



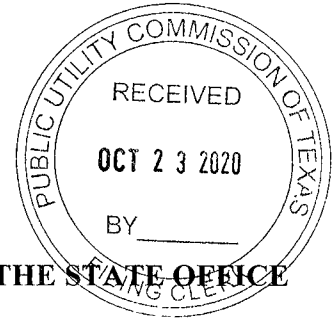
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SOAH DOCKET NO. 473-20-3470
PUC DOCKET NO. 50410



JOINT APPLICATION OF WIND
ENERGY TRANSMISSION TEXAS LLC
AND ONCOR ELECTRIC DELIVERY
COMPANY, LLC TO AMEND THEIR
CERTIFICATES OF CONVENIENCE
AND NECESSITY FOR THE BEARKAT
SWITCHING STATION-TO-
LONGSHORE SWITCHING STATION
345-KV TRANSMISSION LINE IN
GLASSCOCK AND HOWARD
COUNTIES

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BEFORE THE STATE OFFICE

OF

ADMINISTRATIVE HEARINGS

**DIRECT TESTIMONY OF RUSSELL T. RICE, ATP ON BEHALF OF THE LORIN S.
MCDOWELL III TRUST #3027, THE FREDONIA C. MCDOWELL TRUST #2193,
THE ROSEMARY MCDOWELL TRUST, AND LORIN S. MCDOWELL III**

RUSSELL T. RICE on behalf of The Lorin S. McDowell III Trust #3027, The Fredonia C. McDowell Trust #2193, The Rosemary McDowell Trust, and Lorin S. McDowell III, files this Direct Testimony, which is attached. The Lorin S. McDowell III Trust #3027, The Fredonia C. McDowell Trust #2193, The Rosemary McDowell Trust, Lorin S. McDowell III and Russell T. Rice stipulate that this Direct Testimony can be treated by all parties as if the answers were filed under oath.

Respectfully submitted,

BRAUN & GRESHAM, PLLC

P.O. Box 1148 (Mailing)
Dripping Springs, Texas 78620
14101 Hwy. 290 W., Bldg. 1100 (Physical)
Austin, Texas 78737
512-894-5426 (telephone)
512-894-3405 (fax)

/s/Patrick L. Reznik

Patrick L. Reznik
State Bar No. 16806780

preznik@braungrehsam.com

Carly Barton

State Bar No. 24086063

cbarton@braungresham.com

ATTORNEYS FOR

The Lorin S. McDowell III Trust #3027,

The Fredonia C. McDowell Trust #2193,

The Rosemary McDowell Trust, and

Lorin S. McDowell III

CERTIFICATE OF SERVICE

I certify that a copy of this document will be served on all parties of record on October 23, 2020, in accordance with Public Utility Commission Procedural Rule 22.74.

/s/Patrick L. Reznik

Patrick L. Reznik

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JOINT APPLICATION OF WIND	§	BEFORE THE STATE OFFICE
ENERGY TRANSMISSION TEXAS,	§	
LLC AND ONCOR DELIVERY	§	
COMPANY, LLC TO AMEND THEIR	§	
CERTIFICATES OF CONVENIENCE	§	
AND NECESSITY FOR THE	§	OF
BEARKAT SWITCHING STATION-	§	
TO-LONGHORN SWITCHING	§	
STATION 345-KV TRANSMISSION	§	
LINE IN GLASSCOCK AND	§	
HOWARD COUNTIES	§	ADMINISTRATIVE HEARINGS

DIRECT TESTIMONY

OF

RUSSELL T. RICE, ATP

ON BEHALF OF

**LORIN S MCDOWELL III TRUST #3027, THE FREDONIA C MCDOWELL TRUST
#2193, THE ROSEMARY MCDOWELL TRUST AND LORIN S. MCDOWELL III,
PRIMARY TRUSTEE (“THE MCDOWELL RANCH”)**

October 23, 2020

1 **Q: PLEASE STATE YOUR NAME, PRESENT EMPLOYER AND BUSINESS**
2 **ADDRESS.**

3 A: My name is Russell T. Rice. I am employed by Executive Jet Management, A
4 subsidiary of NetJets, Inc., which is owned by Berkshire Hathaway. My business
5 address is 1121 Burton Hill Road, Fort Worth, Texas 76114.

6
7 **Q: WHAT IS THE PURPOSE OF YOUR TESTIMONY?**

8 A: I am testifying with regard to a number of aviation related issues that have arisen as a
9 consequence of the transmission line siting process in this docket. Specifically, I have
10 visited the McDowell Ranch near Garden City, Texas and discussed the potential
11 location of a proposed private airport on the McDowell Ranch.

12
13 **Q: PLEASE DESCRIBE YOUR EDUCATIONAL AND PROFESSIONAL**
14 **QUALIFICATIONS AND BUSINESS EXPERIENCE.**

15 A: With regard to my educational background, I earned a Bachelor of Business
16 Administration degree in Finance and Real Estate from The University of Texas at
17 Austin in 1979. Additionally, I have completed a number of courses in theology from
18 The Shepherd's Seminary in Cary, North Carolina and Southwestern Baptist
19 Theological Seminary in Fort Worth, Texas.

20
21 With regard to my professional qualifications, I hold Texas Real Estate Broker's
22 license #0215099 and FAA Airline Transport Pilot's license #2689680. I am type-
23 rated in the CE-525S "CitationJet" with single-pilot privileges. I hold a rotorcraft
24 rating with private-pilot privileges. I have accumulated over 3,600 flight hours as
25 Pilot in Command since I began flying in 1983.

26
27 With regard to my business experience related to aviation I sold Mooney aircraft for
28 your years beginning in 1987. I sold 120 new Citation business jets over a twelve-

1 year career with Cessna beginning in 1995. For 13 years beginning in 2007 I was an
2 international aircraft consultant and broker. My current position with Executive Jet
3 Management began September 21, 2020. Please see my resume attached as Exhibit A.
4

5 **Q: HAVE YOU BEEN INVOLVED IN AIRCRAFT RUNWAY PERFORMANCE?**

6 A: Yes, constantly through my aviation career I have been involved in aircraft runway
7 performance. Specifically, most calculations involve Balanced Field Length and
8 second-segment climb performance to which jet aircraft must adhere per the Federal
9 Aviation Regulations ("FAR").
10

11 **Q: DO YOU CONSIDER YOURSELF AN AVIATION EXPERT?**

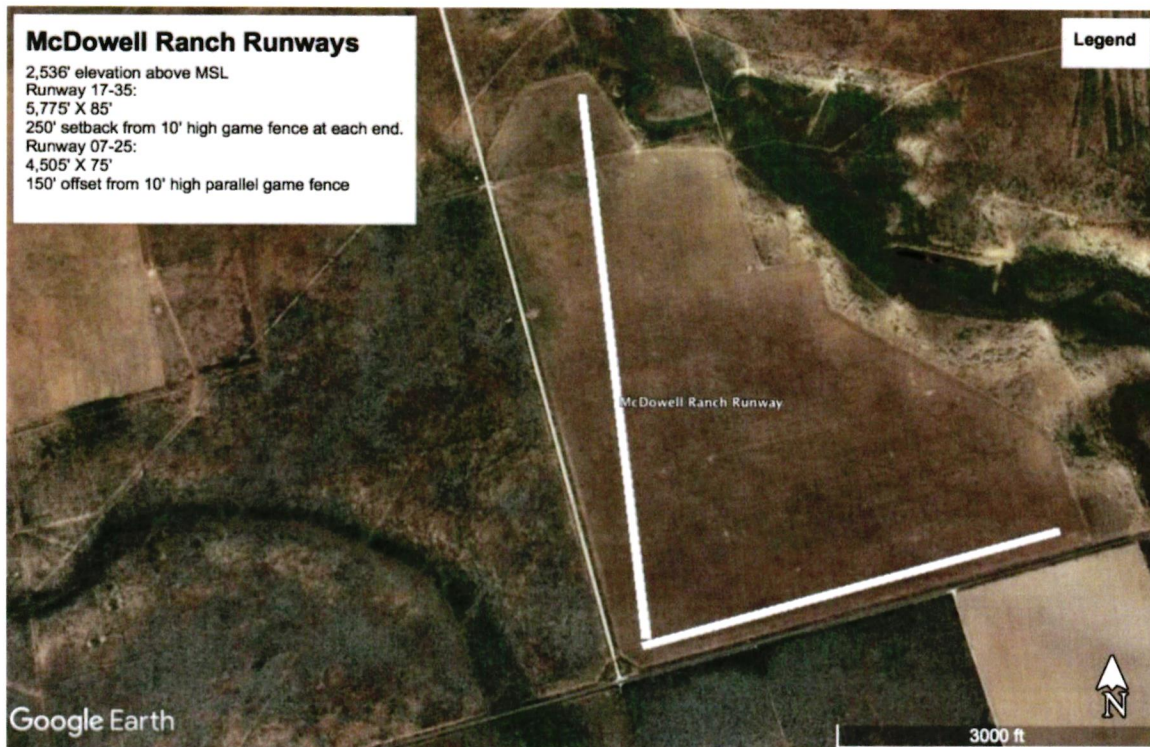
12 A: Yes.
13

14 **Q: DO YOU KNOW IF THE MCDOWELL RANCH IS PLANNING AN**
15 **AIRSTRIP?**

16 A: Yes, they are.
17

18 **Q: WILL YOU EXPLAIN THEIR RUNWAY PLANS?**

19 A: Yes. The attached satellite image shows two proposed runways on the McDowell
20 Ranch at the intersection of Hilger Road and McDowell Road. This particular site
21 was chosen for its flat topography, access to the ranch headquarters, available layout
22 into the prevailing winds with a severe cross-wind runway design and existing ten
23 foot (10') high game fence appropriate to prevent accidents. In reference to the
24 proposed transmission line segments, the proposed runway is northeast of the note
25 connecting Segments C-T and C-U. Please see image below.
26



Q: PLEASE EXPLAIN THE PROPOSED RUNWAY'S DIMENSIONS.

A: The proposed primary runway 17/35 east of McDowell Road provides a maximum length of 5,775' between the existing game fences. There is an allowance of 250' between the game fence and runway end. This runway is aligned generally into the prevailing South wind on a heading of approximately 170/350 degrees from magnetic North. A cross-wind runway 70/25 north of Hilger Road is proposed for landing during severe Westerly winds when most aircraft's demonstrated cross-wind criteria are exceeded. This runway is aligned approximately 070/250 degrees from magnetic North. This runway is approximately 4,505'.

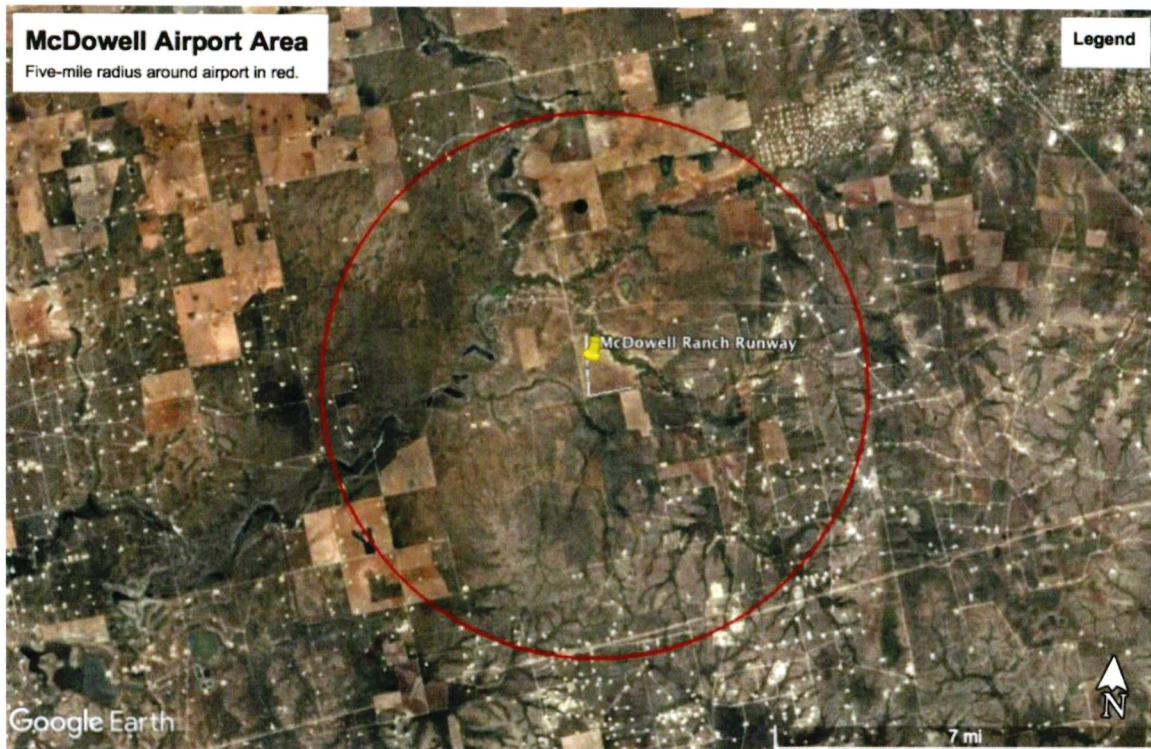
Q: WHAT ARE THE TAKEOFF AND LANDING CALCULATIONS FOR THIS RUNWAY?

A: A calculation based on FAA certified takeoff performance for a Gulfstream G-IV jet aircraft allows the aircraft to depart the proposed runway 17/35 with 11 passengers and two crew at an atmospheric temperature of 114 degrees F (46 degrees C) and

1 travel non-stop 1,449+ nautical miles with appropriate fuel reserves upon landing.
2 This range calculation is sufficient to allow non-stop flight to either New York or
3 Seattle Washington with moderate winds. Landing calculations for a G-IV using the
4 preferred 3-degree stabilized glide-path for jet aircraft would intersect a 250' high
5 transmission line 4,770 feet from the approach end of the runway. In other words, a 3
6 degree descent angle for a G-IV and other jet aircraft would place the aircraft 250'
7 above the ground while it is 4,770' from the approach end of the runway during a
8 stabilized approach.
9

10 **Q: HOW DO YOUR CALCULATIONS IMPACT THE RUNWAY IN RELATION**
11 **TO THE PROPOSED TRANSMISSION LINES?**

12 A: Providing a 1,000' clearance above a 250' tall transmission tower assuming the
13 transmission tower is built on land the same elevation above sea level as the
14 McDowell Ranch Airport would require the tower to be at least 23,884 feet or 4.52
15 statute miles from the approach end of the runway. In my opinion, any business jet
16 operator operating into and out of the McDowell Ranch Airport would be concerned
17 with any obstruction over 100' above ground level within five-miles of the airport as
18 shown on the attached satellite image.
19



1
2
3 **Q: IF SEGMENTS C-T, C-Q, C-U OR C-W WERE ACTUALLY BUILT, WOULD**
4 **THEY PREVENT THE CONSTRUCTION OF THE RUNWAY YOU HAVE**
5 **DESCRIBED?**

6 **A:** Yes, they would.
7

8 **Q: WHAT ABOUT SEGMENT C-AI?**

9 **A:** Segment C-AI is 2.5 miles South of the Runway and not prohibitive like the other
10 segments mentioned in the previous question.
11

12 **Q: IS THIS PROPOSED LOCATION AND ORIENTATION FOR THE**
13 **AIRSTRIP THE BEST LOCATION FOR THE MCDOWELL RANCH?**

14 **A:** Yes.
15
16

1 **Q: ARE THERE SAFETY ENHANCEMENTS YOU WOULD RECOMMEND IF**
2 **NEW TRANSMISSION LINES ARE CONSTRUCTED ON THE MCDOWELL**
3 **RANCH?**

4 A: Yes, I recommend red lighting on the towers and visibility balls on the conductors.

5

6 **Q: DOES THIS CONCLUDE YOUR TESTIMONY?**

7 A: Yes.

Russell T. Rice

russell@riceaviation.com

Occupation	Aviation Consultant	
Licenses	Airline Transport Pilot, Cessna Citation 525S Type Rating (single pilot jet) Texas Real Estate Broker	
Experience	<p>Sep, 2020 – Present Executive Jet Management Cincinnati, OH</p> <p>April, 2007-Sep, 2020 Rice Aviation Group Ft. Worth, Texas</p> <p>Aviation Consultant (Domestic and International)</p> <p>1995–2007 Cessna Aircraft Company Wichita, Kansas</p> <p>Area Sales Manager & Director - CJ/Bravo Division</p> <ul style="list-style-type: none">▪ Division Sales Director of the Year 2002▪ Area Sales Manager of the Year 2005 <p>1991–1995 USAA Realty Company Austin, Texas</p> <p>Leasing Director</p> <ul style="list-style-type: none">▪ Leased and managed 500,000 square feet of class A office space <p>1987–1991 Mooney Aircraft Company Kerrville, Texas</p> <p>Fleet Sales Manager</p> <ul style="list-style-type: none">▪ EFS Program Manager (USAF T-41 replacement program)▪ Fleet sales to Korean Airlines, Embry-Riddle, Daniel Webster University <p>1979–1987 Carpenter & Associates/Self-Employed Austin</p> <p>Real Estate Broker</p> <ul style="list-style-type: none">▪ Generated largest brokerage commission in Austin history, 1982▪ Developed recreational ranch properties, Kerrville, Texas	
Education	<p>1975–1979 University of Texas Austin, Texas</p> <ul style="list-style-type: none">▪ B.B.A , Finance & Real Estate▪ Skipped 11th grade of high school▪ Various Post Graduate Courses in Theology – SWBTS & Shepherd's Seminary.	
Interests	Family, Business, Flying, Golf, Scuba, Theology.	
Contact	Office: 1121 Burton Hill Road Fort Worth, Texas 76114	817-737-8282 office 316-655-5300 cell