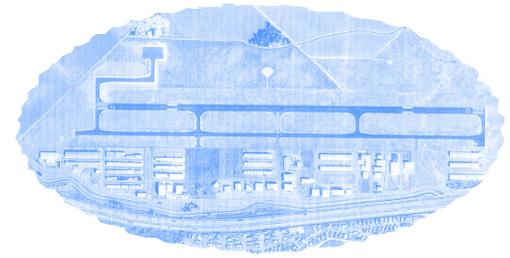


Airport News

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SPRING IS IN THE AIR

If the recent warmer days are any indication, Spring may be coming around again! Much of what's to follow in this newsletter is about safety and/or maintenance items that are offered to help keep everyone who operates at our airport better informed.

Beacon Motor Re-Build

After who-knows-how-many years of faithful service, our rotating beacon stopped rotating one very cold night a couple of months ago. The power was there and the lights themselves were good. The problem was the motor, but luckily for us we were able to have the burned out motor re-built and it went back into service within just a few days. We will put it on a more aggressive preventative maintenance schedule and hopefully it will serve us for many more years.

Café Building Area Lights

For many years there have been five very large lights atop the four tall poles situated around the Café building, parking lot and fueling area. The 1,000 watt lights have proven to be both difficult to maintain and expensive. After a review of what was needed in the way of lighting and how to best satisfy that need, we purchased six LED street lights and they were installed in mid-January. If you've been by that area during the hours of darkness, you've seen how much better the area looks!

Got TCAS?

As aircraft tech moves forward, it's not too surprising that some number of aircraft based at Caldwell and quite a few of the transient turbine-powered aircraft are equipped with TCAS. Traffic Collision Avoidance System is an aircraft "black box" that sends out an interrogation or request by radio to nearby transponders and uses the reply signals to create a picture of the aircraft operating near it. There's a lot more to it and in many ways it's an amazing system.

But, and isn't there always a but, for it to work at all, every aircraft equipped with a Mode C or Mode S transponder must be actively 'squawking' so that it can respond to the TCAS box's interrogation signal – that means operating in "NORMAL" mode not "Standby". Obviously, TCAS will have no knowledge of aircraft without a Mode C/S transponder or of one that isn't operating. Much like the way we urge every properly equipped aircraft to monitor the appropriate radio frequency, please fire up your Mode C/S transponder and run it for every flight!

We Get Calls...

...and sometimes they are pretty unusual, but more often people call with fairly routine requests. One type that is difficult to answer is, "Do you have any hangars for rent?" Difficult, because the city does not own hangars that are readily available for rent and, what's worse, we don't have a very good idea of who might have a hangar for rent. I have a possible solution in mind.

I would like to put together a referral list of our hangar owners who are willing to rent hangar space on a night-by-night basis or for a longer term. We could serve as the clearinghouse for such info and provide a name and phone or email address to interested transient pilots. After we provide the contact, any 'deal' would be done directly between the hangar owner and the potential renter.

If you would be willing to be on a Hangar Rental Referral List, please email Kathy (kschara@ci.caldwell.id.us) with the hangar owner's name, hangar number, the best way to contact you, overnight or long-term, size class of aircraft you can take, and any additional notes or comments.

Mini-Sink Hole

A small, yet persistent, "sink" hole has caused some maintenance hassles in the asphalt between the Upwards Aviation hangar and the Warhawk Museum hangar. After a couple of tries at "fill & patch" our street department brought in the backhoe and dug an ~10' X 10' square down about 11 feet. They hoped to find the source of the 'sink', but only found some items that lead them to believe that the area may have been used as a dumping ground at some point in the past. No obvious reason why we were seeing the hole develop under the asphalt. They re-packed the dirt into the hole and put a new patch in place. We'll keep an eye on that area to see if there are any more signs of sinking.



Wind Sock Refresh

Night flyers are no doubt aware that our "lighted" wind sock has not always been as illuminated as its title has promised. I have worked to keep the bulbs up-to-date and photo cells operational, but that hasn't been enough. The lights that we've had were previously added to our basic, non-lighted wind sock and not added very effectively.

Our electrician discovered problems that couldn't be repaired and we decided to order a new wind sock with tilt-over pole and base that is designed for lights from the git-go. It was installed the last week of February.