

# The Manager's Approach



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Columbia & Pine Mountain Lake Airports

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## *Request for Proposals for Hangar Construction Issued*

Without a doubt, the most talked about issue at both airports is the need for more aircraft storage hangars. While it seems like a simple thing to get a hangar project going, the lack of adequate water for fire protection, conflicts with existing utilities, and the need for a formal plan has stymied hangar development since I have been Airports Director. Finally, all the above hurdles have been jumped and the Airports Department has issued a Request for Proposals for the construction of new hangars at both Columbia and Pine Mountain Lake Airports. The RFP was issued on March 26<sup>th</sup> and copies were sent to the more than 35 interested individuals and companies on our list. Advertisements have also been placed in the Union Democrat and the Modesto Bee.

At Columbia Airport the development plan calls for the construction of six individual hangar projects comprising an estimated 35 hangars with a total size of 62,000 square feet. These hangar projects include:

- A row of 8 box hangars along Taxiway Charlie
- A hangar for a local aviation organization
- A group of four box hangars along Taxiway Charlie
- A second group of four box hangars along Taxiway Charlie
- A row of 13 T-hangars located on the southwest side of the airport
- A row of box hangars located on the southwest side of the airport

At Pine Mountain Lake Airport there are five individual hangar projects comprising

approximately 16 hangars with a total size of 33,000 square feet. These hangar projects include:

- A row of 10 T-hangars located on the existing ramp.
- A group of three box hangars located off the edge of the west side of the ramp
- A single box hangar located on the west end of the row of existing hangars
- A single commercial hangar that will replace the existing pilots lounge building and which will include a new pilots lounge
- A single commercial hangar to be located off the edge of the existing ramp just east of the GCSO water tank

The size of each hangar project is approximate and proposers are welcome to submit alternative designs that may better suit their needs.

Anyone interested in obtaining a copy of the RFP can pick one up at my office or request one by phone at 209-533-5685. Additionally, a copy of the RFP can be obtained on our Airports Department webpage at <http://portal.co.tuolumne.ca.us/> by simply clicking on the Airports link on the left side of the page and then clicking on the Hangar RFP link on the right side of the Airports Department Home Page. The completed proposals are due no later than 3:00 PM on Friday, April 25, 2008 at the office of the Clerk of the Board of Supervisors.

If all goes as planned we will have many new hangars at both airports within the next year. This should have a significant impact on our hangar waiting lists, allowing those that have been on the lists for many years to finally hangar their plane.

## *Father's Day Fly-In Information*

The planning for this year's event is well underway and this year will see one major change from previous years. This year's Father's Day Fly-In will be a one day event instead of two. It will be held on June 14<sup>th</sup>, the Saturday before Father's Day. The change to a one day event is an effort to lessen the workload on our volunteer workforce and to reduce the expense of putting on the fly-in.

The theme of this year's fly-in is "Celebrating Homebuilt and Light Sport Aircraft". Our goal is to attract as many homebuilt and LSA aircraft as we can so that we have a wide variety of aircraft on display. Both these types of aircraft are a growing part of general aviation and will be a significant part of Columbia Airport's future.

Each year we depend on volunteers to help put on the fly-in. My next two newsletters will be providing more information on how to sign up to become a volunteer. It is really a fun way to experience the Father's Day Fly-In and also support the airport.

Our Columbia Airport tiedown tenants should keep in mind that we will be requesting them to relocate their aircraft and vehicles prior to the fly-in to clear ramp space for the event. Vehicles parked in the tiedowns usually present the biggest problem because they are more difficult to move. Your cooperation really makes the volunteer's jobs easier.

Finally, we had a professional graphic artist design this year's poster and T-shirt. They both look fantastic. Posters are available at my office for those of you that want to post them around town or at airports around the area.

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## *Stupid Pilot Tricks*

### *Repetitive Flying Over the Same Spot*

Three times this last month I received phone calls from nearby residents (never the same person) complaining about an airplane

continually flying over their house. All three residents mentioned that they knew they lived near the airport, but they were irritated because the same plane kept flying over their home over and over and over.... It was the repetitiveness that was causing the problem, not the initial over-flight.

I've mentioned in the past that it is every pilot's responsibility to be "a good neighbor" while flying. This includes avoiding our noise sensitive areas, reducing your propeller rpm as soon as safe after take-off, and varying your flight pattern just a little if you are practicing touch-and-goes.

My philosophy is that even though residents live near an airport, they still have a right to complain if they are being unreasonably disturbed by the air traffic. I know that the complaints I receive are not being directed to me personally, but I am the one that has to try to calm down the upset individual. Another one of my philosophies is that if I can obtain enough information to identify the pilot or plane causing the irritation, then I am obligated to pass the complaint on to the pilot to share the not-so-pleasant experience that the caller has so eloquently passed on to me!

If you want to avoid being a stupid pilot, please fly your airplane in a neighborly manner. Failure to do so could result in irritating not only our airport neighbors, but also the Airports Department staff, neither of which is good for all our pilots and tenants.

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*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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