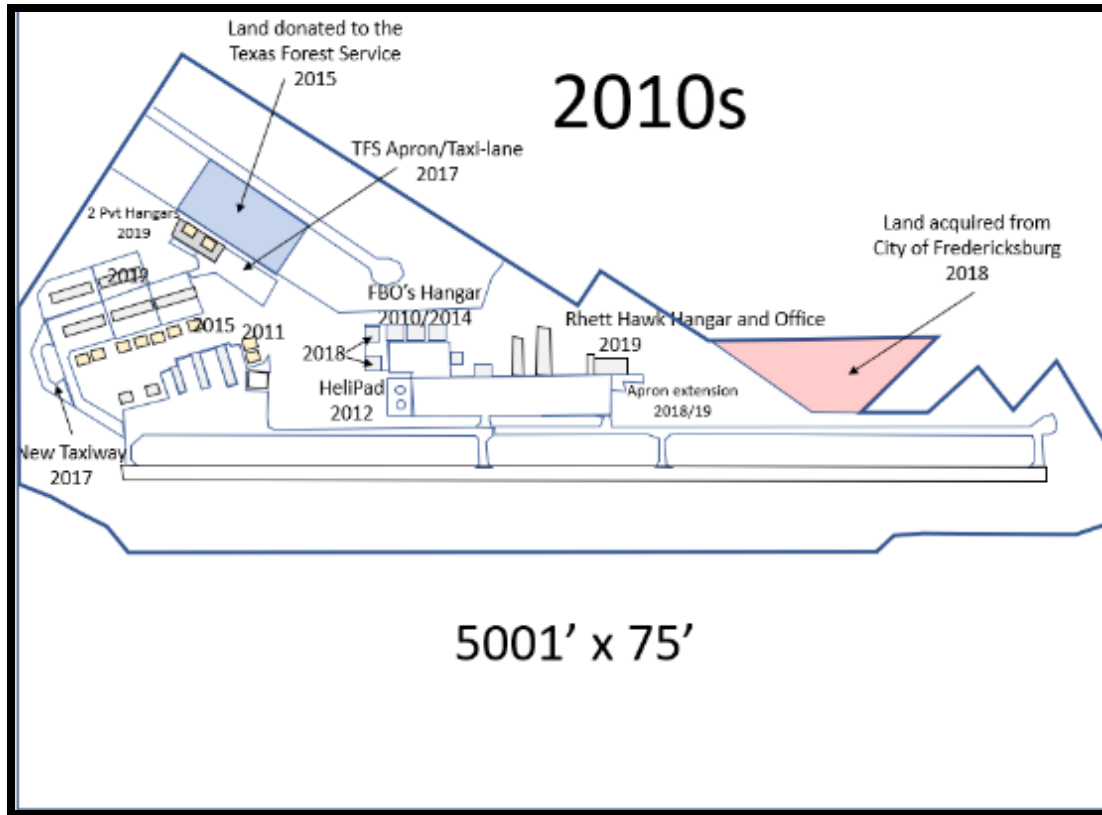
In the 1980s, Triple K Aero added its second aircraft storage hangar (a 10-unit T-hangar), and two other business hangars popped up. The runway length was unchanged until the 1990s. In 1992, having acquired land from the city, from the Eckhardt family, and from the Priess estate, the county, once again, extended the runway. The county added 800 feet to the existing runway making it 4,600 feet long. In the mid-1990s, David Smith and his wife, Beverly, moved to the area. With support from the county, the Smiths built the fourth aircraft storage hangar on the field. The county provided all the ground and pavement work for the project. Prior to Mr. Smith's project, the airport's consulting engineering firm (McCrary and Associates) had recommended that the county create a business park to better utilize some of the land on the airport. So, after approximately four years of coordination with TXDOT and the FAA, the county decided to convert approximately 25 acres on the northeast side of the airport into the Airport Business Park. In 1999, the FAA officially notified the county that it was approved to develop the business park. The FAA designated its use as non-aeronautical. The business park cannot access the operational/aviation side of the airport. Even though the business park is for non-aeronautical use, it still belongs to the airport. All revenue from the business park goes to the airport general fund.



In the 2000s, the airport saw its biggest growth. As the new century started, the Estenson family began investing into the airport. They built the Hangar Hotel and the Airport Diner & Conference Center, which are the main tourist venues at the airport. While the Estensons were beginning their projects, the airport underwent a major capital improvement project. The county once again extended the runway, this time to 5,001 feet, which is its current length at the time of this writing in 2020. This extension allowed larger jets to land at the airport. The county also built the full-length parallel taxiway, and the main terminal aircraft parking apron. The final county project was the addition of a 3000-square-foot terminal building, located near mid-field, and a large, mid-field, aircraft parking apron. The terminal building is designed in the local “Fredericksburg style.” The county also changed the entrance to the airport from Tivydale Road to the newly constructed Fair Drive. During this time, other major investors began building at the airport. Bob and Karen Snowden built three of their four aircraft storage hangars between 2002 and 2007. In the mid-2000s, David and Beverly Smith transferred their aircraft storage business to another investor and opened Fredericksburg FBO (Fixed Based Operator) near the airport terminal building. The decade ended with a land swap between the City of Fredericksburg and Gillespie County. The city created a dog park on part of the land it acquired in this transfer.



The next decade saw continuous growth. Multiple new hangars were built, several businesses were expanded, and several capital improvement projects were completed. With the hard work of Commissioner Donnie Schuch and of Paul Hannemann, the airport partnered with the Texas Forest Service, a department of the Texas A&M University system. With this partnership, the airport has become the central hub for the aviation firefighting capability for central Texas. The county donated five acres of land in the business park to allow a permanent office and equipment storage structure to be built. In addition, the county built a large aircraft apron near the donated land to assist with the firefighting operations. The 2010s ended with a 10-acre land purchase from the city.



Airport Manning

When the airport opened in 1948, the County Commissioners allowed Bill Podall, who served as airport manager, to live on the airport. Hans Hannemann still assisted when needed. Through the years, Ray Tschirhart, Chad Doyle and Larry Nevels each served as part-time airport manager. In 1995, Greg Snelgrove, a retired Army aviator, replaced Larry Nevels as part-time airport manager. On November 1st, 2000, the County Commissioners made the airport manager’s position a full-time job. Snelgrove’s office was in the County Courthouse until the terminal building was finished in 2002. The terminal building, designed by David Smith, houses the airport manager’s office. It also has public restrooms, a lobby, and a conference/break room. In August, 2005, the county appointed Snelgrove to head the Economic Development Commission and hired Roger Hansen, a retired Air Force pilot, as airport manager. Hansen oversaw the continued growth of the airport until he retired in 2017. Tony Lombardi became the third fulltime airport manager in March, 2017. Lombardi is another retired Air Force pilot.

The Creation of the Airport Advisory Board

During the early 1990s, Keith Keller, a local pilot, business owner, and part-owner of two aircraft storage hangars at the airport, realized that the part-time Airport Manager and the County Commissioners needed help managing the airport. Other airports in the area had advisory boards that could help the sponsor and the airport manager operate the airport. To create such a board in

Gillespie County, Keith Keller coordinated with Commissioners William A. Roeder and Eldon Ray Feller to gain support. On November 1st, 1993, the Gillespie County Commissioners Court created the Gillespie County Airport Advisory Board. The Board is made up of seven members from the community, each appointed by the Commissioners Court to serve a three-year term. The Board's charter is to advise the commissioners and the airport manager in matters related to the safety, efficiency, and development of the airport, while considering the viewpoints of airport users and other county residents. Keith Keller was named the first Chairman of the Board. He served as Chairman from January, 1994, to December, 2010, when he requested to step down. Keller continued to lead informally as a board member until he retired in July 2017.

The Development and Successes of the Business Park

Once the Airport Advisory Board was established, its first task was the creation of the business park. As mentioned earlier, the county's consulting engineering firm had recommended the creation of a business park on the airport's northeast side. After four years of coordination between the FAA, the Texas Department of Transportation and Gillespie County, the business park was finally approved in 1999. With no funds from the federal or state governments, Gillespie County funded the entire development. The county added water lines, sewer lines and electrical services along with a road that ended in a cul-de-sac. The county also began aggressively advertising the availability of lots to lease. The concept of leasehold improvements was, however, problematic because it was so foreign to developers in this area. Consequently, the business park remained undeveloped for several years.

After four years of continuous interest in the business park, but with no development, Greg Snelgrove (the airport manager) aggressively pursued establishing the Texas A&M University AgriLife Research Facility in the business park. The AgriLife Facility was tasked to research Pierce Disease, which was attacking grape plants and causing major damage to the wine industry. The disease is caused by a bacterium that is spread by insects. Pierce Disease attacks all grape plants, but it causes the greatest damage to non-native grape plants. Gillespie County was the perfect location for the research center because the Hill Country was becoming a major player in the wine industry, and the lead A&M researcher, Jim Kamas, lived in Fredericksburg. The Texas A&M system and Gillespie County entered into a lease agreement in 2005 for A&M to lease four acres of land in the business park. But Texas A&M has policies that forbid the University building facilities on leased land. Once again, Greg Snelgrove found a way to make it happen. Snelgrove found local investors, Sam and Nancy Golden, to build the office building and three greenhouses. The Golden's leased the facilities to A&M until 2013. In 2013, Tim Leach purchased the facilities from the Golden's and donated them to A&M. Even though the research center has not eliminated Pierce Disease, its researchers have developed tools that minimize the effects of the disease. This has led to the explosion of the number of wineries in the Texas Hill Country.

The second business that moved into the business park also had ties to the airport. Keith Keller, the Airport Advisory Board Chairman and a board member of Security State Bank and Trust, convinced the bank to lease 1.65 acres of land in the business park. Security State Bank and Trust built their facility in the Airport Business Park in 2006.

For almost ten years, the rest of the business park remained vacant until Gillespie County and the Texas A&M system once again became partners. For years, the Texas A&M Forest Service (TFS) had used the airport to stage their seasonal aviation firefighting assets, Single Engine Air Tankers (SEATs) and Type-1 helicopters. Over those years a partnership was cultivated by Commissioner Donnie Schuch (an A&M Alumni) and the local Texas A&M Forest Service Representative, Chief of Incident Response, Paul Hannemann. These two men brought the necessary people and entities together to create the Central Texas Forest Service hub in Gillespie County. The hub included The Forced Inventory Analysis Department; Regional Task Force for Incident Response; and the Regional Fire Coordinator, along with several other sections. As mentioned above, the A&M system prohibits funding for the building of facilities on leased land. Therefore, Commissioner Schuch convinced the county to donate land in the business park to the Forest Service. In 2015, after two years of coordination between the FAA and the Texas Department of Transportation, the county was finally able to donate the five acres of land. In 2017, the County strengthened the partnership by building a dedicated aviation ramp near the donated land to allow the Forest Service easy access to their deployed air firefighting assets.



Photos: Single Engine Air Tankers (SEATs) and Type 1 Helicopter



Photo (2019): TFS temporary facility and TFS ramp

In 2020, Gillespie County decided to relocate its AgriLife facility to the business park to be near the Texas A&M AgriLife facility. These two agencies work together, so it made sense to have them near each other. In addition to the county's new facility, two more developments are underway. Security State Bank and Trust plans to expand its footprint in the business park, and a local investor plans to develop a warehouse next to the Forest Service property. If these projects come to fruition, the business park will be completely developed.



Photo: Airport Business Park

Major Investors Section

Though Hans Hannemann and Red Schroeder are considered the founding fathers of the airport, the following three private investors are considered the biggest contributors to the current airport: the Smith family, the Estenson family and the Snowden family. Gillespie County Airport has become the jewel of the Hill County because of the collaboration of the government and the private investor. Over its history, the government (Federal, State and County Governments) and

private citizens have invested approximately \$30 million in the development of the airport, with private investors supplying approximately half of it. This is why the airport is so successful.

After moving to the hill country to retire, David and Beverly Smith started looking into business opportunities to stay active. David Smith, a retired engineer, had always taken an interest in aviation. Even though he was not an active flyer, he had his private pilot license. As mentioned before, the Smiths' first venture at the airport was building and managing an aircraft storage hangar on the north end of the airport. David had solicited assistance from the county to build a state of the art, 10-unit T-hangar. The hangars had electric doors and easy access to the runway. Even though the aircraft storage hangar business was successful, Smith had bigger aspirations. In 2007, David brokered a deal with another investor at the airport to swap businesses. The Smiths took over the fuel business owned by Joe and Queda Fritz while the Fritzes assumed the T-hangar business.

The Smiths started small. With no staff, David worked out of a small room in the county Terminal Building. From that humble beginning, the Smiths built a very successful business (Gillespie Air Services/Fredericksburg FBO), which includes a 3,000 square foot operations building, five large aircraft storage box hangars, a 70,400 square foot parking apron, covered parking for 73 cars, fuel storage for both AvGas and Jet A, and two fuel trucks. The FBO (which stands for "Fixed Based Operation") provides fuel, passenger support and aircraft storage to a large number of aircraft, including large corporate jets. The FBO provides concierge support to the large variety of aircraft stored in their five large hangars. Mr. Smith claims that during his first year of selling fuel, Fredericksburg FBO sold ~36,000 gallons of fuel. In 2019, the FBO sold ~418,000 gallons of fuel.



The other key investor is the Estenson family, Richard (Dick) and Rosemary. After opening The Fredericksburg Brewing Company on Main Street, the Estensons turned their attention to the airport. Mr. Estenson had retired from a very successful career with NASA, but had always had a love for WWII aviation, Mr. Estenson presented his vision to Greg Snelgrove (then Airport Manager) to build a hotel and diner at the airport. In 2003, the Estensons opened the Hangar Hotel and the Airport Diner & Conference Center. The architecture of the Hangar

Hotel is reminiscent of many WWII hangars throughout the United States, but resembles most closely an old wooden hangar at Brooks Air Force Base in San Antonio, Texas. In spite of looking like a hangar, the Hangar Hotel is a luxury hotel inside.



Staying with the same era, the Airport Diner is a classic 1940s diner, located next door to the Hangar Hotel and immediately adjacent to the Gillespie County Airport aircraft parking ramp. Designed to recall the railcar diners of old in the northeastern states, the Diner is connected to the Airport Conference Center.



The Conference Center has eight thousand square feet (8,000 ft. sq.) of air-conditioned area plus an additional eighteen hundred square feet (1,800 ft. sq.) split between two Quonset briefing rooms. Connected to the Conference Center, an aircraft hangar was originally used for

short-term aircraft storage. In 2006, the aircraft storage hangar was converted to the Pacific Showroom. With 10,000 square feet of space, the Pacific Showroom includes a dance floor, a stage, a bar, and seating for 250 guests. Through the years, the Estensons have added to their investment at the airport, creating an additional facility with rentable hangar and office space.

In March of 2000, Bob and Karen Snowden moved back to Fredericksburg from Irving, Texas. Bob had been flying Boeing 727's for numerous carriers, but the Snowdens wanted to be near their aging parents and to enjoy living in the Hill Country. The Gillespie County Airport's old, original terminal building/shop had been torn down because the FAA declared it fifty feet too near the runway. According to Greg Snelgrove, the airport manager, the county was taking bids on having the remaining slab removed. Bob and Karen offered to build over the back portion of the slab, leaving the first fifty feet of the old foundation as their ramp. The plan was approved, and a 60' x 62' building was constructed with a 15' x 50' lean-to office attached to the north side.



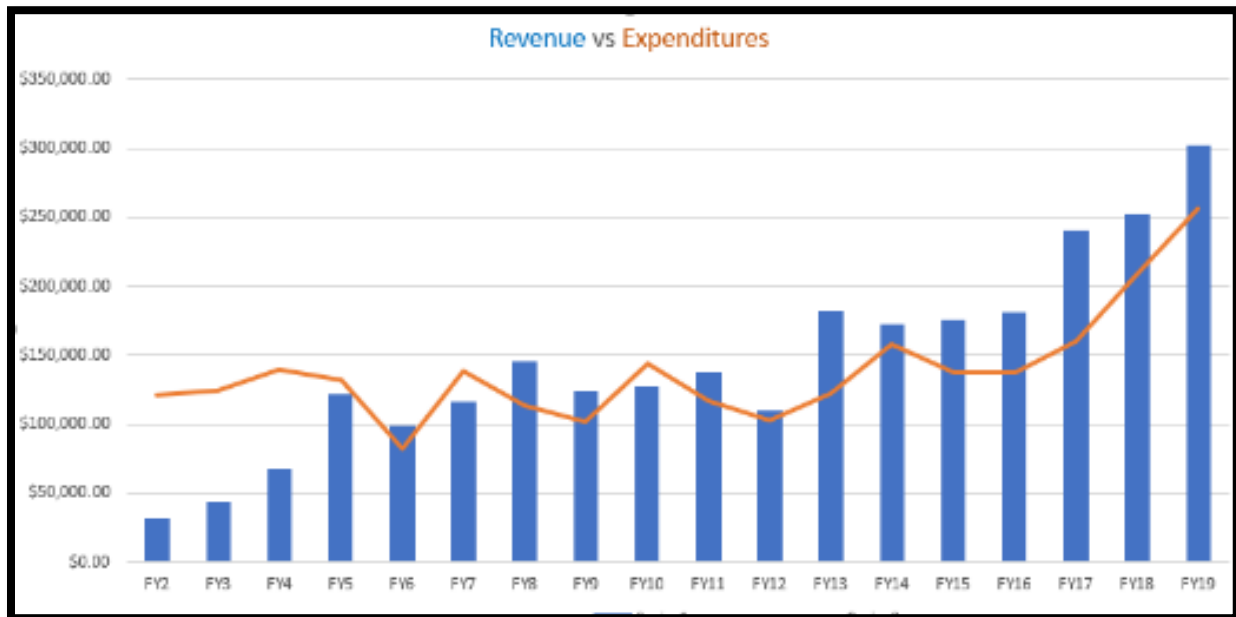
Bob worked as a contract pilot for various companies and families for the next 20-plus years and that portion of the business still exists at this writing. Bob has a strong background in general aviation and pilots began to hire him to assist them in the purchase and sales of aircraft. That aspect of the business has been a large part of their success.

In 2002, the airport needed additional T-hangars and was considering private investors' proposals. The infrastructure for the hangars was tied to an already-approved airport project when the private investors suddenly backed out. Greg Snelgrove went to the Snowdens, asking them to consider investing in T-hangars. A deal was struck and, between 2002 and 2013, the

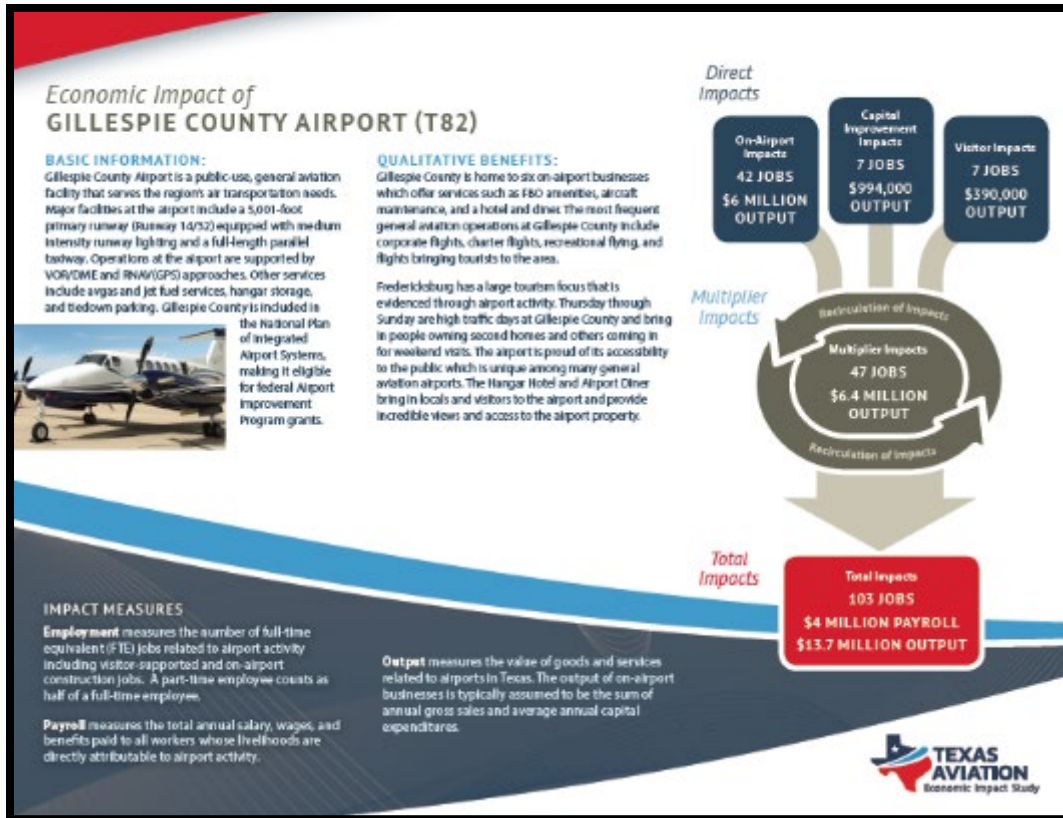
Snowdens built hangars as the market grew. As of 2020, they lease and maintain 40 T-hangar units and 8 half-hangar units.

Economic Growth

As the airport developed, the revenue for the airport has also increased. Since 2004, the airport has been self-sufficient. The airport receives revenue via ground leases, fuel flow charges, extended ramp tie-down fees, and annual revenue sharing. The chart below shows the comparison of revenue versus expenditures.



As mentioned above, the airport is not a burden on the county. In fact, the community benefits from the airport. In 2018, the Texas Department of Transportation released its annual economic impact study on Texas airports. It showed that the Gillespie County Airport had a substantial positive impact on the community. The study said the airport impacted the community by \$13.7 million. This included jobs, salaries, public and private revenue, etc.



Fatal Mishaps

Flying in and out of the Gillespie County Airport has not always been positive. The locals believe that the original designers of the airport made a mistake in the layout of the runway. The runway runs northwest to southeast (14/32), and the prevailing winds are usually from the south or from the southwest, thus causing the airport to always have a strong crosswind for landing. The crosswinds are not the only danger; flying in general is also dangerous. Since the airport opened in 1948, there have been numerous ground and flight mishaps, including a few fatal crashes around the airport. During the last 30 years, there have been eight fatal crashes near Gillespie County Airport. The first one occurred on September 26, 1992. A Stits SA-3A “Playboy” aircraft crashed after takeoff while practicing patterns and landings. After takeoff, the pilot attempted to execute a course reversal and land in the opposite direction that he took off. During the turn, the pilot stalled the aircraft and crashed. The pilot died on impact. The next fatal accident did not occur for almost 14 years, and it is considered the worst one, due to the loss of life. On April 13, 2006, a Robinson R44 II helicopter was destroyed when it impacted the ground following an in-flight collision with power lines during takeoff from the airport. The commercial pilot sustained serious injuries, and three passengers were fatally injured. One was killed immediately, the other died 24 hours later, and the last passenger died 14 months later from his injuries.

The next fatal crash occurred on May 25, 2009. An Apache Sport experimental aircraft was substantially damaged when it impacted terrain, following a loss of control near the airport. The pilot and passenger both received fatal injuries. Another accident occurred on May 9, 2013. A Cessna 182T aircraft was destroyed when it collided with terrain while on approach into the airport. The private pilot and the passenger were fatally injured. Two years later, another crash occurred. On June 14, 2015, a Grumman AA-5 airplane was substantially damaged when it impacted terrain shortly after takeoff from the airport. The private pilot sustained serious injuries, and his passenger was fatally injured.

The most highly publicized crash occurred on November 17, 2018. It involved a modified P-51 Mustang aircraft returning from a performance at the Nimitz Museum's Combat Zone. After the aircraft's third performance of the day, the P-51 crashed inside the city limits of Fredericksburg on its way back to the airport. The pilot and his passenger, a WWII veteran, died on impact.



Photo: P-51 photo at T82 and the crash site

Two months later, another fatal crash occurred near Gillespie County Airport (January 17, 2019). The aircraft crashed on Kerr road (1.0 nm from the runway). The pilot of the Beech A36 Bonanza aircraft had reported having issues and attempted to fly to the airport for an emergency landing but did not make it. The pilot died on impact.



Photo: Beech A36 Bonanza crash site on Kerr road

The last fatal crash near Gillespie County Airport occurred on November 6, 2020. During a Bonanza formation training event, two of their aircraft possibly collided in the air causing one aircraft to land in a field and the other aircraft to crash, killing its pilot. The aircraft that landed in the field had no injuries.

Conclusion

Today, the Gillespie County Airport is one of the most beautiful airports in the Hill Country. With the Hangar Hotel, the Airport Diner & Conference Center and the best small FBO in Texas, pilots come from all over the country to visit. The airport is a publicly-owned, general-aviation facility that is open 24 hours a day, seven days a week. The airport has a 5001-foot paved runway with GPS instrument approaches to both ends and two large aircraft parking ramps. With all the additions and subtractions of land, the airport currently has approximately 211 acres. Since the airport has approximately 100 based aircraft, it has an assortment of public and private hangars.



With the recent purchase of additional land for the airport, and several capital improvement projects that are scheduled, the future growth of the airport is guaranteed. Hans Hannemann deserves a lot of credit for the airport's beginnings. In 2002, the terminal was dedicated to him. A commemorative plaque, giving Hans much-deserved credit for his contributions to the airport, is now displayed at the terminal building.

