

**Reno-Stead Airport Association, Inc.**  
**Post Office Box 3948 Reno, Nevada 89505**

***SUMMER 2017***

**RTS WELCOMES NEW STAFF**



**New Airport Manager** Mike R. Scott, A.A.E., has more than 35 years' experience in aviation, going back to 1980, when he started flight training. He has worked at the Reno-Tahoe Airport Authority for 7+ years, and moved up to Stead from the VP of Operations and Public Safety at RNO. Previously, Mike was the Manager of Airside Operations and Communications where he maintained daily standards to meet FAA certification requirements, managed the Airport Communications Center, and the Emergency Operations Center. Prior to joining the Reno-Tahoe Airport Authority, Mike was the Assistant General Manager/General Manager-select at the Truckee-Tahoe Airport District where he worked from 2002 to 2009.

Mike is a commercial-instrument rated pilot and a former military flight instructor. An Accredited Airport Executive with experience at military, general aviation and commercial service airports in the US and overseas, Mike's background includes: leadership of large aviation units, international affairs, emergency and contingency operations, strategic intelligence, and aviation and ground safety management.

Active in the community, Mike was one of the founding members of the West Point Society of Northern Nevada, a 501(c)(3) entity that promotes the military academies and supports admissions from Northern Nevada. Mike also enjoys swimming, biking and, sometimes, running. He is a quiet member of the Reno CAP Composite Squadron.

**Danielle "Dani" Austin** was hired on March 6, 2017, as the Program Technician for the Reno-Stead Airport. Dani previously worked for the Triad School in Reno as Senior Administrator for 2 years. Before that she lived in Minot, North Dakota, where she was the Visitor Center Coordinator for the Minot CVB. Dani is a re-hire at the RTAA. She served as an Administrative Assistant II for the RTAA Airfield Maintenance Department from 2004-2009.

*Thank you Mike and Dani*

For hosting a “Meet & Greet” morning coffee on Saturday, April 29, 2017, at the Freedom Flight Terminal. Many pilots and other people attended and enjoyed a cup o’ joe, along with yummy pastries.

\* \* \*

**Ed Martin Retiring**

Ed Martin will be retiring from the Airport Authority, effect July 7, 2017, after 30-years of dedicated and diligent service. Ed started his career at the Airport Authority as a full-time employee in November 1986. During his tenure, Ed has held several different roles, such as Maintenance Worker, Airfield Maintenance Worker II and Airfield Maintenance Technician. In December 2008, Ed was promoted to the role he currently serves as the Lead Airfield Maintenance Technician at the Reno-Stead Airport. Ed has mentored new Airfield Maintenance Technicians to help them develop a deeper understanding of Airfield maintenance and operations, in addition to serving an important role in helping to facilitate the Reno Air Races.

There will be several opportunities to thank Ed, including the RSAA BBQ on Saturday, June 24, 2017, 11:00 a.m. to 1:00 p.m.

\* \* \*

**RTAA 2107 Fire Inspections – Be Aware!**

**Rules and Concerns --**

**Combustible rubbish** to be stored in *non-combustible metal containers with lids* – 1103.6

**Oily rags** and such to be stored in approved closed containers **with self-closing lids** – 1103.6

**NO SMOKING SIGNS** must be clearly posted – 1103.2

**Fire extinguishers** shall be located in approved areas, inspected and serviced by the State of Nevada authorized fire extinguisher company. A minimum size fire extinguisher of 10 pounds, ABC Type and UL listed.

Keep area around fire extinguisher free and clear and provide clear access to them. Recommend a 30” red line/box showing clearance in front of fire extinguishers and electrical service – 1105.7

**Extension cords** shall not be used as a substitute for permanent wiring and only used with one portable appliance. The amp capacity shall not be less than the rated capacity of the portable appliance supplied by the cord. Appropriate storage of cords when not in use. – 605.5

**Aircraft work** is limited to the exchange of parts and maintenance requiring no open flame – 1104.6

*(continued on page 3)*

## RTAA 2107 Fire Inspections – Be Aware!

*(continued from page 2)*

**Flammable and combustible liquids**, when over 10 gallons, such fluids must be stored in a liquid storage cabinet labeled “*Flammable- Keep Fire Away*”. Doors must be well fitted, self-closing and equipped with a latch. Cabinets shall be UL listed or equivalent -344.3.4.4.1

**Label containers** with actual contents.

Provide **drip pans** under aircraft for fuel and lubricant leaks – 24.107

**Annual hangar inspections** are required, according to Dani.

For more information, please contact:

**Dani Austin**

(P) 775-328-6570

(C) 775-690-2299

\* \* \*

## Group S Occupancies for Hangars – More In-depth Information

1. Fire extinguisher inspections: IFC 901 **Inspection, testing and maintenance** states that fire extinguishers shall be serviced annually and shall have a current tag attached. NFPA 10 Table 8.3.1 states that dry chemical, stored-pressure, with mild steel shells, brazed brass shells, or aluminum shell extinguishers are required to undergo hydro testing every twelve years. The exception to this is NFPA 10 7.3.1.2.1.2 Non-rechargeable extinguishers shall not be hydrostatically tested but shall be removed from service at a maximum interval of 12 years from the date of manufacture.

2. The reason why vegetable based oils can spontaneously combust is because of their ability to undergo a chemical process known as oxidation. As oxidation occurs, heat is released through an exothermic reaction providing itself with all four parts of the Fire Tetrahedron, being fuel, heat, oxygen and chemical reaction. Luckily, petroleum based products are not susceptible to oxidation. Thus, making them unable to spontaneously combust. They are however susceptible to auto ignition, thus the need to store them in a metal self-closing fire rated container.

3. The minimum gauge for aircraft block heater extension cords depends on a couple factors, such as the make/model of the aircraft unit and the wattage/ amperage the unit will draw. Exact requirements should be available from each manufacturer. Because it would be impractical to track and monitor every unit used at RTS, our AHJ Chief Nelson is requiring a minimum of a 12-gauged wire and a maximum length of 50 feet.

4. The 30”square around the extinguisher is a suggestion based upon several IFC codes. IFC906.5 **Conspicuous location** states that fire extinguishers shall be located in conspicuous locations where they will be readily accessible and immediately available for use. IFC 906.6 **Unobstructed and unobscured** states that portable fire extinguishers shall not be obstructed from view. In rooms or areas in which visual obstruction cannot be completely avoided, means shall be provided to indicate the location of commodities and services are not exposed

*(continued on page 5)*

## **RTAA Staff-Recommended and RTAA Board-Adopted Rules for General Aviation Commerce**

The Board adopted Resolution No. 534, on June 8, 2017. This Resolution establishes General Aviation Commercial Minimum Standards (GAMS) at Reno-Stead Airport (RTS).

### **Background:**

The Federal Aviation Administration (FAA) encourages airports to develop and publish minimum standards for commercial aeronautical activities to assist in meeting airport obligations. The minimum standards established for any particular commercial aeronautical activity must be relevant to that activity, reasonable in scope, and must be applied objectively and uniformly without unjust discrimination. Standards, thus established and applied, promote economic stability by encouraging service at a level desired by the public and discouraging unqualified applicants.

At RTS, GAMS are intended to promote safety as well as the economic health of RTS businesses by encouraging high quality products, services and facilities for RTS users, and to promote the orderly development of RTS property. Additionally, GAMS establish the threshold entry requirements at RTS for those wanting to provide commercial aeronautical services to RTS tenants and the public. These standards outline conditions under which all General Aviation (GA) commercial aeronautical activities must be conducted and provide a fair and equitable process to ensure that those who provide approved airfield

to unfair or unprofessional competition. In addition, GAMS are designed to minimize exclusive rights issues and unfair competition claims and to facilitate equitable treatment of the RTS' existing Commercial Aeronautical Operators and Fixed Based Operator(s) as new development occurs.

Existing tenants who own and sublease their hangar(s) will now be required to apply for a Private Hangar Rental Operator Permit. The Permit also requires the existing tenant to submit a request for Consent to Sublease and tenant's proof of Commercial General Liability Insurance and the sublessee's proof of Aircraft Liability Insurance. In addition, the tenant will provide a quarterly Concession Fee of 3% of gross hangar sublease revenue to the RTAA. The RTS GAMS are effective July 1, 2017 if approved by the Board.

### **Fiscal Impact:**

The new 3% Concession Fee for Private Hangar Rental Operators will generate new revenue to the RTAA. Staff is currently unable to forecast the quarterly revenue as the RTAA does not have copies of the current subleases and associated rents.

RTS Commercial Aeronautical Operators are also subject to a Concession Fee of 3% of gross revenue. Infrequent Commercial Aeronautical Operators (6 times per year or less) are exempt from the required Concession Fee but are subject to a \$25 annual permit fee.

Please contact RTAA Staff Realty Specialist Ken Moen for more information at 775-328-6486.

## FLYING NEWS

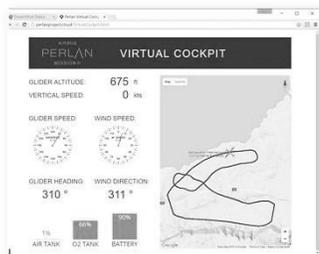
Perlan is up again from Minden-Tahoe Airport (MEV). Perlan II flew on April 22, 2017, and climbed to a record of 30,960 feet.

The Airbus Perlan Mission II flights have a “virtual cockpit” available online that tracks the flight on a moving map and gives critical flight data. You can follow the flight on this site, <http://perlanproject.cloud/VirtualCockpit.html>.

Perlan operators say they will turn on the virtual cockpit half an hour to an hour before takeoff. During that time, not all data is accurate. So do not worry if it looks like our air tank is empty. If we have internet problems at the hangar in El Calafate, it will drop out to the “Perlan is not flying right now” screen. Refresh the page and it should come back if we are able to send the data out from Mission Control. The Virtual Cockpit shows updates less than 2 seconds after they are received in Mission Control, so you are seeing where the glider is in real time.

If you get a message that “The Perlan Glider is Not Flying” there are two possibilities - 1) You need to refresh the page, or 2) Communication has been lost with El Calafate temporarily.

Please visit the Perlan II website for a fascinating journey into world-class soaring.



## Group S Occupancies for Hangars - More In-depth Information

*(continued from page 4)*

extinguishers. IFC 906.9.1 **Extinguishers weighing 40 lbs. or less** States that portable extinguishers having a gross weight not exceeding 40 lbs. shall be installed so that its top is not more than 5 feet above the floor IFC 906.9.3 **Floor Clearance** States that the clearance between the floor and the bottom of the installed hand-held extinguisher shall not be less than 4 inches.

\* \* \*

## LRAA Forming DART at KLHM

The Lincoln Regional Aviation Association (LRAA) is forming a Disaster Airlift Response Team (DART) at Lincoln Regional Airport. The LRAA Board of Directors is proud to join the growing network of CalPilot Chapters across the state of California who are forming DART operations as a prime mission of their organizations. The LRAA will be host safety meetings on Saturdays at the Lincoln Airport to introduce DART, it's mission and general operating guidelines. Everyone is invited to participate. This will be a great opportunity to learn about DART and enjoy lunch compliments of the LRAA!

Should we be doing something similar at Reno-Stead Airport?

## Lyon County Moves On Airport Master Lease

The Lyon County Board of Commissioners seek to move ahead with negotiating a new long-term master lease with Silver Springs Airport, LLC, and to include documentation in its updated master plan on the Silver Springs Airport at a public workshop, held at Silver Stage High School.

County manager Jeff Page called for the workshop as the county has been working through updating the airport's master plan for months. With growth expected from Tahoe Reno Industrial Center's development and the continuing work on USA Parkway, the airport's presence has been considered key in Silver Springs for driving commercial and residential opportunities.

Kay Bennett of Silver Springs Airport, LLC, currently leasing the airport, and who built the airport with her husband Hale Bennett after taking over the lease, originally negotiated a 50-year lease with Lyon County in the late 1980s.

Nevada allows up to 99 years on a lease, but if SSA, LLC, were to back out, the commissioners inquired, they would have to provide at least 90 days' notice to the county.

Residents spoke out about the airport's economic impact to the county, expressing various opinions on different aspects about the master plan and lease. Some supported the proposed runway extensions, while others said doing so would interfere with the 17 homes to the west of the property near Opal Avenue.

Some said having a master plan in general is key to moving the county forward in trying to attract new business, generate tax dollars, bringing jobs to the area and making the local communities more appealing to future residents.

Patrick Teegarden, a new resident in Stagetown and a commercial pilot for about 25 years, said he would like to bring a school for unmanned aircraft to the county.

"That would represent probably 30 guest residents for 30 to 60 days at a time staying in the community as students, buying food, staying in hotels, potentially, and spending money," he said. "We would probably be employing as many as 15 people in the next year . . . My issue is to make sure we have a community that wants us here. I do not want to get into a situation where I am fighting a community."

— Jessica Garcia, *Mason Valley News*  
October 10, 2016

\* \* \*

## Report: Allegiant racks up 77 forced landings

A newspaper investigation has found that Allegiant Air's planes are four times as likely to break down in flight as those operated by other major U.S. airlines.

The Tampa Bay Times published a report that said Allegiant jets were forced to make unexpected landings at least 77 times in 2015 for serious mechanical failures.

*(continued on page 7)*

## Sixth-graders learn how Minden Airport Works

by Fred LaSor  
Special to The R-C  
The Record-Courier  
May 19, 2017

Nearly 400 Douglas County middle school students had the opportunity to learn about how airplanes and airports work and how they themselves might someday be involved in aviation during a tour last week of the Minden-Tahoe Airport.

The program was organized by the Sports Aviation Foundation for the fourth year in a row. Sixth-graders from Pa-Wa-Lu and Carson Valley middle schools, as well as Pinon Elementary, recently visited the airport, where volunteers from the Foundation, as well as others from the Civil Air Patrol, the Ninety-Nines, the Nevada Division of Forestry, Careflight and SoaringNV introduced students to aircraft and their systems, demonstrated how instruments and rockets work and learned about airport operations.

The students climbed through helicopters, CAP search planes, gliders from SoaringNV, and made baking soda rockets that climbed 20-30 feet into the air. They also learned how they could participate in the Build-a-Plane program, during which they will actually construct a flying airplane.

The tour was organized into eight learning stations taught by experienced members of the aviation community, and the students were able to spend up to 15 minutes at a teaching station before moving on to another station.

## Report: Allegiant racks up 77 forced landings

*(continued from page 6)*

None of the incidents prompted enforcement action from the Federal Aviation Administration, which does not search airline breakdown records to look for warning signs.

Times reporters built a database of more than 65,000 records from the FAA.

The newspaper reported that during interviews at the Allegiant's Las Vegas headquarters, the airline acknowledged that its planes break down too often and said the company is changing the way it operates.

— Associated Press  
November 5, 2016

\* \* \*

Interviews with the students revealed that slightly fewer than half of them had visited the airport previously, and around one-quarter of them had actually flown in an airplane.

The Sports Aviation Foundation is a 501(c)(3) charitable foundation created five years ago to involve more youngsters in aviation, to encourage airport safety, to support the sponsorship of soaring contests and general aviation activities, and eventually to open an aviation history center on the east side of the airport, where soaring activities are focused.

The organizers of the four-day program calculated that more than 38 people had volunteered some 350 hours in order to

*(continued on page 8)*

## Sixth-graders learn how Minden Airport Works

(continued on page 7)

make this program a success. Organizer Kathy Bradford said these were, "exciting, educational mornings at the airport," despite some inclement weather the final day.

\* \* \*

## Aviation Roundup announces all-star air show

Reno Gazette-Journal  
Special to The R-C  
June 16, 2017

The Carson Valley Inn and Michael Hohl Automotive are the title sponsors for this year's Aviation Roundup at the Minden-Tahoe Airport October 7 and 8, 2017.

This year's event will feature the U. S. Air Force Thunderbirds, U. S. Army Golden Knights and the Navy's Super Hornet flight team.

The USAF Thunderbird jets will be on a ramp with a "walk down" of the team prior to their takeoff. After their flight the team will sign autographs. The show will feature rides in the B-25, the Mustang or a high-speed run down the runway in either a Ferrari or a Lamborghini. The website tab Airshow Adventures on *aviationroundup.com* has details.

Sponsors include Carson Valley Visitors Authority, Carson Valley Chamber of Commerce, Town of Gardnerville, Town of Minden, Armstrong Consultants, The Pink House, The Record-Courier, Howard Charney, Dr. James the Dentist, REMAX and A.V.I.D. Sponsorship, vendor and

volunteer opportunities are still available. Anyone interested in being a sponsor should contact Bobbi Thompson (775-781-9871) or Bill Chernock (775-782-8144) for information.

Advance discount tickets are available in either the airport office, or on *aviationroundup.com*. The discount ticket prices are \$15 for adults and \$10 for children ages 12-17. Those under the age of 12 are free. For \$40, two adult parents and up to eight children can get in to the air show with a family pass. Ticket prices increase at the gate to \$20 for adults, \$15 for kids (12-17), and \$50 for the family pass.

Events begin at 10 a.m. each day and last until 5 p.m. Attendees may bring lawn chairs or blankets to sit on, but no coolers. Service animals are welcome, but discouraged due to the environment of the air show, which can be very uncomfortable and frightening to animals. Food, water, and other beverages (including beer) will be available for purchase.

\* \* \*

## Rules confusing for drones

by Claire Cudahy  
ccudahy@tahoedailytribune.com  
Record Courier  
June 16, 2017

Drone use is on the rise in the Tahoe Basin, but the regulations for flying these unmanned aircrafts on U.S. Forest Service, Nevada State Park and California State Park lands are murky.

"It's pretty confusing," said Brad Scott, a

(continued on page 9)

## Rules confusing for drones

*(continued from page 8)*

South Lake Tahoe photographer who has been flying drones for seven years now. After years of flying drones as a hobbyist, Scott earned his professional pilot license for unmanned crafts, or Part 167 certification, through the Federal Aviation Administration last year.

“I was one of the first to get certified in Tahoe and just in the last year I have seen all kinds of people flying drones,” said Scott. “I think a lot of them are people who’ve picked them up from Best Buy or Costco, and they don’t know any of the rules. There should be a pamphlet included in each drone box outlining the rules for flying within the law.”

Prior to flying, any drone over 0.55 pounds – whether operated by a hobbyist or professional -- must be registered with the FAA. While exceptions can be made for certified Part 107 pilots, blanket rules across the U.S. include flying at or below 400 feet, keeping the drone within sight, staying at least 5 miles away from airports, and never flying over groups of people, stadiums or during emergency response efforts like fires.

In an effort to help new users, Scott has created a Facebook group called Lake Tahoe Drone Pilots to help educate on the regulations in place around the basin. The group has nearly 130 members.

## Local Restrictions

Across the U.S. – and within the multi-jurisdiction Tahoe Basin – regulations vary on where you can fly your drone.

And due to the relative newness of the drone craze, enforcement officials are struggling to keep the public informed. Despite the vast number of aerial shots circulating on social media of Emerald Bay, Matthew Green, chief ranger for the Sierra District of California State Parks, said flying drones is prohibited in all of the “lake sector parks.”

Whether drones are allowed varies from park to park within the state system, but Green said he enforces the no-drone ban in his district under a park code that has existed since the ’70s and prohibits “activities that may be a danger to persons, resources and wildlife.”

“If you take Emerald Bay just by itself you have osprey and bald eagles, and obviously when the public does come they want to be reassured that 10-to-40 pound object is not going to endanger them when they are on the beach or on their vessel,” said Green. “Pretty soon we will have signage up saying no drone usage in the park.”

For the time being, rangers are tracking drone users and informing them of the regulation. Special permits can be attained for flying of drones under certain circumstances, however.

Across the state line in Nevada, drone usage is also prohibited in state parks in Lake Tahoe, though park supervisors do have the authority to make exceptions.

“One park supervisor is looking at the possibility of establishing an area at Sand Harbor and a time of year that it would be

*(continued on page 10)*

## Rules confusing for drones

*(continued from page 9)*

OK to fly like in the fall or winter when the activity level is much lower,” said Bob Mergell, deputy administrator for Nevada State Parks. “But as of right now he does not have a season established.”

## Growing Concerns

Though drone flight is strictly prohibited in National Parks, on U.S. Forest Service Land – which makes up roughly 75 percent of the basin – drone usage is

allowed under the FAA guidelines, with a few exceptions.

Flying of drones is prohibited in all wilderness areas, including Desolation, Granite Chief and Mount Rose, and in areas that have “Temporary Flight Restrictions,” such as during a wildfire.

“Our biggest concern is drones flying in and around firefighting operations,” said Steve Dunsky, director for Region 5 of the Forest Service. “It causes major problems with aerial operations and can lead to the grounding of our aircrafts.”

## ELSEWHERE . . .

### Las Vegas airport hits a monthly record

Officials at Las Vegas McCarran Airport (KLAS) say the airport clocked its busiest September on record in 2016. More than 4 million people flew in and out of McCarran International Airport in September 2016, a 7.3 percent increase over the same period in 2015.

The Clark County Department of Aviation says the nation’s ninth-busiest airport has tallied 35.6 million passengers through September 2016, putting it on track to beat 2015’s 45 million.

Domestic traffic saw the largest percentage increase, though international passages also ticked up a bit. Among airlines, low-cost, no-frills carrier Spirit saw the biggest percentage gain at 19 percent.

– *Associated Press*  
October 29, 2016

### FAA dedicates nation’s 2<sup>nd</sup>-tallest airport tower in Las Vegas

Reno Gazette-Journal  
October 19, 2016

FAA Administrator Michael Huerta has marked completion of a long-delayed air traffic control tower at McCarran International Airport (KLAS) at a cost of \$111 million, which took five years to build. At 352 feet, the FAA says it is the second-tallest airport tower in the nation. It replaces a 200-foot Las Vegas tower the FAA started using in 1983.

Work began in May 2011, but was delayed by government shutdowns and a massive construction error in the tower duct work.

The facility has two top levels for air-and ground-traffic controllers to monitor aircraft, along with a four-story Terminal Radar Approach Control office building with space for up to 20 controllers at a time.



## IN MEMORIAM

**Donald C. Osborne**

**1931 - 2017**

Donald C. Osborne of Reno, Nevada, died May 10, 2017, at age 85. Don graduated from Colorado State University and served in both the U.S. Air Force and the Nevada Air National Guard.

He was a long-time Reno resident who had a commitment to community service. He was a member of the National Ski Patrol, served on the Reno Airport Board of Trustees and on the Reno-Stead Airport Association Board for many years. He was also very active in the Washoe County Sheriff's Air Squadron.

His passion was flying, and he was always happiest when flying his airplane. He is survived by his spouse, three children and two grandchildren.

A memorial service was held in Don's hangar at RTS on Saturday, June 10, 2017. Many people spoke of Don's life with fond memories.





## IN MEMORIUM

**Jack L. Horton**

**1918 - 2017**

Jack L. Horton passed away April 14, 2017, at the Tahoe Pacific Hospital in Reno with family by his side. Jack was born on December 8, 1918, in Whiteville, North Carolina. He was raised on a farm along with his five brothers and had outlived them all. He enlisted in the US Army in 1939, fought in North Africa and Italy, and was a part of the liberation forces in France. After the war he transferred to the Air Force in 1945 and was stationed at Shaw Air Force Base in South Carolina where he was an aircraft mechanic. In 1947 he was sent to Korea where he served for 18 months. In 1954, his next assignment brought him to Stead Air Force Base, Reno, Nevada.

Jack loved the area and made it his home. After his retirement from the Air Force in 1960, he opened Jack's Barber Shop at the corner of Mill and Wells in Reno where he made many friends cutting hair and telling stories. Jack had a wonderful sense of humor and never forgot a name or date. He preferred the simple life and loved exploring old Nevada towns, working with his hands and machinery, and buying and selling real estate. He always said that he was a "Jack" of all trades and a master of none. Jack is survived by his two daughters, Linda H. Moore of Reno and Christine Flynn of Minneapolis, Minnesota. Jack has one grandson, Ryan E. Flynn, a senior at the University of Nebraska, Lincoln. He was the favorite uncle to nieces and nephews throughout the country.

Jack had a heart as big as all outdoors and was always willing to help those in need. He was a wonderful father, grandfather, friend and a selfless soldier for his country. Everyone who knew him will miss him greatly.

He was buried at the Veterans Cemetery in Fernley, Nevada.

