

Roger That!

By Laurel Lippert

What do building hot rods, enduring triathlons, and mastering complex equipment have in common? Roger Pynappel! And this 19-year veteran of the Truckee Tahoe Airport and lead maintenance technician is as interesting and colorful as his homeland.

Born in Hawera, New Zealand, Roger attended an Outward Bound program at age 18 and learned that he could run 12 miles, a goal for all attendees. After that first race, Roger swore he would never run again. But, Lance Blyde, a fellow Outward Bounder, suggested they run a marathon together, which Roger agreed to and did.

In time, Roger became president of the Auckland Outward Bound organization, further bonding his friendship with Lance and his wife Jan, and encouraging Roger's passion for competing in triathlons, marathons, and ultra-long distance races.

The tenacity that Roger applied to athletic challenges, he also used to pursue an engineering degree, then a tool and die maker apprenticeship, before hiring on at a Ford assembly plant.

Roger's upbringing laid the foundation for his engineering skills. "I would always pull stuff apart to see how it was made," he says. "Schooling wasn't great for me, but, once I began my technical engineering studies, things started to click."

His parents had emigrated after World War II from Holland to New Zealand where Roger's dad found work with Shell Oil, then as a mechanical engineer in Indonesia and Singapore.

Running and world travel became a natural part of Roger's life. He ran his first marathon at 21 and now runs Ultra 100-mile and 200-mile running races, including the Tahoe 200, and continues to compete in the Donner Lake Triathlon, which he first did in 1989.

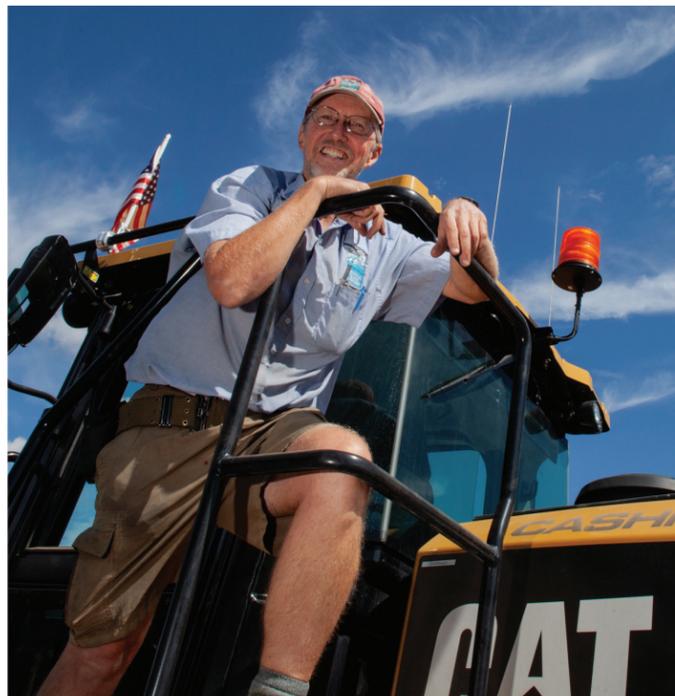
At 60, Roger is one of the older competitors, and he still wants to do more. "It comes down to the knees. I've been running for 42 years, and I'm still able to do it, which I'm really happy about," he says with a genuine Kiwi smile.

Roger first learned to ski at Turoa in New Zealand while working on machinery "that no one else knew how to use." At the end of that season, then 26, he joined friends for his first ski season in the U.S. They chose Boreal at Donner Summit, and Roger was hired as a "liftee," staying at a youth hostel, the old Star Hotel on West River Street in downtown Truckee.

The seasonal lifestyle appealed to Roger, and he followed that first winter, and others, bicycling around Europe and Greece, hiking to base camps in Nepal, including Mt.



Roger in the Tarawera Ultra Marathon in New Zealand.



Roger enjoying a bluebird day on the job at KTRK. Photo Tom Lippert

Everest, and around Annapurna. "A common New Zealand thing to do is to get out of the country for a few years and look at the world to see what you can make of it," he says.

Roger loves old fast cars and built his first one at age 18. Some of his cars have won awards at shows, such as Hot August Nights in Reno. His Model A Ford has become his "daily driver" car, equipped with snow tires and fenders in winter. The license plate frame on the back of his shiny black Model A reads, "Western States 100-Mile Run Finisher," which often draws questions from strangers at car shows.

In 1992, on one of Roger's return trips to Tahoe, he met Lori who was working here for Fidelity National Title Co. A New Zealand camper van trip with Roger and his friends was a test of their mutual endurance, and Lori and Roger returned to the U.S. to marry and make their home in Tahoe. When not providing event support during Roger's races, Lori can be found manicuring their beautiful yard in Prosser.

Roger's early jobs in Tahoe include grooming and lift maintenance supervisor at Northstar. While there in 2000, former Northstar mountain manager Phred Stoner, who had become maintenance manager at Truckee Tahoe Airport, invited Roger to give the job at the airport a try. Although Roger told him he knew nothing about airports, Phred knew he would be a good match.

Since then, Roger has become passionate about the airport while fixing and maintaining everything he can get his experienced hands on. He returns yearly to New Zealand to see family and friends, but Truckee is his home. "The climate, beauty of the trails, lakes and rivers, are what brought me here." And we're thrilled he's chosen to stay.

Truckee Tahoe Airport

PILOT NEWS

CONNECTED BY MORE THAN A RUNWAY



FALL 2019



ADS-B Coming to Truckee-Tahoe Spring 2020

For the past three years, staff at Truckee Tahoe Airport District (TTAD) has done extensive research and studies to gather information around the benefits, impacts and costs of installing an Automatic Dependent Surveillance Broadcasting (ADS-B) ground station at Truckee Tahoe Airport (TRK). This preliminary background work included several trips to Washington D.C. to hold meetings with our congressional representatives, the FAA, and Harris Corporation, the FAA's prime ADS-B contractor and service provider. TTAD also launched a robust public outreach campaign to inform its constituents about the proposed ADS-B program.

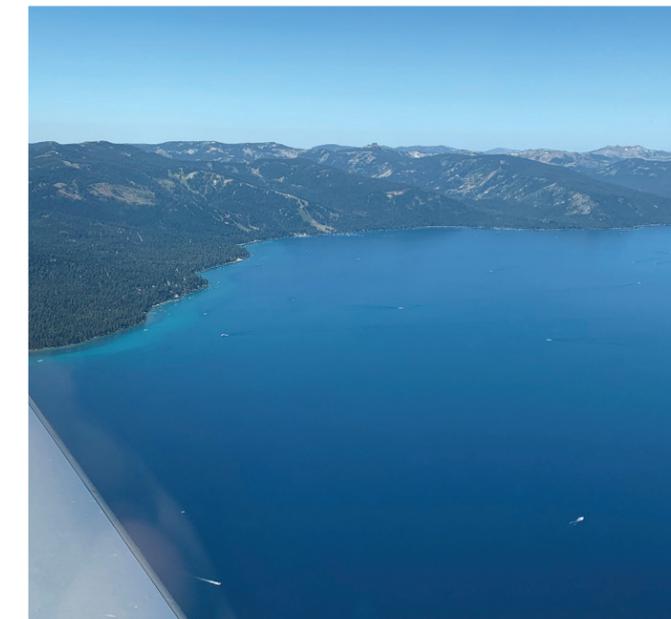
All aircraft in most U.S. airspace will be required to have, at a minimum, ADS-B "out"-equipped aircraft by January 1, 2020. A fundamental pillar of the FAA's NextGen, ADS-B will supplement and eventually replace the current radar system governing control of air traffic. An ADS-B ground station at TRK will enhance the fidelity of the regional ADS-B data and assist in air traffic control.

Due to the mountainous terrain of our region, aircraft currently flying the skies of the Sierra below 10,000 feet mean sea level are often not visible to regional air traffic control (ATC) centers. Installation of ADS-B will not only enhance safety, but will also increase air traffic efficiency. Currently ATC cannot "see" aircraft in the area once they drop below ridge lines, allowing ATC to clear only one aircraft (flying an IFR flight plan) in or out of TRK airspace at a time. This often puts aircraft in holding patterns over our skies, creating unnecessary noise and annoyance, air traffic congestion and flight delays, and adds needless aircraft exhaust emissions to our atmosphere.

Harris Corporation studied the airspace over our region and determined that two ground stations strategically located would be needed, one at TRK (on the roof of the air traffic control tower) and the second at South Lake Tahoe Airport (TVL), to adequately cover the airspace over both Martis Valley and the Lake Tahoe Basin.

Detailed staff reports, presentations, and consultant data

were presented to the Airport Board. In an unanimous 5-0 vote at their June 26, 2019 meeting, the Board of Directors approved the approximate \$1,000,000 expenditure to



View from an ADS-B testing flight over Lake Tahoe. Photo Hardy Bullock

move forward with the two proposed ADS-B ground station installations. The Truckee Tahoe Airport District working with Harris Corporation will be the first airport in the U.S. to install its own ADS-B ground stations.

For more information on ADS-B, visit the Airport District ADS-B webpage at truckeetahoeairport.com/aviation.ads-b and/or contact Hardy Bullock, Director of Aviation & Community Services, at hardy.bullock@truckeetahoeairport.com, or call (530) 587-7940.

THE BALLAD OF DUCKEE TAHOE

"The Ballad of Duckee Tahoe" is a short three-minute video story of a sensible pilot that learns the ins and outs of flying safely into KTRK. The story highlights our Noise Abatement Procedures and how to be a good neighbor, as well as the importance of good planning and situational awareness.

Check it out – vimeo.com/339007182

THE BUSINESS OF THE AIRPORT IS YOUR BUSINESS



The Truckee Tahoe Airport District (TTAD) continually strives to improve safety, service and efficiency for Airport users and reduce annoyance for local residents. Following is an overview of projects and initiatives the Airport is currently working on to further these goals:

2020 Budget

The first preliminary draft of the \$15+ million 2020 Annual Budget was presented to the Board of Directors at the September 25, 2019 meeting for deliberation. The final version is expected to be voted on and approved at the December 4, 2019 Board meeting. Approximately 53% of the budget will come from aeronautical and non-aeronautical operating revenues and FAA grants. The balance, approximately 47%, will come from District-wide property taxes. Once approved, you can find the Fiscal Year 2020 Budget on our website at truckeetahoeairport.com/administration/finance.

Regional Air Service Corporation (RASC)

Did you know that the Truckee Tahoe Airport (TTAD) advocates for better and cheaper commercial air service out of Reno-Tahoe International Airport (RNO) for our District constituents? Imagine direct flights to and from RNO! TTAD has a board seat along with 25 other regional organizations.

The Regional Air Service Committee (RASC) was formed in June 2001 to assist the Reno-Tahoe Airport Authority (RTAA) in providing incentives to maintain and grow air service and to promote the Reno-Tahoe area as a year-round leisure travel destination, as well as a hub for an expanding business community and business convention and meeting destination.

The organization was officially incorporated in the state of Nevada in February 2015 as the Regional Air Service Corporation (RASC). The purpose of the corporation is to bring together public and private organizations and businesses to contribute marketing dollars and expertise to position the Reno-Sparks-Lake Tahoe region as one destination, to focus on identifying national and international markets, to increase quality air service to and from the Reno-Tahoe International Airport, and to target common tourism and business industry concerns for cooperative action.

If you are interested in becoming a contributing member of RASC, please email rasc@theabbiagency.com. For more information visit truckeetahoeairport.com/public_files/372-rasc-about-march_2018-pdf.

Tower Operating Hours

As our days get shorter, so do the tower operational hours. Pilots, please take note of reduced fall/winter tower hours starting October 1, 2019:

- Fall/Winter 10/01/2019 – 03/31/2020, 07:00 – 18:00 local
- Spring 04/01/2020 – 05/31/2020, 07:00 – 19:00 local
- Summer 06/01/2020 – 09/30/2020, 07:00 – 20:00 local

The KTRK tower is operated under contract with MidWest ATC (Air Traffic Control). MidWest ATC operates nearly 100 air traffic control towers around the globe. To learn more about MidWest ATC, visit atctower.com. TTAD thanks the men and women of MidWest ATC who work in our tower to keep the skies overhead even safer and quieter.

KTRK RADIO FREQUENCIES
TOWER/CTAF: 120.575 AWOS: 118.0
GROUND: 118.3 (during tower operations)
UNICOM/FBO SERVICES: 122.95
OAKLAND CTR: 127.95

Tahoe Flying Club

The Tahoe Flying Club meets the first Tuesday of every month at 6 p.m. in the terminal building lounge. There are currently two levels of paid membership: Social Member and Ownership Member.

Presently, the club owns a 1981 Cessna 182R and hopes to expand the fleet as new members join. The club provides educational, fly-out and social events. For further information please visit: facebook.com/tahoeflyingclub or tahoeflyingclub.org.



Meet Henry – the Tahoe Flying Club's Cessna 182.

SUPPORT LOCAL NON-PROFITS
 Visit our non-profits located in the warehouse building at 12116 Chandelle Way:
 Tahoe Food Hub: tahoefoodhub.org
 Truckee Roundhouse: truckeeroundhouse.org

Covey's News from the Flight Deck

KTRK Curfew

To help us be good neighbors to our community, our Voluntary Curfew asks that no aircraft operate after 10 p.m. or before 7 a.m., although it is legal. If a tenant has a signatory incentive agreement, there is no waiver unless that person gets written permission IN ADVANCE from Kevin Smith, Airport General Manager, for safety of flight purposes. If a tenant requires flight instruction currency, both the instructor and/or the student can reach out to Hardy Bullock, Director of Aviation & Community Services, in advance, and we will arrange a waiver for the flight.

Because we are prohibited by the FAA from creating a mandatory curfew, we choose to instead incentivize compliance with two curfew periods (1) 11 p.m.–6 a.m., (2) 10:30 p.m.–6:30 a.m. We discount hangar rents (1) <\$0.02/sqft/mth>, (2) <\$0.02/sqft/mth> in exchange for compliance to one of these two options.

KTRK Familiarization Program

Did you know KTRK has a familiarization program? The program is designed to inform itinerant, local and student pilots of Truckee's unique aeronautical ecosystem. The program's goals are to 1) Enhance the knowledge of Truckee's local airspace and the surrounding area to ensure proficiency with prescribed procedures, 2) Ensure pilots feel confident flying at Truckee Tahoe Airport, 3) Learn skills from a local CFI, and 4) Help the airport be a god neighbor!

Simply contact one of our local KTRK accredited instructors and set up a flight (using your own plane, or one you have rented). Once your familiarization flight is complete, email a picture of your



Mark Covey checking out the cockpit of an Embraer Lineage 1000.

logbook or screenshot of your electronic logbook indicating "KTRK-KTRK: familiarization flight." Once the information is received, we will send you a "Fly Quiet" T-shirt. This program is open to all pilots and student pilots. For more info visit truckeetahoeairport.com/aviation/flight-planning

Pilots are responsible for coordinating the flight with the accredited KTRK CFI. The KTRK CFI will dedicate 1.5 hours to the familiarization of KTRK's Noise Program, safety and local knowledge elements. After the flight, the CFI will submit an invoice to KTRK for an amount not to exceed \$150. Pilots are responsible for the cost of the airplane whether it be personal or a rental. For a list of accredited CFIs, visit truckeetahoeairport.com/guide/flight-training-rides. For more info, contact Mark at mark.covey@truckeetahoeairport.com or (530) 587-4119 x 122.

Is Your Hired Flight a Legal Charter?

You've done research and have decided chartering an aircraft is a reasonable alternative to airline travel for your business or family. You search online and contact the first two aviation companies you find. Both offer similar types of aircraft for your flight, but one supplies a significantly lower quote. Why?

The significantly lower quote may be for an illegal charter flight. The FAA and Transportation Security Administration (TSA) have much more stringent oversight of legal Part 135 charter operators than their illegal counterparts. This leads to a safer, more secure operation. The FAA licenses legal charters only if they meet certain stringent standards and their certification also ensures ongoing oversight by the FAA. These higher standards include more frequent and detailed safety checks including pilot minimum experience, pilot recurrent training and regular proficiency checks, stringent aircraft maintenance standards, minimum insurance coverages, defined operational control, and additional expenses such as



Passengers boarding a legal charter flight.

the collection of Federal Excise Tax.

How can you determine if your operator is a legal Part 135 charter operator? 1) Call your local Flight Standards District Office (FSDO) and inquire about the operator's safety and compliance record. 2) Ask the operator for its certificate number. A legal operator will be pleased to deal with an educated consumer. 3) If the deal sounds too good to be true, it probably is. Legal operators incur relatively high overhead costs to maintain the aircraft, train and test crew members, and stay compliant with FAA and TSA regulations. Illegal operators are able to offer significantly lower prices, but at much greater risk.

Your Truckee Tahoe Airport District welcomes and supports legal Part 135 charter operators at its facilities. For more information:

Call: Reno FSDO at (775) 858-7700

Visit: avoidillegalcharter.com/for-air-charter-operators

Visit: faa.gov/licenses_certificates/airline_certification/135_certification.