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ANNUAL REPORT

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DOCUMENTS DEPARTMENT

JAN 2 1964

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The Honorable John B. Connally, Governor
The Legislative Budget Board
The State Auditor
State of Texas
Austin, Texas

The Texas Aeronautics Commission takes pleasure in presenting to you an Annual Report for the Fiscal Year September 1, 1962 to August 31st, 1963, covering the activities of the Commission in fulfilling its mission to serve the citizens of Texas by promoting safety and aviation development across the state. The Texas Aeronautics Commission is sustained voluntarily by pilots and aircraft owners who do not claim exempt refunds, and there is no drain on the general revenue. Twenty five percent of these unclaimed refunds are allocated to the Available School Fund and 75% of the unclaimed refunds are allocated to a special fund to sustain the Commission.

The Commission published a bi-monthly bulletin dedicated to important aviation information, flight safety, and the promotion of a state-wide system of airports in cooperation with the Federal Aviation Agency in the development of a National Airport Plan. This educational publication is distributed to over 20,000 registered pilots and interested people throughout the state. A Directory of Texas Airports has been published and distributed to fixed base operators, airport managers and pilots to facilitate their safe flying within the State of Texas. Demands for this directory have exceeded the current printed edition by several thousand units making it a significant service to both pilots and the people of Texas in the interest of flying safety.

Numerous hearings have been held by the Texas Aeronautics Commission to determine fitness and financial responsibility of applicants for intrastate air carrier operations. These hearings have been held to assure the responsibility of the operators, the safe maintenance and operation of their aircraft and the competence of their pilots, in the interest of safety of both passengers and those on the ground.

The Texas Aeronautics Commission has conducted a series of

well received FLIGHT SAFETY REFRESHER COURSES throughout the past fiscal year. These courses are conducted in cooperation with private industry - not in competition with aviation schools or airport operators. Inasmuch as the Federal Aviation Agency does not check on general aviation pilot proficiency except under unusual circumstances such as accidents and violations, the Commission performs a function which does not duplicate those of FAA. These courses are conducted in the interest of safety for those in the air and on the ground. The purpose of these Flight Safety Refreshers is to review with Texas pilots all significant operating data so that they may be kept abreast of current safety developments. The Texas Aeronautics Commission presents these programs to promote flight safety by upgrading pilot proficiencies. During the six months these Flight Safety Refresher Courses were offered, hundreds of pilots for 40 miles around each of the following towns attended these sessions: Monahans, Pecos, Marfa, Van Horn, Arlington, Cleburne, Denton, Grapevine, Fort Stockton, McCamey, Big Lake, San Angelo, Dalhart, Dumas, Borger, Perryton, Pampa, Childress, Quanah, Plainview, Brownfield, Lubbock, Littlefield, and Hereford, Texas.

In addition to these Refresher Courses, special one day FLIGHT CLINICS for areas of 100 miles in circumference were held in Midland and Edinburg for the benefit of all Texas pilots. Guest speakers from the Federal Aviation Agency, the United States Weather Bureau and members of the Texas Aeronautics Commission staff addressed groups of several hundred pilots at a time on special subjects of vital interest to all Texas flyers.

The Texas Aeronautics Commission is the coordinating agency for all aviation affairs within the state. Liaison is maintained with all other State Aeronautics Departments in the United States.

The Texas Aeronautics Commission plays a vital role in Civil Air Mobilization in the event of a national disaster. As the air arm of the Civil Defense, the Commission coordinates and directs the movement and dispersal of all civil aircraft in Texas. In keeping with this responsibility to the national government, planning and development of airports throughout Texas which fit into the National Airport Plan is one of the most important functional responsibilities of the Texas Aeronautics Commission.

A great deal of advisory service has been rendered to many communities throughout the state in the planning and building of airstrips. This service has been and remains one of the most important services the Texas Aeronautics Commission renders to every Texas

community seeking to develop and improve their airport facilities.

Airport technical services and development programs have been accomplished in the interest of public safety and aviation progress in order to aid the state in attracting more industry into Texas. Planning services for Industrial Airparks, Airports and Airstrips for small communities will be accelerated through close coordination with all energetic Texas communities to assure that the requirements of national long range planning will be met.

Where forward looking Texans have established an airport and industrial sites geared to the needs of industry, there have been rewards in improved economic standards through increased employment at better pay, expanding retail business, new home building, new plants and better municipal facilities, just to name a few. Texas towns can materially benefit through resultant increases in rail traffic, commercial traffic and air traffic as it inevitably becomes a satellite of the national and regional airport system which figures so importantly in national defense and emergencies.

The rational road to long term prosperity must logically be predicated upon a continuing effort to build and improve every facility which will attract and stimulate manufacturing growth in a community. The community must look to itself for the initiative to build and develop airport facilities to make Texas attractive to industrialists planning new plant construction. Eighty five percent of a national sampling of top industrial firms will require airports adequate to handle their fleets of light and medium twin engine aircraft. A definite need has been demonstrated to the Commission to meet the demand for local airports so that Texas may, in the public interest, augment its industrial growth with resultant benefit to the economy of Texas.

Respectfully submitted by:

THE TEXAS AERONAUTICS COMMISSION

Paul M. Fulks Sr.

Paul M. Fulks, Sr., Chairman

Frank W. Raymond, Jr.

Frank W. Raymond, Jr., Director

TEXAS AERONAUTICS COMMISSION

COMMISSIONERS

Paul M. Fulks, Sr., Chairman
Wolfe City, Texas

Shelby M. Kritser, Vice Chairman
Amarillo, Texas

A. G. Thompson, Secretary
Hamilton, Texas

James N. Ludlum
Austin, Texas

Lloyd M. Southwick, M. D.
Edinburg, Texas

E. M. Anderson, Jr.
Medina, Texas

STAFF

Frank W. Raymond, Jr., Director

Cliff B. Green, Assistant Director

John G. Uranga, Flight Safety Instructor

Laddie J. Roark, Flight Safety Instructor

Louise Caldwell, Administrative Assistant

Patricia Ashley, Secretary

Bonnie Watson, Secretary

Note: Every member of this Commission, the Director and key personnel are active, rated pilots.

REVIEW OF RESPONSIBILITIES

In 1961, the 57th Legislature, in its wisdom, passed a new "Aeronautics Act of Texas" which provided for accelerating the growth of aviation, bringing aeronautical progress in Texas into line with national aviation development.

1. The Act repeals all aviation laws in conflict with it.
2. The Act provides for aeronautical progress through interstate cooperation to effect uniform laws affecting aviation development in other states.

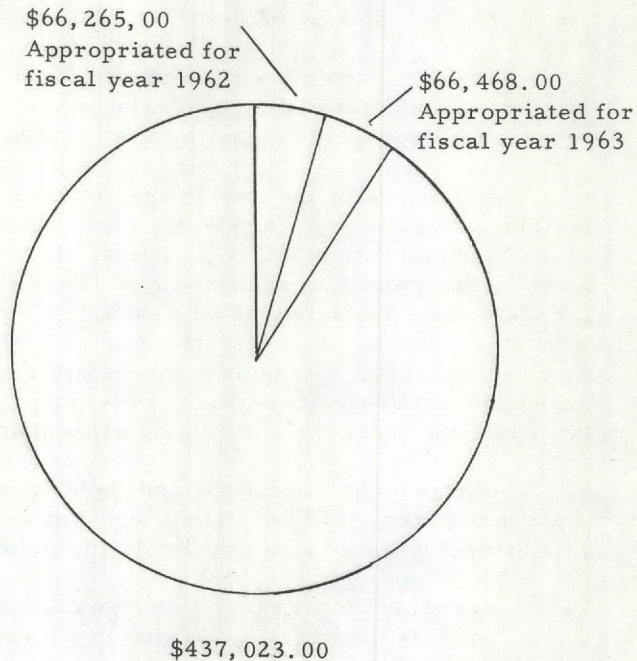
The Texas Aeronautics Commission is...

3. ...composed of six Commissioners, a Director and staff with powers and responsibilities broadly increased.
4. ...authorized to accept Federal monies and direct the spending in the best interest of Texas.
5. ...assigned the duties of promoting a state-wide system of airports and airstrips and cooperating with the Federal government in the orderly development of a national system.
6. ...authorized by the state to assist Texas communities in the building of airports, airstrips, navigational facilities and to accept such facilities or any portion of them that are donated or given to the state, and administer or lease any such properties for the benefit and safety of all Texas.
7. ...empowered to regulate the safety and economics of all scheduled intrastate air carriers by issuing Certificates of Convenience and Necessity authorizing scheduled operations.
8. ...charged with conducting and developing aeronautical education programs in the schools and colleges of the state, as well as special programs and flight clinics for the public.
9. ...authorized to prepare and publish aeronautical publications such as directories, bulletins, and other educational and informational material.
10. ...authorized to render technical services to communities for the development of airports.

TEXAS AERONAUTICS COMMISSION FUND

The 57th Legislature set up a fund known as the Texas Aeronautics Commission Fund, which is made up of the unclaimed Aviation Fuel Tax Refund. This is "aviation user money" and was intended by the Legislature to be used to develop airport facilities just as "road users" pay for highway construction through gasoline taxes. Many aviation people in Texas do not claim a refund since they wish to see this money used to develop airports and aviation in the state so Texas can take her place among the national leaders in aviation and airport development. The Texas Aeronautics Commission Fund can support a much more dynamic program when sufficient monies from this fund are approved.

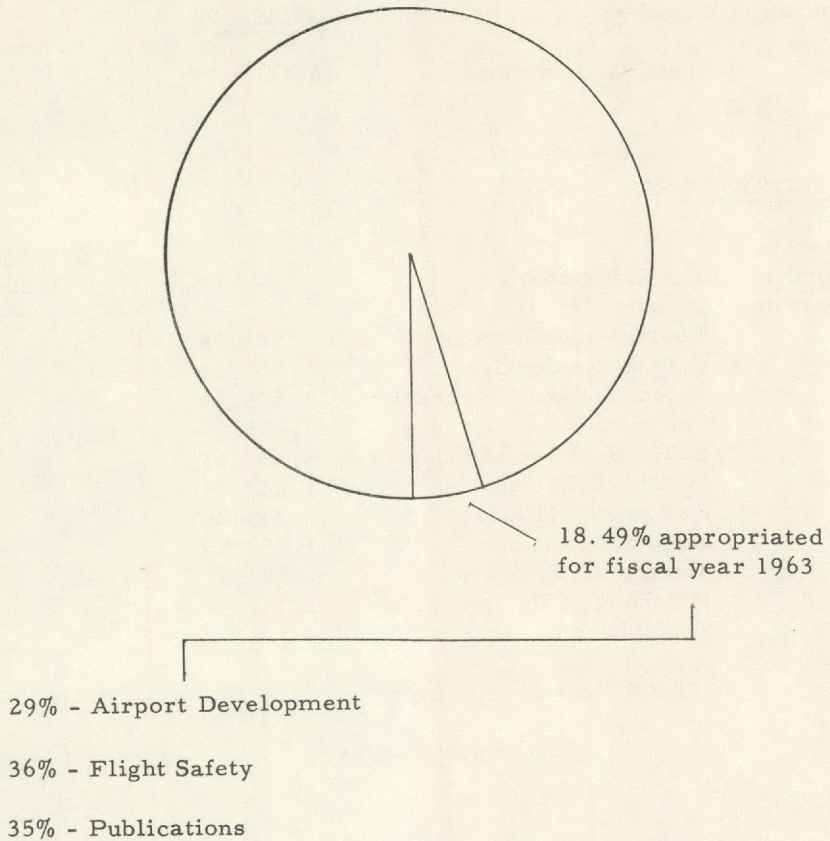
REVENUE



Total amount of revenue accredited to the Texas Aeronautics Commission Fund as of August 31, 1963 by authority of Senate Bill No. 10, passed by the 57th Legislature, 1961.

APPROPRIATION EXPENDITURES

Receipts to Aircraft Fuel Tax Fund 150
for fiscal year 1963: \$359,516.04



More detail relating to this chart is shown on following page.

ANNUAL FINANCIAL REPORT

APPROPRIATIONS:

Salaries, Regular	\$34,643.00
Salaries, Seasonal	525.00
Per Diem - Commissioners	1,200.00
Operating Expenses	<u>30,100.00</u>
Total Appropriations	\$66,468.00

EXPENDITURES:

Salaries		\$35,168.00
Per Diem - Commissioners		1,200.00
Operating Expenses		
Postage and Express	\$ 2,953.18	
Contracted Services	3,566.61	
Telephone and Telegraph	1,525.94	
Travel	11,405.98	
Office Supplies and Expense	6,453.61	
Membership Dues	242.00	
Reference Material	339.25	
Airplane Expense	1,759.85	
Automobile Expense	582.81	
Purchase of Equipment	1,149.77	
Encumbered	<u>121.00</u>	
Total Operating Expense		<u>30,100.00</u>
Total Expenditures		\$66,468.00

ANNUAL PROPERTY INVENTORY

Movable Equipment and Other Fixed Assets

Physical inventory count was made of all State-owned property in the possession of the Texas Aeronautics Commission as of August 31, 1963 and reconciled with the State Comptroller's August statement. Copy of inventory is in the hands of the Comptroller.

Total property value as of August 31, 1963:

\$38,144.22

Consumable Supplies and Postage

Inventory of consumable supplies on hand as of August 31, 1963 is estimated in the amount of:

\$ 250.00

Value of postage on hand as of August 31, 1963:

Postage meter reading	\$	38.81
On deposit* - postage due		<u>84.47</u>

Total Postage \$ 123.28

*On deposit with Post Office

AIRCRAFT FLIGHT LOG

September 14-16, 1962. To Carthage to meet with city and aviation officials regarding airport development; from Carthage to Tyler to meet with airport officials as to airport development; from Tyler to Mineral Wells to participate in meeting of Texas State Aviation Assn. Cliff B. Green, pilot.

October 2, 1962. To Prairie View to meet with College Board to plan new airport. Returned by way of Navasota and Giddings to safely fly TAC sponsored airports. Cliff Green, pilot.

October 3-4, 1962. To Ft. Worth to confer with FAA District Airport officials to coordinate Texas Airport Plan. From Ft. Worth to Saginaw to meet with airport owner, Power & Light and Telephone Company officials relative to highline and cable obstructions to airport. Cliff B. Green, pilot.

October 4-6, 1962. To Dallas to meet with officials of Addison Airport and participate in National Aviation Trades Assn. regional meeting re aviation development in Texas. From Dallas to Temple and Hearne to participate in All Texas Air Tour coordinated by TAC. Cliff Green, pilot.

October 13-14, 1962. To Burnet re airport development; on to Mineral Wells to participate in official Safety Awards Program ending All Texas Air Tour as coordinated by TAC. Cliff Green, pilot.

October 21, 1962. To Gonzales to participate in official opening of TAC sponsored and Class I-A Approved Airport. Cliff Green, pilot.

October 22, 1962. To Sinton to meet with city, county and airport officials as to airport improvements; then to Corpus Christi to meet with officials of Costal States Aircraft relative to new plane manufacturing; from Corpus Christi to San Antonio by way of Kenedy, Karnes City and Floresville airports to meet with F. Maxwell of Stagecoach Airlines re intrastate air carrier service. Cliff Green, pilot.

October 29, 1962. To Corsicana and Tyler to confer with Col. Barnes, State Wing Commander, Civil Air Patrol, re Civil Defense, Disaster Relief and Search and Rescue plans for the State of Texas under the State SCATER program. Cliff Green, pilot.

November 8-10, 1962. To Llano, Eden, San Angelo, Sterling City,

Abilene, Levelland, Olton, Plainview, and Paducah working on selection of new airport sites and improvement of existing facilities. From Paducah to Texhoma to participate in Agricultural Aviation Conference of which the Commission was a co-sponsor. Cliff Green, pilot.

November 23, 1962. To Ft. Worth to meet with FAA officials relative to airport facility records as regards the Directory of Texas Airports. Return to Mineral Wells. Laddie Roark, pilot.

November 26-27, 1962. From Mineral Wells to Austin by way of Waco (due to weather). Laddie Roark, pilot.

December 14, 1962. To Denton to meet with Federal Civil Defense officials as per Commission's Civil Air Mobilization program. Cliff Green, pilot.

December 29, 1962. To Mineral Wells, headquarters, and to survey for Flight Refreshers. Laddie Roark, pilot.

January 2, 1963. Return from Mineral Wells to Austin to assist office staff re Directory of Texas Airports. Laddie Roark, pilot.

January 22-24, 1963. To Fort Worth to meet with FAA officials and Commissioner Thompson re TAC Airport Development program; from Ft. Worth to Bowie to meet with city and county officials re airport development; return to Carswell AFB in behalf of TAC's Civil Defense and Safety programs. Cliff Green, pilot.

February 2, 1963. Local proficiency flight. Cliff Green and Frank Raymond, pilot and co-pilot.

February 4, 1963. To Leakey and Ozona to meet with airport owners regarding tall tower obstruction to respective airports. Cliff Green and Frank Raymond, pilot and co-pilot (alternating).

February 12, 1963. Local proficiency flight. Frank Raymond, pilot.

February 14, 1963. Local proficiency flight, night. Frank Raymond and Laddie Roark, pilot and co-pilot.

February 14, 1963. To Mineral Wells for IFR proficiency flight. Laddie Roark, pilot.

February 18, 1963. From Mineral Wells to Austin to conclude work on Commission's flight safety program. Laddie Roark, pilot.

February 19, 1963. To Seguin and Sinton regarding airport development. TAC Class I-A approved airports. Frank Raymond and Cliff Green, pilot and co-pilot (alternating).

February 22, 1963. To Caldwell (landed at Bryan AFB due to lack of landing facilities at Caldwell) to meet with city officials re airport development -- assisted in selection of airport site. From Caldwell to Belville and El Campo, airports approved as TAC Class I-A airports. Frank Raymond and Cliff Green, pilot and co-pilot (alternating).

February 24, 1963. To San Angelo, Lampasas and Belton on search and rescue mission under Commission's Civil Defense, Disaster Relief and Search and Rescue program. Cliff Green, pilot; Frank Raymond, co-pilot.

February 26, 1963. To Crosbyton, Amarillo, Dumas and Perryton re airport development -- airports approved as TAC Class I-A airports. Frank Raymond and Cliff Green, pilot and co-pilot (alternating).

March 1, 1963. To Marlin, Crockett, Woodville and Kirbyville re airport development -- airports approved as TAC Class I-A airports. Cliff Green and Frank Raymond, pilot and co-pilot (alternating).

March 8, 1963. To Dallas to make airline connections to Washington, D. C., to participate in National Association of State Aviation Officials conference. Frank Raymond, pilot.

March 14, 1963. From Dallas to Quanah to work with Commissioner Kritser and TAC Flight Safety Instructors re Commission's flight safety program. Frank Raymond, pilot.

March 15, 1963. From Quanah to Childress and Plainview re Flight Safety Refresher Courses. Laddie Roark and Frank Raymond, pilot and co-pilot. Local proficiency flight in Plainview, John Uranga, pilot; Frank Raymond, co-pilot.

March 16, 1963. From Plainview to Lubbock to survey for next series of Flight Safety Refresher courses; return to Quanah. Frank Raymond and Laddie Roark, pilot and co-pilot. From Quanah to Austin, Frank Raymond, pilot.

March 21, 1963. Local proficiency flight. Cliff Green, pilot.

March 26, 1963. To Fort Worth to participate in Airspace meeting re obstruction hazards to airports. From Ft. Worth to Addison to meet

with airport manager re airport development. Frank Raymond, pilot.

March 30, 1963. To Greenville to participate in opening of TAC sponsored airport. Frank Raymond, pilot.

April 6, 1963. To Houston to meet with FAA military personnel as to briefing for participation in air activities. Cliff Green, pilot.

April 7, 1963. To Cleveland to participate in and conduct Fly-In at TAC sponsored airstrip. Cliff Green, pilot.

April 10, 1963. To Waco re TAC educational program. Frank Raymond, pilot.

April 15, 1963. To Mineral Wells to meet with Flight Safety Instructor Roark regarding the Commission's flight safety program. Frank Raymond, pilot.

April 17, 1963. To Wolfe City to consult with Commission Chairman Fulks re TAC program and budget. Pilot, Frank Raymond.

April 18-21, 1963. From Wolfe City to Tulsa to participate in Flight Clinic re safety techniques and TAC's flight safety program. Return to Austin by way of Amarillo and Quanah. Frank Raymond, pilot; John Uranga and Laddie Roark co-pilots from Tulsa to Amarillo and Quanah.

May 6-7, 1963. To Dallas to meet with AOPA official and Addison airport manager to work on plans and arrangements for Commission and AOPA sponsored Flight Clinic. Return by way of Meacham Field (Ft. Worth) to confer with airport officials re Flight Clinic. Frank Raymond, pilot.

May 11, 1963. To Hamilton to consult with Commissioner Thompson re airport development. Frank Raymond, pilot.

May 14-15, 1963. To Amarillo and Sunray to meet with Commissioner Kritser and city officials of Sunray and Miami re airport development. Cliff Green and Frank Raymond, pilot and co-pilot (alternating).

May 17, 1963. To Kerrville re Mooney Aircraft Plant. Frank Raymond, pilot.

May 21, 1963. To Waller to assist with airport development; return by way of Prairie View and Bellville to check progress of airport improvements. Cliff Green, pilot.

May 27-28, 1963. To Dallas to meet with AOPA and airport officials re final plans for TAC/AOPA Flight Clinic. From Dallas to Wolfe City to meet with Commission Chairman Fulks re TAC program. Frank Raymond, pilot.

May 30, 1963. To Dallas to participate in the Commission sponsored Flight Clinic. Cliff Green, pilot.

May 31, 1963. From Addison to Fort Worth and Arlington and return to Addison, participating in Commission sponsored Flight Clinic. Frank Raymond, pilot.

June 1, 1963. Return from Addison to Austin. Cliff Green, pilot.

June 4, 1963. To Burnet re airport development - met with city and airport officials. Frank Raymond, pilot.

June 11, 1963. To Medina to confer with Commissioner Anderson re All Texas Air Tour as coordinated by the Commission. Frank Raymond, pilot.

June 15, 1963. To Medina to meet with Commissioner Anderson and All Texas Air Tour officials to plan for Tour. Frank Raymond, pilot.

June 16, 1963. To Temple and return. Cliff Green, pilot. (On way to Commerce to participate in Aviation Education Workshop at the College; forced to return to Austin due to weather).

June 18-21, 1963. To El Paso to work with TAC Flight Safety Instructors Uranga and Roark re programming and aids for Flight Safety Refresher courses. From El Paso to Midland to confer with aviation official on plans for proposed "Hangar Session". From Midland to Oklahoma City to meet with FAA officials as to visual aid materials for TAC's flight safety program. Frank Raymond and Laddie Roark, pilot and co-pilot.

June 28, 1963. To Hamilton and Ft. Worth to consult with Commissioner Thompson and FAA officials regarding airport development. Frank Raymond, pilot.

July 11, 1963. To College Station to confer with A & M officials re airport development. Frank Raymond, pilot.

July 14-16, 1963. To Mineral Wells to pick up Mr. Roark, then to El Paso to work with TAC's Flight Safety Instructors Roark and Uranga on

teaching aids and program for Flight Safety Refresher courses. Also conferred with college officials re airport development. Frank Raymond, Laddie Roark and John G. Uranga, pilots and co-pilots.

July 21, 1963. To Houston re airport engineering and airport development. Frank Raymond, pilot.

July 24-26, 1963. To Amarillo to meet with Commissioner Kritser re TAC flight safety program; from Amarillo to El Paso to continue work schedule plans with Flight Safety Instructor Uranga; from El Paso to Dallas and Arlington to confer with University officials re airport engineering personnel. Frank Raymond, pilot; John Uranga co-pilot to El Paso.

July 30, 1963. To Hamilton to confer with Commissioner Thompson re airport development program. Frank Raymond, pilot.

August 1-2, 1963. To Galveston to meet with aviation and city officials re Air Tour program and airport development; returned by way of Houston to do research at University of Houston on civil engineer re airport development. Frank Raymond, pilot.

August 13, 1963. To Hamilton to confer with Commissioner Thompson re airport development program. Frank Raymond, pilot.

August 16, 1963. To Brownwood to inspect tying machine then to Ft. Worth and Dallas re Commission's publication "Wing Tips"; from Dallas to Belton to meet with city officials of Salado re airport development. Frank Raymond, pilot.

August 31, 1963. To La Grange re airport development. Cliff Green and Frank Raymond, pilot and co-pilot (alternating).

DOES YOUR TOWN NEED AIRPORT AID?...WE CAN HELP!

THINK SAFETY...FLY SAFELY

