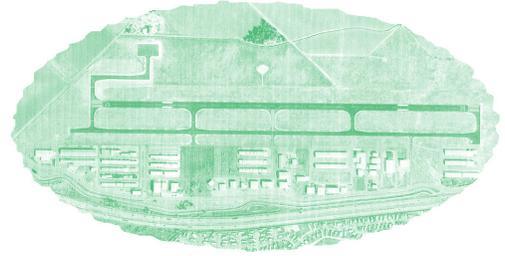


Airport News

AIRPORT MANAGER ROB OATES

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Who Does Business at the Caldwell Airport?

We get calls... some unusual, but many just looking for a referral. Some are easy to answer, others, not so much. Kathy is in the process of putting together a directory of business services available at our airport. We will be happy to promote your business, but you need to help us by providing some info about what you offer.

Business Owners: Please send Kathy an email with a thumbnail sketch of your business: Name, address, email, phone #, and what kinds of products and/or services you offer.

We would appreciate a reply from all businesses – with more complete information, we can make more informed referrals and direct that next big customer to you!

Short Pattern Turn On Take-Off

Caldwell's traffic pattern has been analyzed and adjusted over the years to maximize the opportunity for all aeronautical activities to safely use the facilities. Continued safe operation requires that EVERY pilot carefully follow the standard procedures and not take shortcuts that surprise or compromise other users.

Picture yourself as one of the participants in a drama that unfolded here on a recent Saturday. So there you are practicing some touch & go or stop & go pattern work on Runway 12. Doesn't seem to be much going on in the pattern so this takeoff, after establishing a positive rate-of-climb, you make your left turn a bit early – between the windsock and the AWOS – planning to save some time as you climb into the downwind leg. Trouble is you've just cut across a parachute landing zone and flown directly below a terrified jumper who saw you taking off, but had no idea that you were going to turn toward him. With his helmet-cam footage he will be able to re-live this moment over and over noting that the two of you were seconds away from what could have been a deadly encounter.

The jumper expected that the fixed wing pilot would follow standard take-off procedures from the Aeronautical Information Manual (AIM), Figure 4-3-2, Traffic Pattern Operations – Single Runway, Item 5. "If remaining in the traffic pattern, commence **turn to crosswind leg beyond the departure end of the runway** within 300 feet of pattern altitude." [emphasis added]

Listen-to/Talk-on the radio and follow all standard procedures to operate safely. And to minimize your chances of an un-planned encounter, fly the full pattern.

Airport Economic Development— Hangar Survey

Caldwell Economic Development Director Steve Fultz is now operating out of the Hubler Terminal, working to attract new business to Caldwell in general, and the airport in particular. He regularly interacts with people looking to create new businesses and/or base their aircraft here. A fairly standard question from prospective businesses is, "Who are my potential on-field customers and what mix of aircraft are based at Caldwell?" We have some information about based aircraft, but would request your help in completing the picture.

We are asking every hangar owner to email or call Kathy (see newsletter header) with the tail number(s) of the aircraft in your hangar(s). We also need to know if the owner considers that the aircraft is/are based here – that is, do they spend half the year or more at Caldwell? You may have previously provided this info, but to be complete, please send it in again so we can be sure to get the latest info from all our hangar owners. Thanks for helping us promote our airport!

Town Hall Meeting Recap

Notes from the meeting were provided by email shortly after the July 15th meeting. Several of those present suggested that having another meeting in six months sounded useful. Others have since said that we might benefit from a "winter operations at the airport" meeting. The six month idea would put our next meeting into January – sort of a "let's kick off the new year" town hall. If you have strong feelings one way or the other, please email Kathy and let her know. The plan for the next meeting will be announced in the November newsletter.

Lease Payment Issues

Some hangar owners have sent in their annual land lease payment check only to later receive an overdue notice saying that they had not yet made that payment. Kathy typically finds that the initial check was applied to an incorrect account since it did not (usually) have an account number on it or didn't have any reference to the airport like the

word "airport" or a hangar # on it or it was paid by an entity other than the named leaseholder. Your payments all are routed through the City's water department as they are the people best suited to handle payments. The water department clerks can only go by what you send them. Most reliable solution: Send the payment section of the invoice with your check and it then becomes very difficult to apply it to the wrong account.

No Trailers Inside Fence

The use of airport property for hangars specifically does not offer the opportunity for hangar owners to store things like trailers outside their hangars. Unless you have heard directly from Rob Oates that your particular situation is exempt, you should immediately remove all trailers and other miscellaneous stuff from the airfield. Almost all such trailers or other items outside hangars are on land that is not part of the hangar lease and are, therefore, potentially subject to removal by the City to insure continued safe operation of the airport.

Safety Focus :

- **Radio Procedures**—Unless your message is understood, it's a waste of airtime. Don't sacrifice clarity for brevity. Speak as slowly as necessary to be clear.
- **Cross-Field Driving (Red Zone)**—Crossing the field with your ground vehicle is strongly discouraged, and crossing the main apron on Taxiway C at the Foxtrot intersection is prohibited since that's in the Red Zone. Please keep these points in mind as you decide whether or not to take un-safe driving shortcuts.

SAVE THE DATE!

First ever in Idaho

Aviation Safety Standdown

Originated by the military, modeled after Bombardier

October 17, 2014 - 8:00 am – 4:30 pm
Historic Linen Building, Downtown Boise

Cost: FREE

Limited to 250 – reserve your seat now!
FREE Continental breakfast – 7:30 am

Learn + Apply + Share

Nationally renowned subject matter experts present on multiple topics relating human performance to aviation safety

What's in it for me?

- Reduce and avoid safety risks
- Enhance current procedures and processes
- Improve individual safety behavior
- Talk safety with experts
- Interactive, hands-on training
- Breakout session
- WINGS credit!

Who should attend?

All aviation professionals regardless of the type of aircraft flown or maintained. All pilots, maintainers, owners, technicians and managers. This event is geared heavily toward light GA aircraft operators.

Help us improve the safety of our aviation community!



Brought to you by the Idaho Division of Aeronautics
Please RSVP: 208-334-8775