

The Manager's Approach



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Taxiway Charlie Project Nearing Completion

Teichert Construction has been working steadily on the relocation of the TUD waterline and the extension to Taxiway Charlie. At this time the waterline has been relocated, flushed, disinfected and commissioned. The old waterline has been abandoned. This process only caused an interruption of service to a couple of our tenants for just a few hours.

The Taxiway Charlie extension is coming along. The excavation has been completed, the subgrade placed and the asphalt test section paved. It won't be long before the rest of the asphalt is placed. Once the paving is completed the shoulders and drainage will be constructed. The final work will be to finish grade the area to the south of the taxiway, install the taxiway markings and hydroseed the edges of the taxiway.

I want to thank everyone that has cooperated with the airport and Teichert Construction to make the job safe. Runway 29 has remained open the entire time during the construction period. There have been a couple of times that the exiting taxiway has been blocked or closed for work, but the impact there has been very minor.



Gate Upgrade Completed Calling all Remotes

The radio frequency receiver for main access gate located by the Aero Resources Hangar failed on us earlier this month. The cause of the failure is still unknown. All clicker access was lost, however gate cards still worked. We replaced it with a newer receiver but we were unable to recover the codes stored in the old receiver. As a result, we need to reprogram each clicker into the system. A sign by the gate informs clicker owners to bring their clickers by the office for reprogramming.

If your clicker has not been reprogrammed and you still need access to the airport, then you can use the South Airport Road access. This gate was unaffected.

We apologize for this inconvenience, and hope to have every thing back to normal in the near future.

Tanker 76 Display

Thanks to the effort of an Eagle Scout candidate and his Troop, our Tanker 76 is finding a permanent home over by the windsock. Austin Champlin has chosen as his Eagle Project to construct a crushed rock display area including concrete landing gear pads for our historic air tanker. With the help of his Troop 570 and some generous donations from several local businesses Austin's project is taking shape.

Last week mechanics from Courtney Aviation filled the tires with nitrogen so the air tanker could be moved to the permanent site. CAL FIRE personnel brought down their tug and tow bar and moved Tanker 76

across the field. Left to be completed are the plaque that will briefly describe the history of the aircraft, and the front border of the display area.

When Austin has his project completed, I'll take some pictures and provide more details regarding those that donated to this wonderful effort.

Residents Continue to Contribute to Pine Mountain Lake Airport

Frequently people contribute to fixing or upgrading something but don't want to be recognized for their effort. This is certainly the case at Pine Mountain Lake Airport. The local residents have not only contributed their time to help on airport projects, but they have also contributed money and materials. We have received cameras, light bulbs, garbage cans, flags, gravel, paint, benches, tables, signage, and more thanks to the generous pilots and residents of the Pine Mountain Lake Airport.

Stupid Pilot Tricks

Recognizing a Bad Final Approach

If you ever get the chance you should walk out to the end of the runway and look at the area where the pavement stops and the gravel starts. I bet every runway in the world has some indication that a plane either landed just a little short leaving tire marks in the gravel or actually landed long and eventually ran off the end of the runway. Whatever the cause, these tire tracks in the gravel indicate that the pilot didn't recognize early enough that the final approach did not look just right.

There is an old pilot saying that goes like this. "Flying is the second greatest thrill known to man. Landing is the first." The reason the saying is so true is because everything has to be just right for a good landing. If any one thing is out of tolerance then the landing will not go as planned. When several things get out of tolerance then bad things can happen. This happened

at one of our airports and the result was a hard landing into the gravel before the pavement, a broken main gear strut, and a gear up landing at another airport. What is truly amazing is that the pilot actually executed a go around after his collision with the ground. What is even more amazing is that the pilot was going to come around and try and land again, even after being told his gear was "dangling" freely under the wing. After some encouragement over the radio, the pilot wisely flew to a larger airport that had a tower and rescue vehicles available. All ended safely except for the damage to the aircraft.

The key point I want to make here is that if you sense that you might land short of the runway or that you are coming down too fast, add some power. This will extend your landing and slow your sink rate. Don't be afraid to do a go around. Putting the main gear down on the threshold is a sign of good technique, but hitting the fantail of the aircraft carrier is usually disastrous.

Also, similar to my article a couple of months ago where a pilot was told over the radio that a part fell off his plane and yet he chose to continue his flight, this guy was told over the radio that his gear was dangling, yet he chose to go around and then try to come back and land again. In this case, thanks to insistence by pilots on the ground, the pilot of the damaged aircraft flew to a more appropriate airport for additional assistance and a safe landing.

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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