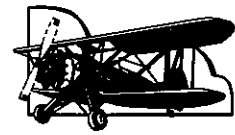


The Manager's Approach



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Columbia & Pine Mountain Lake Airports

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Emergency Preparedness Exercise Planned

As the population of the county grows and the threats to our wellbeing increase the County must prepare for various emergencies. Toward this effort, the County will be holding a mass dispensing exercise at Columbia Airport on Thursday, May 3rd from 11:00 AM until 3:00 PM. This exercise will test the ability of our Public Health services to vaccinate/immunize most of our residents over a short period of time.

Columbia Airport has been selected as the location for the exercise because it is one of our County's emergency response facilities and because it will accommodate a large number of vehicles. This mass dispensing exercise will be a drive through event where the participants will stay in their cars the entire time.

Every attempt will be made to minimize the impact of this exercise on aircraft operations. However, we are hoping for at least 1,000 participants in as many as 500 cars over the four hour period. To avoid traffic congestion on Parrotts Ferry Road the CHP has suggested that we route the vehicles in Airport Road and send them out South Airport Road. This will necessitate that the vehicles cross Runway 17-35.

Our plan is to have the vehicles enter the ramp by the fuel tanks and then stop at each of three tents set up on the ramp in front of our office, Courtney Aviation and Bald Eagle where the simulated meds (jelly bean or M&M) will be administered. The cars will then proceed to the airport exit on South Airport Road. To assure safe operations, we will have numerous signs and traffic monitors (flagpersons). A traffic monitor

with an aviation radio will be stationed on both sides of the runway where the taxiway crosses the threshold of Runway 35. Vehicle traffic will be held when aircraft are landing or taking off. Additionally, vehicles will be kept off the taxiways when aircraft are taxiing. Pilots can assist in reducing the conflict between aircraft and vehicles by landing on Runway 17 and exiting before the threshold of Runway 11.

Those pilots that will be flying during this Emergency Preparedness Exercise should be alert for vehicles driving on the taxiways and crossing the threshold of Runway 35. We encourage all pilots to participate in the exercise. For more information regarding this Mass Dispensing Exercise, please contact Janet Cook at 533-7427. If you would like more information on airport operations that day, contact the Columbia Airport office at 533-5685.

Caltrans Performs Safety Inspection of PML Airport

The Caltrans Division of Aeronautics performed a safety inspection of the airport at the end of February. Caltrans performs airport safety inspections on a reoccurring basis. The February inspection revealed three items that need to be addressed.

1. The trees at the south west end of the approach to Runway 9 need to be trimmed because they are growing into the 20:1 approach slope.
2. The Runway hold lines need to be repainted.
3. The windsock at the tetrahedron is faded and needs to be replaced.

Overall, the safety inspector felt the airport was in good shape and well maintained.

Start Thinking about the

Father's Day Fly-In

The theme of this year's Father's Day Fly-In will be the 50th anniversary of the Columbia CDF Air Attack Base. We will have examples of many of the aircraft based at the Tanker Base in past years. This includes a TBM, an F7F, an O2 and maybe even a PBY (if we can find one willing to attend). The displays will include a slide show of historic photos of the Tanker Base, historic aircraft and aerial firefighting.

You can participate in this year's Father's Day Fly-In by helping find old photos or movie footage of the tanker base that can be used for our slide show. If you have such photos or film or know someone that does, please contact the Airports office. We will have them copied and returned.

Even if you don't have any old photos, you can still participate by volunteering during the Fly-In. We have started our volunteer list so please call us to get on board for this year's Father's Day Fly-In.

More information on this year's Fly-In can be obtained at www.fathersdayflyin.com.

Stupid Pilot Tricks

Out of Usable Runway

We had an aircraft run off the end of the runway at Pine Mountain Lake Airport this month and like most accidents it was caused by a series of misjudgments followed by the failure to execute a go-around. I need to say right up front that this accident was likely a result of ignorance and not stupidity because the pilot had just received his license and, therefore was a very low time pilot. Here are the series of events that I think led to the accident. Please note that these are my own thoughts based on what I had heard from others the day of the accident.

The morning was typical of those at Pine Mountain Lake Airport with an easterly breeze blowing down from the mountains. My guess is that it was blowing around 8 to

10 knots. The pilot either did not check the windsock or he heard some other aircraft using Runway 27 so he chose to land 27. Runway 27 slopes downhill at a 2% grade for the first 2,200 feet of the runway. The elevation difference between the threshold of Runway 27 and the lowest spot on the runway is 39 feet. One of the things we are taught during our flight training is that the runway perspective will be skewed when we are on the proper glide path to a sloped runway. The normal tendency is to be low when the runway slopes up and high when the runway slopes down.

Now couple a downwind landing with a down sloping runway with a high approach carrying a little excess airspeed. This is a recipe for a long landing. Unfortunately, some runways just aren't long enough to accommodate this combination of factors, regardless of how good your brakes are.

The lessons learned here are: to always verify the winds before you land; familiarize yourself with the runway conditions, including length and slope in your preflight preparations; get experience at flying in to a variety of airports so you become familiar with how runway slope can distort the approach perspective; and finally be wise enough to recognize that there is not enough runway left in front of you for a safe landing. The go-around is a standard procedure to be used anytime things just aren't going right in any phase of your 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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