

TALEWIND

September 2003



A chapter of the California Pilots Association

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EVENTS

- Trinity County Board of Supervisors meetings—1st and 3rd Tuesdays of each month, Weaverville Library conference room
- Airport Advisory Meeting, September 26, 2003, 10 am, County Building and Development / Planning offices

**NEXT
NEWSLETTER
DEADLINE
OCTOBER 6**

Do ya notice anything different?

Well—TCPA is getting a face-lift ☺

With nothing better to do this summer, in-between flying and work, we decided to perform a complete makeover on our newsletter. Our new newsletter is formatted electronically, in full color, and published as a PDF file. Using the PDF format, we can distribute the newsletter via email to our membership and our printing company. This change allows us to control our expenses as our membership grows and to fund the new TCPA Web site.

Yep, TCPA now has a Web site at www.tcpilots.org. The primary purpose of the Web site is to educate the general public about General Aviation, Trinity County airports, and how airports are funded and managed.

Additionally, we will use the Web site to report and track California State and Trinity County legislation that affects aviation, promote Trinity County aviation, and report on TCPA activities.

As we expand the Web site, we will add destination articles, member biographies, and a Members Only section.

The Members section will be password protected with a universal login that we will email to all current TCPA members when this feature is ready. In the Members section, we will post all *Tale Wind* newsletters, TCPA meeting minutes, and other items that are for TCPA-eyes only.

In a few spare moments that popped up in August, we created a recruiting brochure that many of you saw at the Trinity Lake BBQ and Fly-in over Labor Day weekend. We have posted the tri-fold brochure on the Join TCPA page of the Web site.

Please send us your email address by September 30, 2003 so you can start receiving *Tale Wind* via email.

After signing up, you will only receive the monthly newsletter and occasional announcements. The PDF file size runs between 500-900K and is virus checked before sending. (The PDF of this newsletter edition is posted on our Web site for your testing. You can use the free Adobe Acrobat Reader to view and print the newsletter in color.)

We send the electronic newsletter to you the same day we email it to the printing company.

We will not make your email address public. All emails are sent using “blind copy.”

If you do not have an Internet connection, we will continue to send you *Tale Wind* in hardcopy. However, the hardcopy edition is only printed in black and white and will arrive about 1 to 1½ weeks after going to the printer.

Send your email address to
tcpa@tcpilots.org

www.tcpilots.org

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Would you like to submit an article?

Please email your
submission to the
editor@tcpilots.org

Our Organization goals and objectives...

- Preserve existing airports and airspace
- Advise and assist local groups
- Assist with local airport problems
- Monitor aviation legislation
- Sponsor safety and awareness seminars
- Communicate to members
- Grow aviation in California.

Presidential Soapbox

by Ann Elsbach

Welcome to the new *Tale Wind*. Thanks to the excellent work of our new editor, Kelli Gant. Please let us know what you think about the new format and focus. We want to create a useful and interesting newsletter for TCPA members.

Also thanks to Kelli, we now have a super new Web site. You will find good information on aviation news, member news, and cool links to aviation sites. If you have friends who are concerned about local aviation activities, especially with regard to the proposed new Weaverville Airport, please refer them to our web site.

In order to reduce costs and move into the twenty-first century, TCPA has decided to send the *Tale Wind* by email starting with the next (October) issue. Please be sure that we have your email address.

We are working on bringing member dues up-to-date. According to our faithful

Treasurer, Norma Puryear, we have 50 members who are currently in arrears! Surely this does not include you...or does it? Please take a look at the mailing label on your *Tale Wind*. The year noted on the label indicates the year that your membership expires. Now is the time to send in your check if that number is earlier than '03. Send your check to our new post office box number 402 in Trinity Center.

On Saturday, August 30, 2003, the TCPA Board of Directors and Officers met and decided to raise member dues to \$20 per year starting January 2004. This was deemed necessary because our cash reserves are low. (See following for more details) But hold the phone, you still have a chance to lock in the current \$10 per year rate for 5 years by buying a 5-year block before January 1, 2004. Send in your check for \$50 today and then you can forget about dues for 5 years!

Continued on page 6

Skywritings

by Kelli Gant, *Tale Wind* editor

I am having a great time setting up the TCPA Web site and my first edition as *Tale Wind* editor. I thought that I would share with you a bit of my background that helps me in my new roles as your editor and Webmaster.

I have twenty years of experience as a technical writer and manager for software development companies. And, I taught technical writing in San Francisco for several years.

My mother says that my love of aviation started when I was five years old. After high school, I got a job as office manager at Sierra Flyers at the Auburn Airport. I started flying lessons in a Grumman trainer that Fall and got my private license the next summer.

After my long hiatus from aviation, Mike and I moved to the Bay Area and purchased a 1973 V35 Bonanza. I got my instrument rating in 1997.

What I really enjoy about flying is using the plane for long distance travel. We have taken the V35 to Barrow, Alaska, Grand Cayman, and Mexico. (My long IFR cross country was from Oakland to Portland, Maine, and back—all under the hood.)

I have been an active member of the International Organization Women Pilots (The 99s) my entire flying career and am currently the chapter chairman of the Bay Cities chapter at Oakland. I had the honor of being selected the Southwest Section 99s Women Pilot of the Year in 1998.

Through my company, Tangella Corp, I now do contract writing and develop Web sites for profit and non-profit organizations. For the past five years, Mike and I were editors of the Santa Clara County Airmen's Association newsletter.

I look forward to your feedback as we build the new TCPA infrastructure.

Legislative Update

You can also find links to current Trinity Board of Supervisors minutes and California aviation bills on the TCPA Web site.

Board of Supervisors approve grants

From Steve Roberts: At the August 19, 2003 Board of Supervisors meeting, Trinity County supervisors accepted \$1.3 million in grant offers from the FAA. They approved and authorized the Chairman to sign Grant Agreement:

1. #3-06-0310-01, in the amount of \$340,000, for Pavement Maintenance and Fencing at Ruth Airport and Land Use Planning at four County Airports.
2. #3-06-0273-04, in the amount of \$140,400, for Pavement Maintenance at Weaverville Airport.
3. #3-06-0102-03, in the amount of \$262,800, for Pavement Maintenance and Runway Lighting Improvements at Hayfork Airport.
4. # 3-06-0273-03, in the amount of \$324,900, for Supplemental Environmental Assessment and Supplemental Environmental Impact Report for the Weaverville Airport Relocation Project.
5. #3-06-0260-02, in the amount of \$95,000, for Pavement Maintenance and Wind Indicator at Trinity Center Airport.
6. #3-06-0260-03, in the amount of \$60,000, for Land Use Planning at four County Airports.

There are no County General Funds required to fund these grants. All work is being done with aviation funds. Of course, if the State comes forward with assistance, the County will be better off (to the tune of \$58k additional funds at the end of the year). If the state does not come through, there will be little surplus at the end of next year (June 2005).

FBO/Fuel proposal for Trinity Center Airport

Sportsman's Aviation, a subsidiary of Scottsdale Arizona Flightworks Executive Charter is proposing to provide aviation fuel, FBO services, and a restaurant at Trinity Center airport.

Sportsman's is working out details of the project for submittal to the County. Any proposal will require review and approval by both the County and USFS. Before becoming a reality, there is much work to be done, including the possible modification of the USFS Special

Member Photo of the Month



*Trinity Center Airport with a full lake
From Mike McHugh*

Members: If you would like to submit your digital photos for Photo of the Month, please email your JPG file to webmaster@tcpilots.org. Photos must represent Trinity County and be aviation-oriented. Extra photos will be placed on Web site in our Gallery.

New Horizons...

It is with great sadness that we inform you of the passing of Trinity County Supervisor David Klipp, District 1.

Supervisor Klipp died in his home on August 27, 2003. There was a Resolution recognizing Supervisor Klipp at the Board of Supervisors meeting held September 2, 2003.

Use Permit that the County now follows for use of the USFS land at the airport.

A fuel facility, pilots' lounge, and possibly an FBO are in the current Special Use Permit. Any other additions would require review and approval.

As of 9/9/03, the project is moving ahead... Stay tuned for more details as they solidify.

Business Supporters

The next time you patronize these businesses, please thank them for supporting TCPA.

Carrville Inn B&B
Hillside Aviation
Hyampom Airport Apartments
Trinity Lake Resorts
Mt Meadow Resort
Pflueger's Custom Aircraft Panels
Scott Museum
Wyntoon Resort
Yellow Jacket Grill

To find out more about these businesses, please visit the TCPA Web site.

TCPA business supporters receive a one-time free ad in Tale Wind and a continuous ad on the TCPA Web site.



Live outside of Trinity County?

Follow the opinions and happenings in the new Weaverville Airport Project...

Subscribe to the **Trinity Journal**

Send your name, address, and check for \$36 to The Trinity Journal
 Box 340
 Weaverville, CA
 96093

Gold Beach Fly-in Report

by *George Loegering*

Here we are in the middle of a great summer 2003 flying season. Most recently, we redid a special place that's always relaxing and just good fun--Gold Beach, Oregon.

Gold Beach is less than an hour by Bonanza from Trinity Center. Gold Beach is famous for the art deco multi arch bridge across the mouth of the Rogue River and, of course, many ways to enjoy the coast and the river.

Our objective was to ride the Mail Boat 102 miles round trip to the end of navigable water. The drill is to fly to the Gold Beach Airport the evening before to avoid the prevalent morning coastal fog, call Jot's Resort to pick up, refuel and get settled in to enjoy the pre boat late afternoon activities.

After checking out the fresh salmon being cleaned at the hotel dock below our river/ocean view room, we partook in the indoor pool and a soak in the spa. The more hardy can swim in the unheated outdoor pool. Great exercise to keen the appetite for a fabulous dinner across the road at the Rod and Reel Restaurant.

Rod and Reel has three dining areas of varying price and formality to suit anyone's budget. I opted for fish, but not salmon as our very friendly room neighbors had given us enough wild fresh salmon for eight--and I wasn't sure if we wanted to share!

Dinner with a little wine is an excellent start to pleasant evening. The temperature on this occasion was a balmy 75F in the evening, which combined with no fog, was the frosting on the cake of a very unique visit.

My buddy Bruce and I were joined by Julie and Ellen who were to experience this trip for the first time—it's always more fun to share favorite places with those who can appreciate the ease of private aircraft travel, the natural setting, the resort ambience and the excitement of the river trip.

The excitement started at 8am the next morning when we boarded the 30-passenger jet boat and the skipper released the power from the three 340hp V-8 engines.

We proceeded up river with welcome stops to observe bridges, waterfowl, river otters, deer, and large eagle nests in trees near the waters edge. We used the blanket provided to cover our short pants legs and to fend off splashing water. Our winter ski jackets, sweaters, and flannel shirts became seat cushions as the day warmed and we got further inland.

For the most fun, the outside seats front and rear of the open boat are the best. We sat at the middle so 360 spins, often done for "better viewing" are not as severe as the screaming seats on the outside edges. Sometimes the spins are executed to retaliate against "water pirates" who hide behind rocks to douse the uninitiated with a bucket of water or a load from an 8 ft water bazooka. All in good fun.

We watch several anglers fight large salmon, sometimes we just got a shrug/nothing caught. The skipper was careful to minimize the boat wake in the fishing areas. Sometimes the water seemed so shallow that it was amazing we could keep going.

We took a break at Agnes, a small community short of our ultimate destination. From Agnes, we explored the upriver rapids, deep-water gorges, unique historical sites, and some scenes of extreme high water. There were many groups in large rubber rafts paddling down stream. Back at Agnes there was a huge buffet lunch and time for a little nap on the nearby lawn. We were lucky to see more wildlife returning downriver, including a small herd of Red Elk. These have been successfully reintroduced to Trinity County.

Our river adventure ended back at the hotel dock and we were driven to the airport. The scattered coastal clouds seem to accent the mountain coastal beauty. We relaxed at the high altitude necessary to clear the ridges, viewing some of the many isolated alpine lakes we missed going the opposite direction. What a wonderful trip--join us for other TCPA fly-ins.

Safety First...

by Mike McHugh

Flying in and out of uncontrolled airports

Since all of the airports in Trinity County are non-tower airports, it seems appropriate to look at the issues unique to operations at these “airports without operating control towers,” which I will call “uncontrolled airports.” The FAA is moving away from the term “uncontrolled airports” since that doesn’t sound too good on the 10 pm news when there is an incident at such an airport. The public doesn’t like to believe that “small airplanes” are “out of control” at local airports! Furthermore, the terms “uncontrolled” and “non-towered” don’t make it clear that these procedures apply to tower airports when the tower is closed.

The important unique procedures at uncontrolled airports include, among others, radio procedures, airport patterns, and runway selection.

While some airplanes operate in our county without a radio, it is relatively rare these days. The old Mark I eyeballs, and lots of attentive scanning, are the only defenses against a conflict with such aircraft.

Every airplane with a radio aboard is required to monitor the CTAF, make appropriate announcements in the pattern and when taxiing and operating on the runway. The AIM would a great document to review on this subject. Another good refresher on when to talk and what to say can be found in AC 90-42F. And it’s a good idea to have your passengers keep quiet when the aircraft is in motion on the ground, and in the vicinity of the airport. Many airlines have “sterile cockpits” below 10,000 feet – no chatter. It’s very easy to miss the takeoff call of another aircraft if there’s conversation going on – this might lead to all sorts of bad things, such as an attempt to enter the opposite runway for takeoff, a runway incursion while taxiing, or an attempt to land on an occupied runway.

Airport patterns are standardized in the FARs, AIM, and ACs. Standard patterns are well known. Pilots study them in training and typically review them in flight reviews. But then why do we see so many creative patterns at our airports? It’s not uncommon to see straight-ins, wrong-side patterns, and all sorts of interesting pattern entries. These do not usually enhance safety—they are only expedient for the pilot. Pilots should review FAR 91.126, the AIM Chapter 4, and AC 90-66 for the requirements and recommendations for standard patterns at our uncontrolled airports. Let’s make standard entries, make standard radio calls, and be considerate!

One final note on selecting runways. FAA publications say that it is up to the pilot to select an appropriate runway at an uncontrolled airport. Most of the time, the wind dictates on which runway to takeoff or land. Some airports have a “calm-wind runway” designated by an airport operator to keep airplanes in a predictable pattern. Also, airport operators may designate a “preferred runway,” typically for noise abatement purposes. Designated calm-wind or preferred runways can be found in your green Airport and Facility Directory in the runway remarks area, or most airport guide books.

As of this writing, there are no designated calm-wind or preferred runways at Trinity County airports. Pilots should not assume that “everyone knows that we all use runway 14” or some other local convention. However, pilots should use common sense and be very careful about radio procedures when making their own calm-wind runway selection. Be considerate of airport neighbors—minimize overflight of towns, campgrounds, and populated areas, consistent with safety.

Some online references for you:

You can find the current AIM online at www.faa.gov/atpubs/AIM/index.htm

The FAA publishes advisory circulars, including AC 90-42F and AC 90-66A, at [www.airweb.faa.gov/Regulatory and Guidance Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory%20and%20Guidance%20Library/rgAdvisoryCircular.nsf/MainFrame?OpenFrameSet)

Welcome New Members...

Gary and Cheri Bertsch, Sacramento
Gus Cubillo and Leslie Wolfe, Antelope
Larry Cucura, Carmel
John Kibler and Katherine Michiels, San Francisco
Carl Mauck, Woodside
Robert Mazzei and Kim McCasland, Orangevale
John Taylor, Trinity Center

Thank you for supporting TCPA



AWOS... or not?

By Don Mullen

An “Automated Weather Observation System” (AWOS) is being contemplated for the Trinity Center Airport and possibly three others in Trinity County. None of the county’s five airports have weather reporting in place.

An AWOS would be particularly beneficial to Trinity Center because the surrounding mountains obscure the fly-in view of the airport. This requires arriving aircraft to get much closer to their destination than normal to see the airport, in order to determine the quality of the weather. And if they find the weather is less than passable, they must backtrack to an acceptable airport or their starting point, which is all very wasteful.

The emergency air medical flights into Trinity Center (and their patients) would love to be able to dial up the weather before they left RDD. And Part 135 operators with their destination weather reporting requirements would find Trinity Center a friendlier airport. The local residents would enjoy fewer planes buzzing the field, to get a look at the windsock, before landing, reducing pollution and increasing safety.

Trinity Center is the highest use airport in Trinity County and is not geographically close enough to any other weather-reporting site to benefit from the reports. Part of the idea is to have a remote transmitter located on a

surrounding mountaintop, rather than at the airport, to greatly improve the radio reception range.

The stumbling block, of course, is not justification but rather funding. The lion’s share comes from government grants outside the county and is not the main problem. But the remaining several thousand dollars comes from the county, which is a problem for an already tight budget.

Beyond that, we have the on-going inspections, calibration and general maintenance. If we turn it all over to the AWOS manufacturer in Sacramento, maintenance will run about \$5,000 a year. Or we could cut costs by more than half if we spent \$5,000 to send a local technician to a one-week, FAA certification class to do all the maintenance. I have been working with Steve Roberts, county airports manager, to find a way through the maze of options. One fallback consideration is private funds from donations and fundraisers.

An Airport Advisory meeting is scheduled for September 26, 2003—10 am at the Trinity County Building and Development/Planning offices, 190 Glen Rd, Weaverville—to further discuss the AWOS and other airport issues. In the meantime, those with ideas, suggestions or desire to get involved are invited to contact Steve Roberts at 623-1354, sroberts@trinitycounty.org or myself, Don Mullen at 266-3451, don9@tds.net.

“Harmony comes gradually to a pilot and his plane. The wing does not want so much to fly true as to tug at the hands that guide it; the ship would rather hunt the wind than lay her nose to the horizon far ahead. She has a derelict quality in her character; she toys with freedom and hints at liberation, but yields her own desires gently.

Beryl Markham,
West with the Night (1942)

Presidential Soapbox *(continued from page 2)*

As for our monetary state, we have \$5,994.94 in our banking account (after depositing the money collected at the Fly-in booth). \$3,892.42 is earmarked for the scholarship fund leaving us with an operating balance of \$2,102.52, less an outstanding bill for new merchandise. Currently it costs us \$200/month to mail out the *Tale Wind*, or \$1 per newsletter.

Lee Wachsmuth took many of the new TCPA brochures to the Weaverville Chamber of Commerce for dispersal.

It has also been suggested that we change the banquet/member meeting date to a more convenient time for members. A weekend day in the summer seemed to be preferable to a weekday night in April. What do members think? Please give us your feedback.

Lee Wachsmuth has done a great job of handling TCPA merchandise—shirts and caps—for many years. He has stored and kept track of the inventory as well as negotiating with vendors and ordering stock. Thank you, Lee! He is ready now to pass this job on to someone else. Happily Mike Balzano has agreed to take it over. Mike has some super ideas about how we can promote sales through our web site and other sources. Thank you, Mike.

The Board would like to see more activity within the association. We have thought about fly-ins, fly-outs, educational presentations, hangar parties and the like. We’d also like to see more of our Weaverville, Hayfork, Hyampom and Ruth members. What ideas do members have? Please let us know so we can begin to plan next year’s calendar.

Trinity Lake BBQ and Fly-in

The TCPA booth at the Annual Lion's Club Trinity Lake Fly-In/BBQ was very successful. We sold \$530 in clothing, picked up five new members, and brought in \$628 from dues payments.

The fly-in weather could not have been more perfect—blue skies, mild temperatures, and a light breeze. We counted over 60 planes parked at Trinity Center throughout the day.

Many TCPA members stopped by the booth to say hello, checkout the new TCPA brochure, and provide feedback on TCPA activities.

Thanks to Lee Wachsmuth, Dick Eyman, Kelli Gant, Mike Balzano, Norma Puryear, and Ann Elsbach for “manning” the fort and doing such a good sales job.



Visitors flew in and camped.



Two beautiful examples of the diversity of Trinity aviation—Citation Jet (TCPA member Colin Lind) and Beech 18 (TCPA members Tom and Edwina Duzan)



TCPA treasurer Norma Puryear and Tale Wind editor Kelli Gant host the association booth.

TCPA President appointed to the Trinity County ALUC

TCPA president Ann Elsbach has been named to the Trinity County Airport Land Use Commission (ALUC). Ann joins other commission members TCPA secretary George Loegering, Roger Jaegel, Ray Bushman, Keith Groves, Jim Hahn, and Tom McKnight.

What is the ALUC? Each county in California that includes an airport served by a scheduled airline or operated for the benefit of the general public must establish an airport land use commission. (California Public Utilities Code section 21670). The state legislature's purpose in requiring these commissions was to "protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to the extent that these areas are not already devoted to incompatible uses."

More about the ALUC on the TCPA Web site www.tcpilots.org/county/aluc.html

On the fly....

- We are collecting Web site articles from TCPA members. If you have a favorite Trinity County vacation/destination that you would like to share with other pilots, please email your article to the TCPA Webmaster.
- Please check your membership expiration date on your mailing label.
- The Trinity County Chamber of Commerce is in need of Trinity County pictures for next year's Recreation Guide. Please contact the Chamber for more details.
- Coffee Creek Ranch 9th Annual Autumn Faire, October 12, 2003. Watch the “Battle of the Mountain” Fire Department Tug-a-War—Coffee Creek and Trinity Center VS Etna and Fort Jones. All proceeds go to the volunteer fire departments. For more information, call 800-624-4480

Trinity County Pilots Association

P.O. Box 402
Trinity Center, CA
96091

E-Mail:
tcpa@tcpilots.org



**Safeguarding Trinity
County Aviation**

We're on the Web!
www.tcpilots.org

Membership Application

We encourage anyone who is a pilot or has an interest in flying, the preservation of airports, and air transportation to join TCPA. Dues are \$10/year renewable each Jan 1.

Name: _____

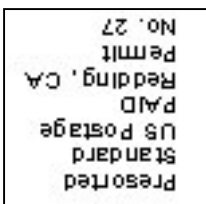
Spouse/partner: _____

Address: _____

Licenses: _____ Ratings: _____

Email address: _____

- New Renewal membership dues #____ @ \$10/year \$_____
- TCPA T-shirt Size _____ #____ @ \$15/ea \$_____
- TCPA polo shirt Size _____ #____ @ \$20/ea \$_____
- TCPA polo shirt, embroidered Size _____ #____ @ \$30/ea \$_____
- TCPA baseball cap, printed Size _____ #____ @ \$8/ea \$_____
- TCPA baseball cap, embroidered Size _____ #____ @ \$15/ea \$_____
- California Aviation Charts #____ @ \$6/ea \$_____
- TCPA Scholarship Fund donation \$_____
- Shirt sizes: medium, large, extra large* Order \$_____



Trinity County Pilots Association
PO Box 402
Trinity Center, CA 96091