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## New Committee Members Appointed

On August 25, 1994, the Texas Transportation Commission appointed two new members to the Texas Aviation Advisory Committee. Loretta Scott and Derald Lary will replace outgoing members Charles Nash and Bill McKinsey. We greatly appreciate the contribution made by Mr. Nash and Mr. McKinsey in serving as charter members on this committee.

Ms. Loretta Scott is the Airport Director of Grand Prairie Municipal Airport. She directs the airfield operations, maintenance, administration, and promotion of the third busiest general aviation airport in the DFW Metroplex. Her career began at Greater Southwest International Airport. Prior to her present position she spent 3 years as airport manager at Tyler Pounds Field. Under her direction that airport was chosen by FAA as Texas' 1994 "Airport of the Year".

Lieutenant General Derald Lary, USAF (Ret.) is the Director of Aviation for the City of McAllen. He retired from the Air Force in 1989 after serving more than 35 years in many key command and managerial positions.

As the Director of Aviation for the City of McAllen, General Lary has worked successfully to expand the air transportation capability of the McAllen-Miller International Airport to meet the rapid economic growth on both sides of the Texas-Mexican border.

Ms. Scott's almost 25 years of experience in airport facilities management, and General Lary's almost 40 years of varied managerial experience will be of great benefit to the Texas Aviation Advisory Committee in particular and Texas aviation in general.

The Advisory Committee assists in formulating policy for the future development of the Texas aviation system. Members are:

George F. Mitchell, Jr., Chairman - Austin  
Judge Bill McCoy, Vice Chairman - Odessa  
Jose L. Flores, Secretary - Laredo  
Derald Lary - McAllen  
Loretta Scott - Grand Prairie  
Herschel Spencer - Fort Worth

## Airport Projects Approved

The Texas Transportation Commission has authorized project funding for the following airports:

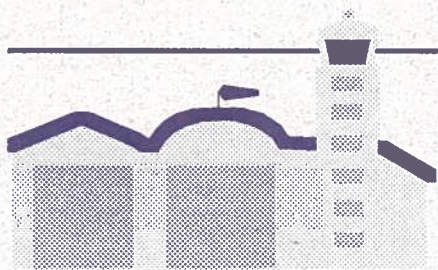
Alpine-Casparis Municipal  
Angelina County Airport  
Caddo Mills Municipal  
Caldwell Municipal  
Castroville Municipal  
Cleburne Municipal  
Crane County Airport  
Crosbyton Municipal  
Dan E. Richards Municipal  
Garner Field  
Georgetown Municipal

Gonzales Municipal  
Granbury Municipal  
Hamlin Municipal  
Hereford Municipal  
Hutchinson County Airport  
Live Oak County Airport  
Majors Field  
Memphis Municipal  
Mount Pleasant Municipal  
Newton Municipal  
Odessa-Schlemeyer Field

Palacios Municipal  
Pineland Municipal  
Pleasanton Municipal  
San Saba Municipal  
Sonora Municipal  
Stanton Municipal  
Wilbarger County Airport

**New airport studies:**  
City of Goldthwaite  
County of Leon





## Dave's Hangar

### **Persistence and Perseverance Pays!**

At long last, the one major obstacle to the production of new single engine general aviation aircraft in the United States has been removed. On August 3, 1994, the U.S. Congress passed legislation to limit to 18 years the period of time an aircraft manufacturer or aircraft parts manufacturer can be held liable for an accident involving their aircraft or aircraft part. Until this legislation was enacted, aircraft and parts manufacturers were held liable without limit for the life of the aircraft or part. This has resulted in manufacturers' liability costs increasing from \$24 million per year in 1977 to \$210 million in 1985. These costs have virtually destroyed the general aviation single engine aircraft manufacturing industry in the United States. However, based on this new legislation, Cessna has stated that they will begin production of single engine aircraft immediately. Many individuals deserve a great deal of credit for the success of this effort including the General Aviation Manufacturers Association, the Aircraft Owners and Pilots Association (AOPA), and Senator Kassebaum and Representative Glickman from Kansas who lead the battle in the U.S. Congress.

### **Other Good News!!**

The U.S. Congress has now acted to make airport development funds available for the second half of fiscal year 94 as well as fiscal years 95 and 96. Without this action the State of Texas stood to lose over \$7 million in funding for general aviation airport development. Thanks to those of you who contacted your congressman about this critically important issue.

### **And Finally!!!**

Another aviation crisis averted. For some time discussions have been taking place with representatives of the State Comptroller's Office to attempt to resolve a tax liability situation involving a large number of flight schools throughout Texas. Since the late 1970's, Texas law has provided a sales tax exemption for "aircraft used in a licensed course of instruction". Since there is no "licensed course of instruction" for aviation flight schools, the Comptroller's Office has interpreted this statute to mean schools that have an FAA approved course of instruction by meeting the requirements of the Federal Aviation Regulation (FAR) Part 141. This decision resulted in disallowance of the tax exception of many transactions involving FAR Part 61 schools while leaving

others open for interpretation. Comptroller representatives and flight school operators ultimately faced a maze of conflicting guidelines. Under such circumstances a number of FAR Part 141 and Part 61 flight schools were audited and faced huge tax liabilities for failure to collect and remit sales taxes. Since there has been some confusion and possible misinformation provided regarding this matter in the past, Mr. John Sharp, Texas Comptroller of Public Accounts, has agreed to forgive taxes due prior to July 22, 1994. However, FAR Part 61 schools will be responsible for future taxes unless a change in the law occurs. Special thanks are in order to Mr. Norm Scroggins, Field Representative for the AOPA and Mr. Lou McCaslin, Fixed Base Operator at the Castroville Airport for taking the lead in this matter, as well as Ben Harvey, who provided free legal assistance, and Senator Frank Madla, who worked directly with Mr. Sharp to resolve the problem. Contact our office if you need further information.

- Dave Fulton, Director - Aviation Division

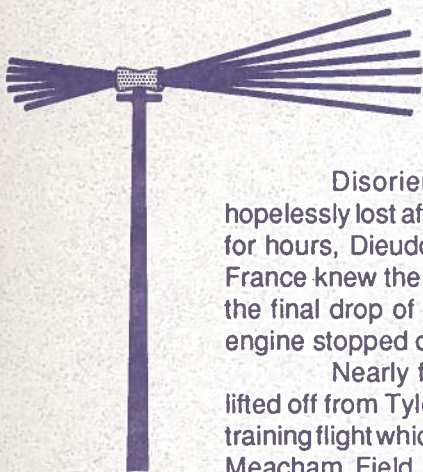
## **GPS Update**

The Federal Aviation Administration and the Department of Defense have reached agreement to permit Global Positioning System (GPS) satellite use for civil air navigation. Aircraft currently may use GPS for enroute and terminal flight operations as well as non precision instrument approaches at approved locations.

By year's end, 3900 GPS approaches are scheduled to be authorized which "overlay" NDB or VOR approaches. Using a TSO C129 receiver, a pilot may execute the GPS approach without monitoring any other NAVAID. Denton Municipal was one of only three in the nation to receive the first "stand alone" non precision GPS approach this summer. These are GPS approaches which do not overlay a previous non precision approach. Texas has twelve more airports programmed to receive "stand alone" approaches in the next year.

Precision GPS approaches, where glide slope guidance is provided, must wait for Wide Area Augmentation System (WAAS) development and installation. The FAA is investigating systems of either ground or satellite receiver/transmitters which correct GPS signals to Instrument Landing System (ILS) standards. GPS precision approaches with WAAS correction factors will mimic ILS approaches, but will be available at airports currently not served by a precision approach as well as at those which are. The FAA has set an aggressive timetable for WAAS, targeting 1997 for initial operating capability.





## Rotating Beacon (Airport Highlights)

Disoriented, frightened and hopelessly lost after flying a crippled craft for hours, Dieudonne Tshinba of Paris, France knew the end was at hand when the final drop of fuel was gone and the engine stopped dead.

Nearly four hours after he had lifted off from Tyler on the return leg of a training flight which began at Fort Worth's Meacham Field, Tshinba had encountered his fourth, and final, problem.

The first occurred when the electrical system on his aircraft went dead due to a loose wire to the alternator, which keeps the battery charged. Unfortunately, the electrical system is vital to the plane's avionics, the gauges that tell a pilot where he's going, and how the plane is doing.

Tshinba, a former French military pilot visiting the U.S. to earn a commercial pilot's license, is certified to fly by instruments. But, because of the consequences of a loose wire, those skills were useless.

Flying by sight alone over unfamiliar terrain, his problems became much worse when darkness fell. Without dashboard and cockpit lights he couldn't see his map

and compass. Then the radio went dead and he couldn't call for help.

All of these problems then gave rise to a phenomenon called spatial disorientation. Pilots do not know if they are going up or down, left or right.

Tshinba, who has logged nearly 400 hours in the past three months while training, said the longer his ordeal wore on, the more powerful his fear became. After more than three hours lost in the darkness, Tshinba knew his fuel would soon be gone. Finally, it happened. The motor coughed and died, and the propeller stopped.

At that instant, he looked out the window and spotted a brilliant rotating beacon -- installed just two months ago as part of a major overhaul of the airport in Atlanta, Texas. With only his senses to guide him, he estimated his altitude and speed. His plane floated out of the black sky, and gently settled upon the runway.

Bill Early and Keith Crow, Atlanta pilots, later determined that Atlanta's was the first airport with a beacon Tshinba would have come across. "The next one was Texarkana, and there's no way he would have made it there," Early said. "The old beacon didn't work all the time, and it wasn't bright at all," Crow said. "If we hadn't had the new one installed he never would have found us."

Excerpted from an article by William Owney, Citizens Journal, Cass County

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## General Aviation Is Taking Off

And it could be without you if you do not maintain or start to build a reputation for a clean, safe airport, and a pilot-centered attitude of service. A little can do a lot.

There are many things that cost little more than commitment and a lot of elbow grease that will make an airport one that pilots want to use, and that a community can be proud of. While some repairs, maintenance, and services can mean considerable expense to an airport, others can be accomplished with moderate expenditures.

Pilots rely on word of mouth to know where the best service is. The best service is where the planes tend to go. When you travel the highways you look for a well-kept service station with clean restrooms and a reasonable price on their gasoline. You look for a rest stop that has well-maintained grounds, snacks and drinks available, and maybe even a picnic table under some shade trees so you and your family can get out of the car for a while and refresh yourselves. When you identify these

clean, safe, pleasant places, you have a tendency to plan your trips around stopping at them...even if it means driving thirty minutes further up the highway. It is no different for pilots when they plan their trips. You want them to stop at your airport, not the one thirty minutes further up the "airway".

If you build it they will come doesn't have to mean a larger facility or expensive amenities. The reality is - you may not be able to extend your runway right now, but you can extend your services. You may not be able to build a new terminal right now, but you can build your reputation-- a reputation for having a good attitude of service, one that says you take pride in your airport by maintaining what you've got.

The Aviation Division is working very hard to gain additional funding for general aviation. We are optimistic that in the near future, funding for airport improvements in Texas will increase dramatically. The passage of the limited liability for aircraft manufacturers means more

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general aviation aircraft are going to be built, which means more pilots will be taking to the air. The market for corporate aviation is expanding very quickly. There is no better time than now for you to position your airport to take advantage of this inevitable growth.

An informal telephone survey of several airport managers and their assistants provided some very specific, candid, common sense suggestions on maintaining high standards whether you operate on a low budget or not. We appreciate their willingness to express their opinions.

" • Clean restrooms--always stocked with appropriate items • Clean floors, windows, and mirrors; dusted counters and shelves • Furnishings like couches and chairs; they don't have to be new--just clean and in good repair • Orderly appearance of an uncluttered terminal area, counter, and yes--even the airport manager's office • Newspapers and magazines accessible, but displayed neatly • Bulletin boards with posted items arranged in an orderly manner, kept free of unnecessary clutter, and that contain no outdated information • Grass mown once a week, and always trimmed around runway lights and taxiway areas • Mowed, clean parking area for pilots when they leave their car to fly out of your airport • A courtesy car--doesn't have to be fancy, just clean and reliable • Landable runways -- Cracks in the runway are inevitable with the constant heating and cooling of the pavement. Don't let them go untended allowing grass to grow up through the runway and break the pavement. Keep cracks filled and level with the runway surface. It doesn't help much to fill the cracks if a pilot now has to come in on a "washboard" runway • On-site personnel to sell and pump fuel. You won't make a pilot want to return if he stands freezing or frying at the pump while he

waits for someone to show up with a key to the pump

- A place for a pilot to change clothes. If you can't provide a separate dressing room and it has to be your restroom, you could provide a bench for sitting, and a wall hook for hanging clothes
- Flight planning area, unlocked for access 24 hours a day. Provide a map and a toll restricted telephone line inside, with a pay phone available outside for long distance needs
- Tie downs -- real ones -- not half broken pieces of re-bar buried in the pavement, where the pilot has to provide his own rope. Because it rusts and deteriorates, re-bar can break off in a high wind causing considerable damage to an aircraft
- Fresh paint on all facility buildings, inside and outside
- Runway designations and centerline markings sharply and discernably painted
- All bulbs on runway lights in working order
- Security lighting for parking ramp
- Repair services available
- A good, serviceable windsock -- if the end of a windsock is blown out, it won't trap air, it will just flop around, leaving a pilot to guess which direction it is flopping the most -- Besides, a deteriorating windsock is an eyesore hoisted up like a flag at your airport
- At an airport where the community support is high, many items may be donated by members of the community, including volunteers to help with cleaning or groundskeeping at the airport. All you may have to do is ask."

### Private Pilot's License in 18 days!

Fort Hood's U. S. Army Corporal Chad Russell, gained his private pilot's license in just 18 days. His remarkable accomplishment set a record at the Aviation Scene of Killeen Flight School. Congratulations!

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