

Trinity County Airport Hangar Lease/Rent Concept Review: by George Loegering

Background: A new hangar “lease owner concept” developed by Don Mullen was written up last year; Don’s analyses and detailed report is available upon request. I have gotten some initial negative reaction but even the County warmed to the idea after a short briefing on the win/win possibilities. The proposed concept is consistent with existing new hangar construction owner financing where the hangar reverts to County ownership at the end of a long term lease and then the County rents the hangar on a one year lease with the rent currently scheduled at \$0.14/sqft/month. The new concept would enable existing hangar lease owners to extend their lease for much longer than a year, (which has recent precedent for a five year extension at \$0.102/sqft less minor adjustments), which in turn would provide the lease owner with a fixed rate for a longer term and an option to resell the lease. The proposal is to have the present lease owner renew lease ownership after the current expiration in return for an up front lease fee. This takes into consideration that the lease owner is in a better position than the County to manage and maintain the hangar and will do so because of potential lease resale value. Most importantly, this concept could yield the County more net income and enable the lease owner to recover some cost when resold. This concept could encourage hangar construction/maintenance by a lease owner and increase County airport net revenue with less direct responsibility. Fees and standards would be applied equally to all County airports.

Action: This newsletter article is to seek your input to the proposed lease plan; if there is little or no interest the county is prepared to simply rent the hangars, as originally planned. The County has prepared a one year lease document; the rate mentioned above is fair considering the county pays for maintenance and insurance. Rick suggested that it might be better to form a hangar owner’s association so the county could deal with a group rather than individuals and I have the start of that from long ago should a majority of present lease holders be interested. However, the County one year lease rental system that is in place could be used by those interested in the short term and the new longer term lease by those wanting a longer term. Furthermore, the county will always have the option to either rent or lease and set the terms depending on the demand and other circumstances as time goes on. **We need your comments/input to this proposal!**

Meeting/Current Lease Concept Proposal: A meeting was held June 27, 2012 with the Trinity County Airport Manager Rick Tippett , Supervisor Judy Pflueger & George Loegering (hangar lease holder & volunteer) to discuss current airport plans and hangar lease/rent status. Rick, who became Airport Manager less than 2 years ago, has prepared a Budget Development Package which summarizes projected revenues, expenses, maintenance, development plans and hangar inventory/status compared to recent past years. His draft document has not been released pending Trinity County Board of Supervisors approval but is a very comprehensive overall County airport planning document that does detail the current County “rental” plan including rates for County owned hangars. He updated all aspects of the airport hangar rental administration because 1) problems with the old wooden hangars in Weaverville, 2) negotiations with a potential hangar lease owner to build at Hayfork last year, 3) three original hangars built at the north end of the Trinity Center Airport reverted to County ownership and 4) several hangars at the Trinity Center Airport built in 1984 have leases expiring in 2014 (and more later) coming into County possession.

The County is thus far satisfied that they are prepared to advertise, show/inspect, maintain, repair, pay utilities/insurance, and totally administer the hangars in their ownership/possession and those coming on line in the future in a fair and reasonable manner to all users and are projecting a positive balance to make the airports self sustaining. There are a few problems; the worse is paying off an airport construction fund debt (5 payments of \$14,500/yr), filling in the staff/procedures for detailed operations such as airport maintenance/clean-up/winterization and potential loss of income due to vacancies (the roster of lease owners shows an aging pilot population and the economy may slow new pilots coming in to rent or lease).

George presented the proposed concept with some added options to mitigate concerns initially suggested by Rick and how it could be a potential win-win for both the County and the owner occupant/users. ***Briefly; and there are variations to be worked out, the County would extend a hangar lease for say 10 years (to be negotiated) for an upfront or annual fee (based upon size, lease length and & biased by mandatory maintenance) and then be paid a “ground” lease fee each month (payable annually) plus annual possessory user property tax. The extended “10 year” lease could be renegotiated every two years (TBD) by the lease holder for a full “10 year” term negotiated to current conditions. If no agreement, the term/conditions would remain as agreed but the owner would have the option to renegotiate in the next review period.*** The concept has the county doing very little compared to their plan detailed above and the lease owner able to sell his lease with a “10 year” option so therefore willing to do the necessary maintenance to keep the value up for potential resale.

Most of the hangar lease owners agreed to pay the cost of installing and maintaining taxiways and ramps directly servicing the hangars during the construction lease; since maintenance of the ramps can now be done with airport grant funding this cost savings can be considered in the extended lease negotiations. The proposed lease concept would promote the local community to make the hangars (and other local property) more valuable thereby bringing other pilots (who are physically here less and generally need less public services) to the area thus creating local jobs, community growth and other property taxes.

A note of thanks to our Trinity Center Hangar groups insurance/utility accounting volunteers Yvonne Barber, row A to C, and Don Mullen, rows D to F. Bob Plumb did A to C for over 25years! Way to go Bob!

Request for TCPA Volunteers: by G Loegering

The Trinity County Pilots Association was incorporated in the 1980's and serves a useful purpose for aviators and plane owners who live or visit Trinity County to get airport improvements, build hangars and promote local aviation including donating scholarships. We also organize group fly-ins to explore the north state and displays among other activities. Other pressing local issues have reduced our activities during the past couple of years after completion of several projects and organization of the TCPA website (thanks to Kelli Gant). Volunteers elected in the past (Dave Forbes, Pres; Don Mullen, Secy and Robert Mazzei, Treas) are still doing necessary jobs and working with the County but there is a need to get new people involved as the need to promote general aviation continues in this poor macro economy and aging pilot population.

PLEASE email George @ geoloe@tds.net call Don @ 266-3451 TO VOLUNTEER; we need officers and also a newsletter editor; if everyone helps out a little it takes very little of one persons time. This is not a request for dues which will be addressed by TCPA officers at a later date; however you are encouraged to make a donation and your membership will be extended.

TCPA and California State Filing Requirements: by G Loegering

We now file with the Secretary of State, California Attorney General’s Office & Franchise Tax Board. The AG’s office monitors charities to make sure that money is not misspent. TCPA responded to them last summer after clarifying that TCPA needed to file to meet revised state laws. We got another letter from the California FTB recently requiring us to file a form 199N per a new law passed in 2010 but it was easy to satisfy because we could do it by computer. Our volunteers do this work for the TCPA so local pilots and aircraft owners can be aware of and assist with local airport issues. We do need volunteers for TCPA as well as for our County “Airport Advisory Committee” see below.

Airport Advisory Committee: By G Loegering

The Trinity County Airport Advisory Committee was designed to assist County government in airport realities as seen by the users; like a grass roots input as to the maintenance, improvements and procedural things that need to be done to make airport facilities best serve their community. Rick indicated that the County AAC is dormant (apparently for more than a few years) and needs to be reformatted. I believe that pilots residing in Trinity County have a responsibility to contact their local supervisor and ask to be seated on the committee and if meetings are not called to ask that they be called at least once a year to review detailed annual airport revenue and expense budgets and future plans. Rick indicated that the committee members would be one for every district. In the past, as I recall, it was one for every airport with an alternate who was also invited to the meetings and would contribute or stand in if a recommendation needed to be voted on. One member per district could work but does not seem to have any merit; airport reps are what we need to keep the airports viable. In reviewing Rick’s plans there are several issues that could use local pilot input such as the line item “professional” study for \$15,000 to determine the feasibility of a fuel dock at KO86. Also, the reasons for the negative airport construction fund balance and other airport issues may have be better aired by AAC members to the local pilots through the TCPA newsletter.

TCPA Treasurer’s Report:

Our Treasurer, Robert Mazzei, continues with our financial records; see a summary below. The amounts below include \$4000 in grant funds (Wolf) deposited in 2007 set aside to create a plan for airport campgrounds that can be used at all county airports.

Year	Annual Income	Year End Balance
2011	1,200.00	10,676.72
2010	1,211.07	11,013.81
2009	70.11	10,947.12
2008	223.10	12,376.57
2007	6,459.90	12,373.47
2006	823.15	7,369.50
2005	4,150.40	7,189.28
2004	525.37	7,456.87

Weaverville Airport Update:

The annual Weaverville Young Eagles flights, sponsored by Redding Chapter of the EAA and Mount Shasta 99s, were held to the delight and education of about 53 children ages 8 to 17 on June 30, 2012. There were three volunteer airplanes and one helicopter; the volunteer pilots enjoyed the day and were rewarded by lots of smiling faces, both the parents and kids. Thanks for everyone’s participation.

The Weaverville Airport windsock may be the wrong size. The frame is larger than the sock, and is put on with tie wraps. This may affect interpretation of the wind velocity and will be reported to the Airport Mgr.

Hayfork Airport Update:

There are two hangars at the Hayfork Airport; the FBO retired many years ago. An active local pilot started working with the County to construct a large new hanger at his expense in November 2010. After working for more than a year with the County on price and terms he was given only two months to complete the project by January 1st or the contract would be cancelled. The deadline seemed directed at getting him to pay Trinity County 1% property tax on the hangar/airplane for 2012. The time frame could not be met. He contacted the County last month to reactivate the contract terms; the request had to be in writing and provide a construction schedule that they would need to approve. Undaunted, he recently received a schedule proposal from a building contractor and is going to try again this summer. In the meanwhile, he is paying Shasta County hangar/airplane tax and has extra expenses storing the plane in Redding. To quote supervisor Jeagle, "we don't make it easy". The question is "WHY"?

The airport is well maintained by the county; however, a portion of the fence needs to be renovated to help keep the deer out. This will be reported to the Airport Manager.

Ruth Airport Update: *(Need local input)*

Hyampom Airport Update: *(Need local input)*

Trinity Center Airport Property Transfer to the County and High Trees: by George Loegering
At the meeting with the County George asked about progress on getting the Trinity Center Airport property deeded from the feds which has been in process for over 6 years. This issue normally could have been resolved in a couple of years per existing laws but is apparently a low priority with no one pushing it. The Trinity Center Airport is, to some extent, at mercy of the USFS because they own 26+- ac at the south end of the airport (the last hangar construction project was delayed about two years by them) plus the County has to pay a lease fee. It would be great if someone would volunteer to follow-up on this item.

At first I thought it was the altitude, then the warm temperatures, maybe the engine was not developing rated power...but later upon landing I realized that really all we need to do is cut trees from the glide path at the North end of the Trinity Center airport. Rick has it on his to do list; last time we had to ask the Undersecretary of Agriculture in Washington DC and Representative Herger to get the process going because the USFS would not cooperate with reasonable terms.

TCPA Awards High School Scholarship: by Kelli Gant

The 2012 scholarship of \$1500 was given to Trinity High School valedictorian Francisco Ramos. Francisco is going to San Diego State to study aeronautics. He worked at Tops Market while going to school and mentored many students. TCPA's continuing support of the Trinity High School Scholarship Foundation is the result of your generous donations to the TCPA scholarship fund; thanks especially to Terry Rose for his very generous contribution of \$1,200 in 2011.

A Special Thanks:

We have a local resident pilot who owned a nice Moony for many years. He has helped out at the Trinity Center Airport for over 25 years even after selling his aircraft and hanging up his flying. He did everything that you did not see like taking stuff to the dump, mowing the grass and winterizing the bathroom. He retired from that this year but still keeps a watchful eye; Thank You, Leroy Wachsmuth!

WE NEED YOUR E-MAIL ADDRESS: send email to geoloe@tds.net if this came snail mail

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