

The Manager's Approach



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Columbia & Pine Mountain Lake Airports

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New Reserved Space Permit to be Implemented Soon

The Board of Supervisors has approved the changes to the Reserved Space Permit which is the agreement between the County and those that lease tiedowns and hangars from the County. Along with the new Reserved Space Permit are several changes to the County Ordinances that apply to the airports. All permittees will be receiving the new Permit and a copy of the Ordinances in the mail. The Permit must be signed and returned to the Airports office in order for a permittee to keep their tiedown or hangar.

One requirement of the new Permit is an annual inspection of the hangars. Each permittee will receive an advance notice of the inspection date which will allow time for the permittee to remove disallowed items from the hangar. Keep in mind that the hangars are for storing aircraft, not cars, boats, furniture, etc. Failure to comply with the provisions of the new Permit may result in forfeiting your hangar.

Father's Day Fly-In Preparation

We have had several planning meetings for the 39th Annual Father's Day Fly-In. This year there are three co-chairmen, Alan Wallace, Paul Girard and myself. Francesca has been contacting potential vendors and we already have several signed up. Alan, with the help of Lorraine Jasmer, has lined up several warbirds that will be featured during the flight demonstration portion of the Fly-in. Several local businesses have joined in as sponsors, providing much needed financial support, a key to making the Fly-In a success.

As you can see the planning is moving along quite smoothly. However, we are quickly approaching the time when we will be looking for volunteers to help us with specific tasks before, during, and after the Fly-In. The volunteer sign-up sheet is now available on the Father's Day Fly-In website. If you would like to help out, please print a copy of the sign-up sheet, fill it out and either mail it to my office or drop it by the next time you are at the airport. The website is www.fathersdayflyin.com.

A poster for the 2005 39th Annual Father's Day Fly-In. At the top, it says "2005 39th ANNUAL FATHER'S DAY FLY-IN" in a stylized font. Below the text is an illustration of a biplane flying over a runway. The runway is labeled "COLUMBIA AIRPORT" and has the number "29" on it. Below the illustration, the dates "JUNE 18 & 19" are prominently displayed, followed by the text "Experimental, Classic and Warbird Aircraft". The poster is divided into two columns of text. The left column lists activities: Aircraft Judging, Airplane & Biplane Rides, Aviation Vendor Booths, Fly-In Camping, CDF Aircraft Demonstrations, Food & Beverage Booths, Warbird Fly-Bys, and Free Parking. The right column is titled "EVENTS" and lists: Friday Night Burger Burn 6:00 to 8:30 PM, Traditional Father's Day Pancake Breakfast Saturday and Sunday 7-11, Tri Tip Dinner and Entertainment by Chris Miller & Friends Saturday Night 5:30 PM at the TCAA Bldg., and Spot Landing & Flour Bombing Contest Sunday AM Sign Up by 9:00 AM Sunday, Contest Starts 10:00 AM. At the bottom of the poster, the website "www.FathersDayFlyIn.com" is written in a large, bold font. Below the website, there is a box containing contact information: "Columbia Airport Office (209) 533-5685", "Temporary Tower Freq. 126.4 Ground 121.05", and "Pilots Be Advised: Airport will be Notam Closed 12 to 3 PM Saturday & Sunday. Please Check Notam."

We have also received our Fly-In Posters which need to be posted all over town, the county, and as many airports as we can. If you are flying to an airport within a 200 mile radius of Columbia, please stop by my

office and pick up a poster and post it at your destination. We need to get the word out to as many pilots as possible.

Deer Update

The deer fence at Pine Mountain Lake Airport has been modified to see if a single fence along one side of the runway will be effective in keeping the deer off the runway. To test this possibility the south side fence was relocated to become an extension of the north side fence, thus making a single 2,000' long fence. Prior to relocating the south side fence, an analysis of the deer tracks was performed by the Wildlife Services biologist which suggested that the electric fence was effective but that a large number of deer were now crossing at the center of the runway. Hopefully, the single 2000' long fence on the north side will be as effective on two thirds of the runway as two fences were on one third of the runway.

Stupid Pilot Tricks

Useless Runway

I was walking the Columbia Airport ramp a couple of weeks ago and watched a twin engine aircraft that belongs to a Northern California flight academy come blazing into the downwind for Runway 17 right on the tail of a Cessna 150 doing touch and goes. Upon seeing the Cessna, the twin executed a wide 360 to the left to put some space between two aircraft. What struck me as strange was that the twin was flying at a high airspeed and that he didn't seem to know that the Cessna was in the pattern. The Cessna had been broadcasting its position as it should, so maybe the twin was on our old frequency? You would think that an air academy would have current information on our airport if they are using Columbia Airport for training purposes, and would have at least listened to the AWOS which gives the new frequency. Maybe the pilot of the twin was not used to the performance of the twin and miscalculated his entry to the pattern. Anyhow, there really

was never a safety problem but it did show poor airmanship.

As I continued my walk around the ramp I watched the twin do two touch & goes then come around and do a full stop landing. Instead of pulling off the runway, the aircraft just stayed put in the middle of the runway. At first I thought the plane had a flat tire or some other problem. Then all of a sudden both engines roared to life and the twin took off, using nearly the entire remaining runway to get airborne. I watched closely as the aircraft climbed over the rising terrain south of the airport. Later I measured off the available runway distance from where the twin started its takeoff roll. It was only 1,800'. I silently kept saying in the back of my mind "what a stupid thing to do" to not use the entire available runway. The pilot had just given up a huge safety factor and the benefit of nearly 4,700' of runway. Is this the type of things they are teaching new twin engine pilots these days?

I have been the passenger in a plane where the pilot actually taxied back to the very end of the displaced threshold prior to initiating his take off. We had plenty of runway left at rotation but I thought the pilot showed good decision making in his choice to use "all" the available runway. I have seen others do the same. This practice isn't being a chicken, it is providing the largest safety margin possible and something we should all practice while flying our planes.

Stupid Pilot Tricks is a monthly article that attempts to raise awareness of safety and courtesy issues around our airports.

The Manager's Approach is a monthly publication from the Tuolumne County Airports Director for the purpose of keeping our community informed of local aviation and airport issues. You can contact me at:

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