

TALE WIND

A chapter of the California Pilots Association



JANUARY/FEBRUARY 2006

County Update

from Steve Roberts

Supervisor Bill Chambers and I have been investigating the status of the various projects Trinity County has pending with the US Forest Service. Bill asked me to provide you with an update.

We expect to have approval to fall up to thirty trees in the Swift Creek drainage that encroach into the Trinity Center airspace. Additional work is slated for County crews to mark County trees, and adjacent federally owned trees that will lead to additional airspace clearing east of the runway.

Federal attorneys are still reviewing the memorandum of understanding between Trinity County and the USFS regarding ongoing airspace maintenance activities (tree removal). These reviews will not delay current efforts.

The Trinity Center hangar project review is continuing. The target date for conclusion of reviews is April 3, 2006. Six hangars and the continuing development of the helicopter pad are being considered. If the helicopter pad creates any need for more lengthy studies, it will be separated from the hangar proposal and considered separately. *(Please see the article on page 5 for complete project details.)*

Trinity County is requesting the target date to be considered "at the latest." USFS processing will be the determining factor.

Bill Chambers is greatly assisting with these efforts with his regular requests for updates from the Forest Supervisor and our office. Bill is also assisting by

drafting revisions to the update of the County Airport Rules and Regulations. Without Bill's interest and the Board of Supervisors; support, these tasks would not be progressing as well.

Many Trinity Center residents attended the Airport Layout Plan (ALP) workshop held in Trinity Center Dec. 15. Coffman Associates presented a good overview of the project, the process and the anticipated work products. *(Please see the article on page 3 for complete meeting details.)*

Coffman has also been retained to perform ALP updates at Hayfork and Ruth, and also will be completing the Aviation Forecast work for the Weaverville Airport. The forecast is a required component updating air needs that must be addressed for the airport relocation project.

Additionally, the Airport Capital Improvement Program has been updated. The sole revision was to remove completed or funded (in-progress) projects and to add a project for acquisition of federal lands at Trinity Center. The acquisition is eligible for state, but not federally funding. *(See page 10 for more information about the CIP update.)*

Finally, one new project is being submitted for Federal funding in FY 2006--fencing at Weaverville Airport. This project will be constructed concurrent with fencing at Ruth Airport in order to minimize contractual and inspection costs for county services.

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NOTAMS

2006 Membership fees are due.

Expired memberships:

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We have members paid through 2011!

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Would you like to submit an article? Please email your submission to **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

From the Tower...

by Mike Balzano

Happy New Year To All Members

I hope the New Year brings you good health and safe flying. This year there are lots of items going on in Trinity County that should make our airports safer with more improvements. Many people in our County are working hard to keep our airports safe and sound.



I have enclosed some communications that I have been having with Steve Roberts who is working hard as our Airport Manager to make sure that our airports are some of the best in California.

The Airport Layout Plans (ALP) for Trinity Center, Hayfork, and Ruth Airports, and the Aviation Forecast and Airport Layout Plan Update for Weaverville Airport are moving along.

The ALPs are a form of airport master plan that are used for the basis of scheduling identified, required improvements at the airports.

The forecast is an inventory of the user types and numbers of operations and the expected user base, to which an ALP is derived for the planned development of Weaverville Airport.

The County expects the Forecast and ALP to result in a document that may be applied to the existing airport, which will either say the airport meets the aviation needs, or should be a candidate for relocation.

Pilots are encouraged to participate in the workshops held in the communities, and to complete, and submit the

questionnaires for the purpose of compiling use data. (Please see page 8 for the Trinity Center survey form.)

Coffman Associates is the consultant working on the project(s). A well respected and rounded firm with expertise in aviation planning ONLY. They expect to have the work on all the projects completed this calendar year.

The Trinity County Board of Supervisors appointed Supervisors Wendy Reiss and Jeff Morris to be the Supervisors' representatives to the airport advisory committee. The TCPA may want to contact them as a group, or individually concerning items pertaining to the airports, and aviation.

Wendy Reiss's email is wreiss@trinitycounty.org, Jeff Morris's email is jmorris@trinitycounty.org Phone Numbers and mailing address can be obtained from Clerk to the Board -- Kelly Frost, kfrost@trinitycounty.org.

I encourage all members and non-members to contact our representatives to voice your opinions. Remember, Your Vote Does Count!!

Safe Flying.....

Editor's note: We are in desperate need of reports from all airports in the county. Please email your airport update to kgant@tds.net. Thank you!

Trinity Center Airport Planning Mtg *by Betty Eyman*

More than 30 people attended the first of a series of meetings concerning the project to update the Airport Layout Plan for the Trinity Center Swett Field Airport that was held last Thursday night at the IOOF Hall in Trinity Center. The meeting was moderated by Airport Manager Steve Roberts, and attended by District 1 Supervisor Bill Chambers, Planning Director John Jelichich, and Assistant Planner, Cathleen Hitt.

Jim Harris and Steve Wagner, from the independent consulting firm, Coffman Associates, reported on some of the studies they have been collecting for the ALP to start the process of forecasting for up to 20 years in the future to create a master plan for the growth and upkeep of the airport land and facilities,

Steve Roberts said the main focus of Thursday's meeting was to solicit ideas and needs from the pilots (commercial and government users) using the airstrip and members of the community. He said it is not the role of the Airport Layout Plan (ALP) to dictate to the community how the airport could be improved, nor create conditions to create more air traffic, but to act upon the needs of the pilots and community while conforming to FAA standards.

Some of the issues that have previously been identified and are included in the airport layout study are: working with the USFS in transferring existing airport land to County jurisdictional management; acquiring additional USFS land to lengthen the landing strip to conform to FAA requirements; building a helicopter pad for medical and fire emergency landings; and the maintenance of the trees that grow into the airport's airspace, creating a hazard for take-off and landings.

Some additional concerns identified at the meeting were: location of tie down and aircraft parking area; car, trailer and RV turn around area; airport upkeep and preservation; deer and pedestrian obstacles on runways. A short discussion was opened on the possibility of fencing the airport to keep it secure of hazardous occupation or uses, but was quickly and loudly objected to by the attendees.

US Forest Service Representative, John Schuyler reported the airport must conform to the FAA standards before the USFS land permitted to the airport use can

be conveyed to Trinity County jurisdictional management. The conveyance will be handled through the Townsite Act, which allows Regional Foresters to convey a designated land at fair market value for townsite purposes when it has been determined that: the land is suitable for community purposes; the community can use the land without creating undue risk of resource damage to adjoining lands; it is possible to use the land without creating sanitary problems or endangering public health; the land is not necessary for more important Federal purposes.

Schuyler said the USFS' main focus is on fighting fires and tree abatement, and as the land in question has lost its "forest character" they are eager to do what they can to facilitate the Townsite Act and complete the conveyance as soon as the legal criteria has been met.

In a recent Email interview concerning the Airport Layout Plan Meeting, Airport Manager Steve Roberts offered the following information:

The total budget to run the Trinity Center Airport as it is now is \$10,000 per year. This includes insurance, rent, snow plowing and mowing, and lease development, encroachments and admin. This year we are incurring extraordinary costs dealing with USFS matters. The funds to pay these expenses are from State Airport Annual Credit of \$10,000 (plus any State authorized transfers between the funds, 5 airports x \$10 = \$50,000 annual). Unrequired funds may be used for Federal Grant Match.

A Possessory Interest Tax levied on aircraft and hangars is collected by Trinity County on behalf of the State. A majority of the locally collected tax goes to schools, the balance to the County General Fund. Insurance runs about \$3,500 per year. The airport's annual payment to the USFS for the Special Use Permit Area is \$410. It was reappraised last year and the payment was increased to \$1,740 annually. Roberts said, "Last year the fee was paid under protest and it is currently being reviewed."

Caltrans provides \$50,000 to Trinity County Airports (designated, separate account) which represents our total operation and maintenance budget. A capital

(Continued on page 4)

TC Planning Mtg *(continued)*

(Continued from page 3)

account also exists. This account is the repository for rents and leases that the airports receive. It also is used to track grant funded projects. Grants have two principal sources: Federal grants (four federally eligible airports Trinity Center, Weaverville, Hayfork, and Ruth) are eligible for 95% Federal, 4.75% State and 0.25% Trinity County match. Hyampom is eligible for only state grants whose ratio is 90% State, and 10% Trinity County match. All the above grants are discretionary to the funding source. Trinity County pursues with proper planning and requests only eligible projects (safety and standards).

Fortunately due to budget restraint, and grants made on Trinity County's airports' behalf, we have been able to avoid funding shortfalls. However, heavy reliance on airport assets and independence (from Trinity County general funds) has resulted in diminishing reserve funds. If a shortfall occurs Trinity County will have to review its priorities.

Coffman Associates has been contracted to update the Trinity Center ALP for a cost not to exceed \$72,125, which will be paid from 95% Federal, 4.75% State and 0.25% County airport funds. The cost of the USFS property transfer (Townsite Act) will be determined through negotiations and fair market value based on the ongoing appraisal.

The cost of the future airport improvements, including extending the runway is estimated to run \$3 to 4.5 million, but cost will have to wait until the plan emerges. Cost for all airport infrastructure including runway, taxiway and tie downs are grant eligible as above. There is a chance that next year's authorization for the Aviation System may revert to the previously funded 90% fed 4.5% state and 5.5% local match.

Trinity County's Airport Division is responsible for overseeing operations and maintenance at the facilities. The Division is also responsible for pursuing Federal and State Grant funding for projects identified in Trinity County's approved Airport Capital Improvement Program. The County applies for Grants through planning activities that include consultation with users (your Airport Advisory Committee, Airport Users and the public in general), reviews of the ALP (as Trinity County is doing now), and as adopted by Trinity

County Airport Capital Improvement Program. The grants are made from Aviation Trust, funded by tax on fuel and users.

Roberts said costs of running the airport are expected to increase; inflation and commodities (electricity, insurance, fuel, labor) all play a role. Also, more pavement and ownership of now-leased facilities will result in greater maintenance costs. However, grant funding is pursued for all big ticket items. Offsetting the greater maintenance costs is increased revenue. Over time as long term leased facilities (hangars) revert to the airports and CPI adjustments to leased facilities are expected to allow revenues to keep pace with needs. In time the Airports should have a reliable source of funding and less reliance on outside funds with the goal of making Trinity County's airports self-sufficient.

When asked how long the entire process should take, Roberts replied, "ALP update less than 1 year, acquisition of Airport Land, 18 months, infrastructure improvements, as identified in the ALP and ACIP."

The ALP Committee hopes to schedule the next public meeting for a date in March and the goal is to have this process complete by September, 2006. Six new hangars are expected to be constructed in the spring of 2006. Any comments on the proposed hangars may be sent to: Big Bar Ranger Station, Star Route 1, Box 10, Big Bar, CA 96010, Attn: Lisa Wrenn-Duncan. Comments on proposed land conveyance may be sent to Shasta-Trinity National Forest, 3644 Avtech Parkway, Redding, CA 96002, Attn: John Schuyler. Questions or comments on other airport concerns may be sent to Steve Roberts at sroberts@trinitycounty.org, or Phone: (530) 623-9585 Fax: (530) 623-1353



Trinity Center Hangar Status

from Don Mullen, secretary

Background

As most readers are aware, aircraft owners in need of hangars have advanced to the point of organizing a hangar construction project. The last hangars built consisted of a block of four "T" hangars in 1995. At that time, all the plans, approvals and ground preparation were completed to build ten, but ultimately only four owners had the funds to build.

All the hangars at Trinity Center are built with private funds because the County has no money available. The owners then pay the County rent for the ground the hangars sit on. After about 30 years, ownership reverts to the County who can then rent them for additional income flow. The long term need for additional hangars has averaged about one per year.

Three years ago plans were initiated to build the remaining six hangars as previously planned. A general contractor was selected who collected competitive bids from subcontractors and submitted his best price to the owners. The County approvals were finalized including a complex negotiated lease agreement between the owners and the County. The owners were organized with deposits. Everything was in place except for the approvals of the Forest Service who was still at square one. Forest Service insists on their approval because that part of the airport sits on land controlled by them, even though the land was officially conceded to be an airport, not an environmental preserve. Wild animals, tall trees and high grass do not belong on an airport.

Throughout this effort an enormous amount of time has been invested by many in dealing with the Forest Service. The problem stems from 2 or 3 rogue Ranger ladies that have a long history of harassing anyone that even thinks of occupying their forest. In our efforts to clear the way for hangar construction, a number of other Forest Service-induced airport problems became apparent. Then we discovered that many other organizations, businesses and individuals in the Trinity/Shasta National forest area have experienced a long history of abuse from these people.

Since we started looking into the delays for our building approval from the Forest Service 2 ½ years

ago, they have thrown every kind of roadblock and harassment into the mix they could muster. We ultimately solicited help from our Congressman and the Undersecretary of the Forest Service in Washington DC.

The present

So far, all the airport problems have either been resolved or are on the way to be resolved. This was partly due to the efforts of the Undersecretary, our Congressman, the County and the Forest Service agreeing that we would no longer be dealing with 2 of the 3 problem Rangers. But then, just as we began making good progress with hangar approvals, the worst of the 3 jumped into the mix again resuming the insane chaos. In her absence the Forest Service set their plans for approving the construction of 6 hangars to start this spring.

They agreed to pay for the environmental study for the construction project. Originally they wanted to be reimbursed for the \$75,000 to \$100,000 to do the study that we claimed was unnecessary because this is an airport, not a forest preserve.

They formed a working group with the County to get the Forest Service controlled land transferred to the County. This is what should have happened originally in the early '80s instead of leasing it to the County with a Special Use Permit. Once the land transfer is complete, we will be immune to most of the Forest Service harassment. But this will probably take one or more years with no guarantees that it will happen. The other problem with the Special Use Permit is that it is due to expire in six years conflicting with the owners' 30-year lease from the County. If the land does not transfer, another major battle will likely ensue with the Forest Service as their active efforts have been aimed at the airport's demise.

They also conceded to our claims that one of the ridiculous additions they had forced into our County/hangar lease agreement did not apply and would be removed. They would also remove similar language from the Special Use Permit covering the airport land. It essentially said that the Forest Service had the right to kick everyone off the land with 90 days' notice to

TCPA 2005 4th Quarter Financial Report

Prepared by Barbara Dahl, Treasurer

Fourth Quarter October 1, 2005 thru December 31, 2005

October 1, 2005 Beginning Balance		\$8,341.22
INCOME		
Member Dues	\$20.00	
Advertising Income	\$50.00	
Interest Income	\$ 3.99	
TOTAL INCOME	\$73.99	\$73.99
TOTAL AVAILABLE CASH		\$8,415.21
CASH DISBURSEMENT		
Tailwind Print & Mail	\$52.09	
Cost of Sales (Fisherman Hats)	\$138.00	
Miscellaneous Expense*	\$1,035.84	
TOTAL DISBURSEMENTS	(\$1,225.93)	(\$1,225.93)
December 31, 2005 Ending Balance		\$7,189.28
October 1, 2005 SCHOLARSHIP FUND BALANCE	\$4,374.66	
No Income or Expense this period		
Dec. 31, 2005 SCHOLARSHIP FUND BALANCE	\$4,374.66	(\$4,374.66)
December 31, 2005 Operating Balance		\$2,814.62

*The Misc. Expense represents two checks. One written to Trinity County Airports in the amount of \$650.00 to send three County representatives to Buena Park to attend the Airport Management Seminar. The second check to Kelli Gant in the amount of \$385.84 to reimburse her for attending the same seminar in Sacramento a month later. Thank you Kelli for taking the time to attend the seminar.



TCPA 2005 Annual Financial Report

Prepared by Barbara Dahl, Treasurer

January 1, 2005 thru December 31, 2005

Beginning Cash Balance - January 1, 2005		\$7,456.87
INCOME		
Member Dues	\$1,190.00	
Scholarship Donations	\$1,423.24	
Interest on Checking Account	\$12.16	
Sales Income	\$924.00	
Advertising Income	\$198.00	
Lunch Income	\$348.00	
Miscellaneous Donations	\$55.00	
TOTAL INCOME	\$4,150.40	\$4,150.40
		\$11,607.27
CASH DISBURSEMENTS		
TaleWind Print & Mail	\$423.59	
Calif. Secty of State Fee	\$20.00	
Website Expense	\$44.00	
Scholarship Expense	\$1,505.06	
Ca. Pilot Assoc. Dues (2 year)	\$100.00	
Lunch Expense	\$410.00	
IOOF Hall Rent	\$50.00	
Misc. Expense	\$1,035.84	
Cost of Sales	\$829.50	
TOTAL DISBURSEMENTS	\$4,417.99	(\$4,417.99)
Ending Cash Balance - December 31, 2005		\$7,189.28
SCHOLARSHIP FUND		
Balance January 1, 2005	\$4,451.42	
Donations	1,423.24	
Disbursements	(\$1,500.00)	
Balance December 31, 2005	\$4,374.66	(\$4,374.66)
Operating Balance - December 31, 2005		\$2,814.62

TRINITY CENTER GENERAL AVIATION PILOT SURVEY

Trinity County has initiated work (in December 2005) on an Airport Layout Plan and Report for Trinity Center Airport. To be undertaken over the next 12-month period, the study will identify specific airport facilities or improvements that will be needed to meet future aviation demands. To help with this work, Coffman Associates (the airport consultant conducting the study) is interested in identifying the existing aviation demand and aircraft mix using the airport. This questionnaire has been designed to assist in the collection of specific information which will aid in assessing the need for airport improvements.

We greatly appreciate your assistance in this matter.
Please return the completed form as soon as possible.

-
1. Do you base an aircraft (or helicopter) at Trinity Center? Yes_____ No_____
 - If yes, do you rent hangar space? Yes_____ No_____
 - If no, where do you currently base? _____
 - Would you base at Trinity Center if additional facilities were available? _____
 - Please indicate the zip code of your business or residence. _____
 2. What type of aircraft (or helicopter) do you currently operate?
 - Aircraft Make _____ Model _____ Year _____
 - Please note if you operate different types _____
 - Please note if you are contemplating any changes _____
 3. Approximately how many operations per month do you average at Trinity Center Airport? _____
 - Approximately what percentage stay within the local pattern? _____
 4. Please note your reasons for electing to base at this airport.
 - _____ Convenience (closer to where I live or work)
 - _____ Availability of aircraft hangar facilities or tiedowns
 - _____ Condition of airfield/lighting/navaids
 - _____ Other (please list) _____
 5. Please list any specific improvements that you feel are needed.
 - _____
 - _____
 - _____

Please FAX the survey to (816) 524-2575 or mail to the following address:

COFFMAN ASSOCIATES
237 N. W. Blue Parkway
Lee's Summit, MO 64063
Attn: Steve Wagner

e-mail: stevewagner@coffmanassociates.com

TC Hangars *(continued)*

(Continued from page 5)

remove our infrastructure with no compensation if they decided to use it for water and power purposes.

Since she stepped in again, she is saying that while removing the language in #4 above, they will add 12 additional items to the Special Use Permit and hangar lease. But they are so ridiculous that neither the County or hangar owners would ever accept them. Steve has asked not to publish them while he is negotiating with the Forest Service.

The manmade irrigation drainage ditch that runs near the construction site is again becoming more of an issue. The Forest Service has wanted to treat it like an aquatic preserve to be protected by 60(?) feet from the site. They are afraid that we will damage it during

construction or airport runoff will pollute it. The fact is we have no intentions of draining anything into it. However there are other large water drains in the tarmac that already drain airport runoff into the lake. Planes taxi over their open grates. And the manmade ditch can be turned on or off at will at the source.

Presently, Steve Roberts, County Airports Manager, is working to resolve the remaining issues with the Forest Service. The hangar owners are in a holding pattern waiting for spring and the elusive approvals from the Forest Service. Two entourages of Forest Service ladies have been reported recently visiting the infamous drainage ditch and hangar site. And just as the new owners are being cheated out of the use of hangars, the County is being cheated out of property tax on more than a million dollars worth of hangars and their planes.

Mid-Air Collision Danger Reminder

by Kelli Gant

Three mid-air collisions in the last week are a sobering reminder of how important it is for you--the person responsible for all lives in your aircraft--to keep your eyes scanning and make frequent and proper position reports when you approach or depart an airport area.

Making calls while within ten to fifteen miles of a rural airport may seem silly to you. (I have actually heard local pilots kidding other pilots about making calls every few miles with position, altitude, and speed reports.) But from someone who has experienced two "near misses" while departing Trinity Center airport, there are never too many announcements.

Since the paths into and out of our Trinity county airports are fairly narrow, be sure to announce while leaving the area also. Safe flying depends on good two-way communication. Flying season is upon us. Let's be safe out there.

San Diego, CA 2/8/06. Three people died near San Diego last Wednesday, when a Cessna 172RG and a Cessna 182 collided in midair at about 4:40 p.m. Nobody on the ground was hurt, though debris fell into a residential area and set a home on fire. Investigators

learned the 172RG pilot and instructor, owned by Scandinavian Aviation Academy at Gillespie Field, were on an IFR training flight. They filed an IFR plan out of Gillespie, bound for Brown Field on a familiarization flight. Instrument departure routing at Gillespie can direct aircraft in a climbing arc back over the field, said a local controller. The 182 departed VFR from Gillespie approximately one minute behind the 172RG. The two aircraft met at about 2,300 feet, roughly three miles from Gillespie.

New Zealand, 2/9/06. Two private pilots were killed in a midair collision in New Zealand. Witnesses said the two Piper Cherokees had been flying in close proximity at about 1,500 feet MSL for about 15 minutes, apparently practicing maneuvers, when the wing of one clipped the tail of the other. Both pilots were training for their commercial certificates.

Juneau, Wisc, 2/5/06. Two Shorts cargo aircraft departed from General Mitchell International Airport and flew in formation about 100 to 150 feet apart on a photo flight when one of the airplanes entered a turn.

California CIP Updated

The California Aviation System Plan 2006-2010 Capital Improvement Plan was updated in August 2005 and is available online at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/cip2005.php>

The biennial (odd-year) Capital Improvement Plan (CIP) is one element of the overall California Aviation System Plan (CASP). It is a tool for the California Department of Transportation, Division of Aeronautics (Department) to actively participate and assist in the coordination of a continuously ongoing statewide aviation system planning and project funding (programming) effort. The CIP bridges the Department's aviation planning to programming.

Each project applied for funding in the NPIAS and Non-NPIAS set-asides will be ranked and assigned points using the list below. For tiebreakers and special projects, the Department will have the discretion to assign up to 20 points for each set-aside. Discretionary points can be distributed to one or more projects. Projects above the level of funding for each set-aside are included in the biennial Aeronautics Program.

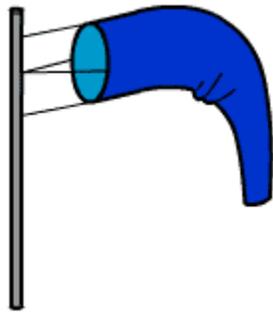
TYPE	DESCRIPTION	RANK	SCORE
Safety			
	Obstruction Mitigation/Abatement (Removal, trim, land acquisition, navigation easements for height restrictions)	1	20
	Obstruction Lighting (new)	2	19
	RSA/RPZ Land Acquisition	3	18
	RW or TW Lighting (repair or replace)	4	17
	Rotating Beacon (repair or replace)	5	16
	New Pavement for RW turnaround (no parallel TW)	6	15
	Landing Aids (e.g. Marking, Seg. Circle, VASI, AWOS, ASOS) (repair or replace)	7	14
Capacity			
	Seal/Overlay/Rehab existing RW	8	13
	RW Pavement (new) or Seal/Overlay/Rehab existing TW	9	12
	RW Lighting or Rotating Beacon (new)	10	11
	ALP (new or update)	11	10
	Automated Weather Reporting Equipment (new)	12	9
	TW Pavement (new) or Seal/Overlay/Rehab existing Apron	15	6
	Apron Pavement (new) or Service Roads	16	5
	Landing Aids (new)	17	4
	Utilities (drainage, water, sewage); environmental mitigation; blast wall; fire protection systems; radio comm. Equip.; bond servicing.	18	3
	Land Acquisition for Airside Usage; TW Lighting (new); Master Plan.	19	2
	Noise monitoring equipment (new)	20	1
Security			
	Security Fence (new)	13	8
	Apron Lighting (new)	14	7

\$240,000

- Built in 1977
- Derrick Flat Rd, Coffee Creek
- 2 Beds, 1 Baths, 800 Sq. Ft.
- 2.26 Acres
- 3 Car Garage
- Comp Roof, Wood Siding
- Heating: Electric



See all home details and pictures at <http://www.trinityalpsrealty.com>



Business card size	\$ 5.00 per month	\$40.00 per year
Quarter page	\$12.00 per month	\$100.00 per year
Half page	\$25.00 per month	\$200.00 per year

All ads have a renewal date of Jan 1 of each year. Ads placed mid-year will be pro-rated. Ads will be placed on sponsor pages after newsletter articles and news.

For ad details and questions, please contact Kelli Gant, editor@tcpilots.org or 530-266-3568

Affordable Cabin in Coffee Creek

Here is a great opportunity to own that vacation get-a-way in Coffee Creek. Small home/cabin near several trail heads leading into the Trinity Alps and only minutes from Trinity Lake. Home is small but could easily be added on to.

This property is actually three separate parcels. Two 1/4 acre lots and a 1.76 acre lot totaling 2.26 acres. Has a great well with new pump. Septic system was recently repaired with new leach lines. Roof is only 6 years old and new water heater.

If your looking for something with value, here it is.

CONTACT DON OR ROBIN REILLY



Coldwell Banker
At Trinity Alps Realty

PO Box 1390, 1247 Main Street
Weaverville, CA. 96093
530 266-3302 Evenings

Robin 530 227-1725 (c), Don 530 945-5244 (c)

NO PLANE ... NOT FLYING ... GOODIES FOR SALE—CHEAP

- Sporty Handheld nav-com JD-200, \$100
- David Clark HD-30 headset, \$65
- 2 Sigtronics headsets, \$50 each
- Never used Sigtronics Transcon interphone, \$40
- Step-n-Check, \$15
- Two light weight wheel chocks, \$15
- Push to talk switch, \$10
- Small flight bags. Survival equipment and other small stuff negotiable

Norma and Bob Puryear -- contact at 266-3607 or email puryear@tds.net

