

**From:** [Morgan Hall](#)  
**To:** [Info](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 8:05:56 AM

---

I'm writing in support of the Truckee Tahoe Soaring Association (TTSA) as the TTAD considers the future of TTSA at the Truckee Airport.

I've been flying gliders out of Truckee for 14 years now. Each summer I bring my two seat glider to the airport for the summer soaring season. This brings my tourism dollars to Truckee rather than Minden or Tehachapi.

The TTSA provides a benefit to the community of Truckee as well as to soaring and aviation in general. Large volumes of aircraft movements at the airport, local jobs and opportunities for youth involvement in aviation. Their youth program has enabled dozens of kids over the last few years to experience flight and soaring at accessible costs that are otherwise unachievable in a commercial operation.

I hope that the TTAD sees the additional value and safety that TTSA brings to the airport with well documented safety protocols and operating agreements. No other users of the airport adhere to such strict guidelines as they are simply bound by the FAA regulations and not by the higher standards that the TTSA and soaring community strive for.

Thank you for the time and consideration.

Morgan Hall  
Los Osos, CA

**From:** [dan colton](#)  
**To:** [Comments](#)  
**Subject:** Public Comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 11:33:09 AM

---

Please accept and consider my comments regarding the lease of the property to TTSA for glider operations. I have been an active member and user of the facilities and operations at this glider operation base for almost 10 years and highly value the services it provides to the community.

As President of the Pacific Soaring Council, supporting glider clubs and operations from Northern California and Nevada I can personally speak to the value that TTSA provides. Please note especially that they are a non-profit organization and not able to absorb significant expenses without full and open discussions and planning, understanding their financial limitations. They provide public outreach and their glider rides in the Lake Tahoe area which supports and encourages tourism. One major focus of the glider operation is safety and they work directly with the FAA and local airport staff to ensure, train, and encourage safe operations by all facility users. They provide training and a path into aviation and the military service for our local youth and this has resulted in many career success stories for these youth.

I plan to continue to use the glider operations at Truckee in the future and hope to not be pushed out by significant cost increases that are passed down to me should TTSA be forced to leave or another organization take its place at a much higher cost.

Regards,

Daniel Colton  
President, Pacific Soaring Council, Inc.  
California/Nevada

**From:** [Will Smith](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 3:50:49 PM

---

Dear TTAD Board:

Imagine if all education and sport organizations were forced to pay market rates for real estate that they use. Kids through adults would not have T-Ball through semi-pro athletics. Those real estate needs are generally satisfied by land in the public trust, from grade school grounds after hours to public sport fields. These are offered to the community without additional charge because our taxes largely fund these.

Imagine how sterile our communities would be without sports and recreation areas, many for general interest, but many like golf courses, fishing piers, and marinas are special interest. Airports fall into the special interest category at first glance, but look at the economics of a city with an active aviation community and compare it with a community without one. The first thrives from accessible logistics, the second does not thrive. Everything is better when a community has "two miles of asphalt that leads to everywhere." Aviation and Aviators make a difference.

Where do Aviators come from?

TTSA - a quiet bunch at the far end of Runway Two Zero makes Aviators every year. Many of them move on, spending upwards of \$250,000 on their aviation education before reaching Airline Transport Pilot and qualifying for an entry-level position at a regional airline or serving in our military.

As members of the Truckee Tahoe Airport District Board of Directors, please ask yourselves how you can enhance and improve the educational mission of Truckee-Tahoe Soaring Association/Soar Truckee. That's so much better than trying to determine how much money the board can extract....because it's not always about the money.

Truckee-Tahoe Soaring Association/Soar Truckee - 60+ years in the making. Will it die on your watch?

Warm regards,  
William Smith  
Aviator  
Hayward, CA

**From:** [brian.l.roach1@gmail.com](mailto:brian.l.roach1@gmail.com)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 4:04:22 PM

---

Hi,

I hear that TTSA's (Truckee Tahoe Soaring Association) lease is up for renewal at the end of June 2022, and that the TTAD is asking for a significant rent increase. I hope that the airport board will find the way clear to an arrangement that will be tenable for the soaring community.

As you-all doubtless know, the Truckee airport migrated from nearby the present I-80 truck scales to the present location in the early 1960's. Soon afterwards, in 1965, the soaring community 'discovered' Truckee, and has returned for the last 56 years.\*\*

One of the most special parts of the TTSA organization is its' focus on fostering local youth in the art of flying. A youth program is something that many soaring organizations aspire to, but is something that is surprisingly difficult to succeed at. I can think of only a couple other locations in the US that have a programs as extensive, long lived, and successful. The vast majority of the TTSA youth participants are members of the Truckee community. A great number have gone on to successful careers serving in the military or in commercial aviation.

TTSA serves an important role in enhancing safety and providing safe and orderly soaring operations at the Truckee airport. As a practical matter, I think that the TTAD is better off having a "go to" organization to interact with, and continued ground operations at the far side of the airport. An unpleasant alternative is a hodge-podge of informally organized soaring activity operating from the main terminal area, and no umbrella organization.

Last of all, I want to express my sincere thanks to the TTAD board members and staff for their sincere effort and support over the year. I'd like to think that 50 years in the future the grandchildren of the present line kids will be running the line, just like their grandparents did.

Sincerely,  
Brian Roach

\*\* Soaring magazine, March, 1965:

A new soaring site will soon become operational in the Northern California's High Sierras, just north of Lake Tahoe. The location is the new TruckeeTahoe airport. The venture will be known as Sierra Soaring, Inc. Vic Swierkowski is president. The new enterprise will specialize in organizing advanced soaring instructions, towing and other activities related to the sport. During the four week ends in April, services will be available to those pilots who wish to try wave soaring. Then beginning with the week end of May 1st and 2nd, regular soaring activities will begin. Sierra Soaring will try to be ready every week end and, when the demand warrants it, services will be made available during week days as well. There are plenty of accommodations available only a five ve minute drive from the airport, at the town of Truckee.



**From:** [John H. Cochrane](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 6:00:36 PM

---

Dear Board:

I am both a glider and power pilot, flying out of Truckee regularly. I also serve on the board of the TTSA Truckee Tahoe Soaring Association. And, professionally, I'm an economist.

The proposed astronomical rise in the TTSA lease will, of course, put us instantly out of business. From your end, a consultant may proclaim the value of something, but who is actually going to lease that property at the value you propose? The result will be an empty property – no soaring at Truckee, no youth program, and no revenue for you.

If you wish to be completely mercenary about it, i.e. ignoring any benefits that Soar Truckee brings to the airport and to our community, why not auction the lease? Find out who is willing to pay what for this particular property? Then we will find out what it is truly worth on the market. If TTSA is not the highest bidder, you can decide if the benefits we bring to the community are worth the difference. If, as I suspect, nobody else wants to lease the property, then we will establish a market value, and TTSA might even, rightly, pay less!

In any case, I hope you can accede to TTSA's request to allow us to operate through the summer, and revisit this issue in the fall.

Thank you for your attention, and I hope one way or another we do not lose soaring at Truckee.

John Cochrane

**From:** [david.greenhill](#)  
**To:** [Comments](#)  
**Subject:** Truckee Tahoe Soaring Association Lease  
**Date:** Thursday, April 21, 2022 9:34:39 PM

---

Dear TTAD,

I am a SEL, IFR and Glider pilot with over 2800hrs total time. I have flown every summer at Truckee Airport since 1992. Operating a Cessna 182 and glider to and from the airport.

Soaring in the Lake Tahoe area is a unique experience and offers world class soaring and stunning scenery. I have made glider flights of up to 900 miles and have soared to over 27,000ft from Truckee Airport.

I have seen over the last 30 years how TTSA operates in great detail. They develop the next generation for aviation , provide wonderful rides to tourists and launch and landing services for private gliders.

I've seen many happy smiles from tourists who come back having taken a ride to 10,000' over Lake Tahoe and the surrounding mountains. Many are ecstatic after this unique experience.

8 years ago my son was in a difficult phase during his teenage years. We took him to Soar Truckee for the summer. During that summer he worked as a line boy in return for flying lessons. This got him to solo . The following year TTSA prepared him for the check ride, which he took shortly after his 16<sup>th</sup> birthday the following winter. Since then, he has never looked back. His schoolwork improved and he went on to follow his passion for aviation by studying Aerospace and Mechanical engineering at UC. Davis. He now works as an aeronautical engineer developing innovative aircraft for Joby Aviation.

I have seen similar stories repeated countless times over the years, with line kids becoming instructors, tow pilots, commercial pilots, pilots in the armed services, mechanics and engineers.

The one common theme is that at a critical phase in their teenage years they found their way to TTSA and found an environment that nurtured them. Rather than becoming rebellious teenagers. It gave them the environment to develop a passion for aviation that would not have happened otherwise. Sometimes it takes an organization other than their parents to help teens develop their full potential as adults.

TTSA also provides a community that nurtures aviation safety and mutual self help. As a long time visitor to Truckee I would continue to fly motor gliders into Truckee Airport if TTSA did not exist. I don't think it would be nearly so safe if there wasn't an organization to help with the ground handling and the space to do that away from other users of the airport. New soaring pilots wouldn't have the advantage of a community that shares knowledge about safely soaring the Sierras.

I respectfully ask you to consider all aspects of TTSA's lease. It provides services to the aviation community and general public that go far beyond a simple calculation of property values and leases. To continue to operate TTSA needs an affordable lease. Without that we will lose something that is precious in so many ways beyond a simple financial calculation.

I hope TTAD and TTSA can find a way to work together to preserve something that is unique to Truckee.

Best Regards

David Greenhill



**From:** [Zach Yamauchi](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 10:45:56 PM

---

TTAD Board,

I am writing to you today to both highlight the immeasurable impact Soar Truckee has had on my life and career, as well as express my concern with the proposed lease increase that is facing the organization.

I grew up in Truckee. My Family moved to the area full time in 2011, and I graduated from Truckee High School in 2016. Growing up, I had many interests and hobbies, but was unsure of which ones would be worth pursuing and turning into a career. While Truckee is a growing town, it still lacks many of the industries and businesses that a larger city would have. This is a reason that many of us decide to live here, but as a teenager without a clear post high school plan, it limited my exposure to many career paths, especially those in STEM fields. I am incredibly fortunate to have been introduced to aviation as a freshman in high school at Soar Truckee when I took an intro lesson with one of their instructors. From that moment on, I knew that I wanted to make aviation the focus of my career. After graduating from Truckee High, I studied aerospace engineering at Cal Poly, San Luis Obispo. While at Cal Poly, I partnered up with a local glider school where I got my private glider licenses and helped form a collegiate club to provide opportunities for my peers to experience flight in gliders. I now work as an aerospace engineer, designing, and manufacturing cutting edge autonomous aircraft for both government and commercial customers. In the summers, I love returning to Truckee to spend time with my family and friends, and never miss an opportunity to soar from this incredibly special gliderport.

I am confident that my life would be substantially different had I not had the opportunity to get a taste of flight with Soar Truckee over a decade ago. I want to do everything I can to ensure that soaring remains accessible to both experienced pilots and curious individuals. Hearing the news of a large lease rate increase concerns me immensely. Should Soar Truckee lose access to the facilities and space that it currently operates, future generations of aviators will be robbed of the experience that shaped who I am today.

If the motivation behind raising the lease is to force out Soar Truckee and glider operation from the Truckee airport, I can assure you that glider pilots will continue to operate from the airport, as it would be illegal to prevent such operations. Additionally, having Soar Truckee where it currently resides allows for the most seamless integration with powered traffic for launching and landing.

I strongly urge the TTAD board to keep the lease rate consistent with what it has been historically. Raising it to an amount unaffordable to the organization will have negative impacts on airport congestion, the local community, as well as all future aviators who will not be afforded the opportunities I was.

Kind regards,

Zach Yamauchi

**From:** [JEFFREY BANKS](#)  
**To:** [Info](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Friday, April 22, 2022 8:11:55 AM

---

Hi

My name is Jeffrey Banks

I'm a retired Airline pilot and also a FAA glider instructor (CFII) I own two gliders and partially own three others. I live in Alaska where I support our youth soaring programs. I am a board member of a 501 c (3) nonprofit glider operation in Alaska.

I visit Truckee with my gliders that I keep in the area.

I have observed wonderful well behaved youth on my visits and heard of the great airport support over the years. It makes me smile to see young people outdoors interact with other adults that are happy to share knowledge and advice.

Please support this activity.

Should things not work out I would love to continue flying gliders and need some ramp space. My largest glider is 21 meters and my smallest is 13 meters.

There is a lot of value to this activity that cannot always be measured on a balance sheet. Of the young people I have instructed over the years two are airline pilots. Two are Airforce Academy graduates and another Naval Academy graduate. Another own his own IT company. There are other youth that I hope I had influence to stay off drugs and keep their life situations on track.

Thank you for your consideration

Please support the Truckee Soaring Operations

Sincerely

Jeffrey Banks

Sent from my iPhone

**From:** [Darren Braun](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Friday, April 22, 2022 10:01:40 AM

---

TTAD board members,

I just wanted to comment on my appreciation for having Soar Truckee and TTSA as a soaring operation going back 20 years. But from my observation it's always been a challenge to keep the operation going because the focus has been community and instruction with an emphasis on youth participation as opposed to a heavy commercial operation meant to generate large amounts of income. This makes it difficult if not impossible to accommodate any sort of rent increase on the property. The other thing that TTSA allows, which I am not sure how well appreciated, is that we are good stewards of the land to the NE side of the airport. This is worth something in and of itself as development takes place around Truckee that is starting to change it from a mountain town to something with a larger, denser look and feel.

Darren Braun

**James D. Richardson**

**2155 Elmcrest Drive**

**Reno, Nevada 89503**

**775-443-7926**

April 22, 2022

Truckee Tahoe Airport District

Board of Directors Meeting

Subject: Public comment to the TTAD Board Meeting, April 27, 2022

Dear Sirs,

I wish to make public comment on the proposed lease for Soar Truckee Lease renewal. I have been a pilot utilizing the KTRK Airport for the past 30years flying piston and turbine powered aircraft into and out of the KTRK Airport. I am also a glider pilot and spend many days soaring gliders out of your airport.

I understand that the Board is considering a considerable increase in the rent for Soar Truckee, which will most likely cause the business to cease on the airport.

It would be a shame to cause to close a world-class soaring operation with scenic vistas not to be found in many places in the world. The fact that glider pilots can camp close to their sailplanes increases their safety and Soar Truckee effectively manages the camping area keeping it clean and secure.

As an active pilot using the KTRK Airport, I have seen a real spirit of cooperation between the glider and fixed wing pilots, coupled with the active Control Tower (ATC) that has resulted in a very safe mix of the divergent aircraft types that use the airport. I believe that the Soar Truckee safety protocols have enhanced safe aircraft operations at the Truckee Airport.

Gliders have existed at the Truckee Airport since the Les Sebald days in the 1960's and have added greatly to the aircraft movements in which FAA airport improvement funding is based. For every glider launch, there are four aircraft movements, a glider and tow plane takeoff and landing, recognized by the FAA.

Soar Truckee also promotes tourism with the offering of commercial glider rides. As the Board knows, tourism is very important to the Truckee community.

In addition, the Soar Truckee youth education programs, help train tomorrows pilots, introduce discipline to the young people involved and provide a great environment for today's youth instead of playing video games.

As a non-profit organization, Soar Truckee is not in a position to absorb a huge increase in their lease. I urge the Board to renew the lease at the current terms and keep the gliders flying out of Truckee.

Thank you,  
Jim Richardson



**From:** [M.H](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 meeting  
**Date:** Saturday, April 23, 2022 8:32:53 PM

---

Dear TTAD Board

As the spouse of a glider pilot, I have visited the Soar Truckee glider port nearly every weekend for the past 21 years. I have organized events for spouses (like shopping in Truckee), organized events for the general glider pilot community and supported the youth program at Soar Truckee in general. Even participated in the Truckee 4th of July parade.

I now understand that TTAD is proposing a dramatic increase in the TTSA lease, that basically renders TTSA operation not feasible.

While I understand your drive to allocate cost, I don't see where the cost for TTAD is in regards to the gliderport that would justify such an increase . Over the past 21 years I have not noticed any significant investment of TTAD in the gliderport.

Also inflation correction seems reasonable, but I don't understand how all of this could justify a 1000% increase in lease rate.

I would like to urge you to reconsider the lease rate to keep Soar Truckee alive and support your community through youth programs and businesses as it has been for the past 60 years.

Marga Holvast  
San Jose

**From:** [Steven Deckard](#)  
**To:** [Info](#)  
**Cc:** [Mark Montague](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Sunday, April 24, 2022 2:39:08 PM

---

Greetings:

I was a tow pilot for TTSA for 1 week in July, 2020 - and was laid off after an encounter with a strong dust devil on landing. It was a short – but wonderful experience for me. Flying a new airplane, towing gliders and most of all being around the kids. I wish I could have stayed.

I do not wish to sound like sour grapes. I loved the place and I loved what the TTSA team at the time was doing for the kids - and I certainly wish I could continue flying at Truckee. Unfortunately, when I was let go the general manager was also let go and shortly thereafter the chief instructor left along with another tow pilot. The chief instructor was focused on delivering on TTSA's promises to the kids and tried to continue with some of them at Minden airport – at his own expense. I do not know how that worked out.

What I saw toward the end in 2020 was a shift from training young students to catering to the private pilots with their high-dollar machines.

I was surprised that the next season TTSA were still in operation given their 501(c)(3) status.

As I said, I am not looking to shut them down and I would like to see them stay in operation. HOWEVER, their main focus should be youth education, and any new lease should include strong mechanisms with which to ensure that TTSA's youth education-related promises are indeed kept. Otherwise TTSA will likely revert back to its old ways of using the kids as cheap labor to serve rich guys with high-dollar gliders.

Steve Deckard  
Wellington, NV  
(707) 980-4014

**From:** [Wolf-Dietrich Weber](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Sunday, April 24, 2022 7:00:08 PM

---

I am writing in support of Truckee-Tahoe Soaring Association (TTSA). It would be a real shame to price out this valuable organization through a major increase in their lease at the Truckee airport. TTSA has been a part of the soaring community at Truckee for a long time, and throughout this time they have led with safety for all glider pilots at Truckee. They have enabled the next generation to become pilots in an affordable manner via offering subsidized instruction, access to gliders and the environment via line jobs. I am a glider pilot who flies out of Truckee, and would fly out of KTRK even without TTSA, since Truckee is such a premium soaring spot. However, it would be a real shame to lose this organization serving the glider community.

Respectfully submitted by  
Wolf Weber  
San Jose, CA.



**From:** [Ruth Miller](#)  
**To:** [Comments](#)  
**Subject:** Public Comment on Third Runway  
**Date:** Monday, April 25, 2022 8:29:54 AM

---

Directors of the Truckee Tahoe Airport District,

Thank you for receiving this public comment. I'm on the Truckee Planning Commission and have several years of experience as a transportation and land use planner, having studied regional transportation at MIT and UC Berkeley. I appreciate this opportunity to share my thoughts about the third runway proposal.

Regional and long term planning are fraught exercises with no easy answers. I'm sympathetic that each of you is doing what you think/feel is best for Truckee, but I'm simply floored that a third runway is the proposal that has emerged. We have a noise problem, yes, but we also have wildfire and climate problems, which are objectively bigger issues. Putting a runway out in the woods, where it will take longer to respond to fires caused by crashes, is irresponsible. Any new infrastructure that further entrenches air travel is climate arson. As a region, we should be winding down this airport and demanding better train service, not making our airport bigger and more dangerous.

I also appreciate how many of you have taken the time to discuss this proposal with me personally over the past several months. I will reciprocate that respect with honesty. I hear that turning down future FAA funding would be hard. It's true that there are some selfish, rich pilots out there willing to coerce the public into subsidizing their hobbies. And there's no perfect solution to winding down the airport's taxpayer funding. But wildfire and climate change are existential threats! I'm disappointed that our relatively progressive leadership is ceding so much with this proposal. Poorly advertised and long public meetings, following up privately, offering endless context and background: these are not acts of "listening", they wear down and discourage dissent. Looking to the future means encouraging and organizing the broad public opposition to this third runway to push for better, regional, long-term solutions.

Thank you for your time,  
Ruth Miller

**From:** [Jon Fitch](#)  
**To:** [Comments](#)  
**Subject:** Comments for 4/27 TTAD Board meeting  
**Date:** Monday, April 25, 2022 10:05:27 AM

---

To whom it may concern:

I have learned that the TTSA soaring operation is up for lease renewal, and there may be a substantial - even prohibitive - increase in the rents, which may cause TTSA to cease operations at Truckee.

TTSA, and Soar Truckee before it has a long history of operations at Truckee, I have been flying there myself since 1991 and it operated long before that. It is a unique location and organization, providing pilot training for many hundreds of local youth and thousands of others over the years, many have gone on to productive commercial or military careers in aviation. TTSA also trains experienced glider pilots the special skills required of mountain and high desert soaring, improving safety for all.

Though I and many others would continue to fly gliders out of Truckee even if TTSA ceases operations, the special ground handling of gliders - currently provided by TTSA - may complicate powered operations there.

I encourage you to consider renewing the TTSA lease on terms that allow them to continue into the future.

Jon Fitch  
(707) 287-1459  
Motorglider N26GJ

**From:** [Andre Sosinski](#)  
**To:** [Info](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 10:38:50 AM

---

Dear TTAD Board Members,

My name is Andre Ssoinski, I am a member of the Northern California Soaring Association ([NCSA](#)).

I am not new to aviation but new to glider soaring, I am about to have my Solo flight soon. The soaring season here in the Bay Area is ending soon and everyone is buzzing about heading to Truckee for summer.

It came to my attention that the lease renewal for TTSA may not be in jeopardy and I find that very concerning.

I understand that we may continue to fly out of Truckee as private pilots but my experience has been that local Clubs provide much more than resources.

They are a source of knowledge, contributors to safety and flying community hubs.

I was very much looking forward to renting properties in the Truckee area and continuing my lessons with TTSA affiliated instructors.

I urge you to support the lease agreement with TTSA for the 2022 season.

With Regards,  
Andre

**From:** [Ben Hirashima](#)  
**To:** [Info](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 12:02:22 PM

---

To whom it may concern,

Please don't raise the lease for the TTSA soaring operation. Doing so will bring an end to the very vibrant soaring scene at Truckee. From the private pilots, to the bright kids who serve as ground crew, to the USAF cadets who train at TTSA, so many lives will be deeply affected. Soaring (flying gliders) is not just a hobby to us. It is our LIVES. Glider pilots are passionate about their sport, and losing Truckee would be a devastating blow to us. There are precious few airports that are suitable for glider operations in the Sierra Nevadas, and Truckee is the absolute best of them. Losing Truckee as a soaring destination would be a tragedy that would be felt around the world. Glider pilots from far-away places make pilgrimages to Truckee to experience the world-class soaring here. Please consider not only the number of glider pilots that would be affected, but also the depth of the disappointment that losing TTSA would bring.

There are many benefits to the Truckee area that would be lost if TTSA were to vanish. Glider pilots are a well-heeled class, and spend a lot of money at local businesses when they visit Truckee. The glider rides offered by TTSA bring tourists and their money to the area as well. Many pilots who train at TTSA go on to be commercial or military pilots, a boon to our country's aviation establishment. Note that the pilot of the Miracle on the Hudson, Captain Sully, is a glider pilot who may not have been a hero without his soaring experience.

If TTSA were to be forced out, I would still fly my glider out of Truckee. However, doing so without the organization and discipline that TTSA provides will make soaring at Truckee much less safe. Who will educate new glider pilots about the dangers and best practices at KTRK, of which there are many? Who will make returning pilots review SOPs and updated procedures? No one. It is also likely that gliders at Truckee will be much more of an inconvenience to other airport users without the oversight of a glider organization. Gliders will take longer to launch, land, and clear the runway without the help of TTSA. It could be a logistical nightmare for the airport.

Thank you for your time.

Sincerely,  
Ben Hirashima

**From:** [Linda Ravetti](#)  
**To:** [Comments](#)  
**Subject:** Public Comment to the TTAD Board for April 27 meeting  
**Date:** Monday, April 25, 2022 12:15:54 PM

---

25 April 2022

Dear TTAD Board:

In my experience with TTAD, you have been very supportive in promoting aviation in the community – until now.

Our local youth depend on the generosity from the airport to provide opportunities to become exposed to the aviation industry. Many youth have gone on to pursue careers in aviation because of local nonprofits who make many sacrifices to work with and encourage these youth. Shouldn't this be one of TTAD's strategic goals?

It's not always about the money, it's about investment in our children's future. And, it's about investment in local aviation small businesses and non-profits who work tirelessly to promote the future of aviation.

It is time to reevaluate your position on these lease agreements with Skydive Truckee Tahoe, Truckee Tahoe Soaring Association and Experimental Aircraft Association. It's time to work with the parties involved to make the lease renewal prices reasonable and affordable for those who want to support local youth and the local community. Please do not let the rich history and legacy of soaring, jumping and experimental aircraft building go by the wayside in favor of making money, or of spoiling the inherent beauty of the Martis Valley Airport District property with development.

Some things in life are so valuable they have no price tag.

Respectfully,

Linda M. Ravetti, DNP, MPH, NP

Private Pilot

Reno, NV

**From:** Peter N. Hansen  
**To:** [Comments](#)  
**Subject:** Public Comment to the TTAD Board for April 27 Meeting  
**Date:** Tuesday, April 26, 2022 12:28:02 PM

---

Ladies and Gentlemen,

I was a tow pilot for TTSA at Truckee Airport in 2020 and performed almost 400 aero tows with students, instructors, and private pilots. Truckee is a challenging environment for soaring due to afternoon crosswinds and lots of other traffic, but the professionalism of the controllers in the Tower makes it all work.

It is also a fantastic location for soaring due to the topography and the sheer beauty of this area, and it would be a real shame if soaring wasn't an integral part of Truckee Airport's future. Some may question whether a glider taking off for a training flight is as important as a private jet taking off or landing. But what we should really be asking is whether getting local students an opportunity to get an affordable start in aviation (so that they can discover their talents and pursue careers in aviation) is any less important than having some rich guy from the Bay Area arrive in his private jet so that he can enjoy a weekend in his local "cabin".

There is obviously room for both, and having witnessed the raw talent and the enthusiasm of some of these young, local students has convinced me that the focus of ANY glider operation at Truckee should be youth education. There is certainly also room for private, high-performance gliders and just like these private gliders benefit from the availability of ground support from a youth-focused glider operation, the glider operation could benefit from some amount of funding from the private gliders. There is a symbiotic relationship here and it all starts with the bustling, daily activities of a youth-focused, "training-camp" type of operation. The knowledge of these operations attract private gliders as well as tourists (who notice gliders in the air) and they all help fund the youth-focused activities. The youth-focused activities also allow the operation to attract volunteers, who are willing to donate their time and efforts to a good cause.

The 2020 TTSA season started this way and I thoroughly enjoyed working with the young, local students as their tow pilot. As a comfortably retired, old guy I certainly did not need a part-time, minimum-wage "job", but working with the students made it all worthwhile. They enthusiastically provided all the required ground support efforts in return for flying lessons, and it was just so satisfying to watch them grow while doing so. They more than upheld their end of the bargain with TTSA. Some of them were obviously very talented and will almost certainly serve the world well as future airline or military pilots. Catherine Bodenstein as General Manager and Mart Montague as Chief Instructor were laser focused on upholding TTSA's end of the bargain with the students, and while there was always room for improvements, the operating priorities were right. The focus was on training young students to be young pilots.

But then it all fell apart. In spite of the officially stated intentions, TTSA's Board never really had its heart into youth education, and when some of the private pilots complained about not being the center of attention, the Board took action. They fired the General Manager – and changed the priorities. And predictably, at the end of the season only a few of the students actually got what they were promised and soloed in a glider.

I would strongly encourage TTAD to facilitate and encourage glider operations at Truckee Airport. For local students such operations provide a valuable opportunity to discover their talents and have the wonderful life experiences that aviation has provided to some of us. TTAD can do this by providing good facilities to a safety- and youth education-focused concessionaire at reasonable rates.

In summary, during the latter parts of the 2020 season TTSA was merely pretending to care about safety and youth education, and as the 2021 season subsequently illustrated, without a well-functioning youth program, it all fell apart. And unless TTSA is radically changed (with new Board members) I do NOT believe TTSA is the right concessionaire.

I would encourage TTAD to create (and enforce!) a firm set of operating principles and priorities (youth education) and subsequently search for a dedicated and competent concessionaire to operate accordingly.

Thank you for your time.

Peter Hansen

Wellington, NV.

**From:** [Mark Montague](#)  
**To:** [Comments](#)  
**Subject:** Public Comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 12:40:15 PM

---

TTAD Board Members,

I was the Truckee-Tahoe Soaring Association's (TTSA) Chief Flight Instructor for the 2019 and 2020 operating seasons. With respect to the April 27, 2022 TTAD agenda item, the issue of setting a property rental fee for the TTSA concession, I offer the following recommendations:

- 1) I hope that TTAD will find a way to continue to welcome and promote soaring at the Truckee-Tahoe Airport.
- 2) I believe that the time has come for TTAD to select a new concessionaire to provide glider instruction, rental, and tows at KTRK.
- 3) Failing this, I believe that if TTSA continues to operate at this airport, TTAD must exercise heightened oversight and control of TTSA policies, actions, and 501(c)(3) status.
- 4) Truckee-Tahoe operating conditions and airspace congestion are now such that there is no longer any way to safely or responsibly host a soaring contest at this airport.
- 5) TTAD must develop some sort of metric and some sort of oversight program that will ensure that its investment in any sort of youth soaring program will actually provide the benefits promised by whatever organization (TTSA or otherwise) undertakes to run it.

If you'd like to know why I'm making these recommendations, please read on.

I was first introduced to Truckee soaring in 1973, shortly after earning my Private Glider pilot rating. Since then I've been continuously active as a soaring pilot and have, along the way, earned a few other ratings. In 1979 I became a CFI-Glider (for a time, I instructed at Truckee-Tahoe Airport for Charlie Roeschen's glider operation at what was then the threshold of Runway 19) and for the past nine years I've served as the region's only glider-qualified Designated Pilot Examiner, working with and on behalf of the Reno FSDO. In 2014, after a 27-year career—including a four-year stint as an FAA-designated line check airman—with United Airlines, I retired and in so doing gained greater freedom to give back to the soaring community. Accordingly, I was the Truckee-Tahoe Soaring Association's Chief Flight Instructor for the 2019 and 2020 operating seasons.

When I arrived at TTSA in the spring of 2019, the organization was in disarray. Several years previously, it had found itself in a financial bind and had recast itself as both a Federal and a California 501(c)(3) nonprofit corporation with the stated mission of providing flight instruction to young people. Since then it has continuously trumpeted this supposed mission to the general public and to TTAD—especially when funding issues arise.

The problem is that these protestations have been little more than window-dressing. The reality is that beneath the surface, TTSA still considers its core constituency to be the private sailplane owners, followed by visiting contest pilots, who are in turn followed by the tourist glider ride revenue customers. The young people, who actually run the TTSA flight line and who serve principally as unpaid labor, are TTSA's lowest priority and are routinely shunted aside whenever any of these higher-priority customers appear at the flight line. TTSA gains their labor with the promise of glider flight instruction, then deliberately shortchanges these hardworking kids so that in the end very little instructional time is allocated to them.

Compounding this problem is the undeniable fact that the private sailplane owners based at Truckee have, over the years, become complacent when it comes to safety "best practices." The Truckee-Tahoe region is a harsh and



demanding operating environment which requires constant vigilance and a willingness to update operating practices where experience has shown this to be prudent; unfortunately, within the private owner cadre—to say nothing of the visiting contest pilots—there has evolved a staunch resistance to change. At times this resistance even includes a tendency not to cooperate with Truckee-Tahoe Airport's ATC tower controllers. (Inserting a soaring contest into the TTSA calendar is especially unjustified: not only does it present an unwarranted heightening of ground and flight safety risks, it also further absorbs TTSA resources that by all rights are owed to the line crew young people.)

After observing these problems, and attempting to resolve them through unofficial actions during the 2019 season, over the 2019-2020 winter I developed a new youth training program for the TTSA line crew volunteers as well as a new, more organized safety program. I did this because the new executive-level TTSA management had assured me that the 2020 season was going to be different, and that the problems I'd observed would be addressed and that I'd have the full support of TTSA management. Both of these programs were developed in concert with TTSA General Manager Catherine Bodenstein, who was committed to both initiatives and who agreed to serve as my representative on the ground when I was instructing aloft. (Then-TTSA Board member Allison Diaz, who works full-time as an NTSB aviation accident investigator, also provided substantial input into the updated safety SOPs. Allison has since resigned from her TTSA Board position over the issues of shortchanging the young people and TTSA's reluctance to promote meaningful safety reforms.)

The training program we developed over the 2019-2020 winter is still in use by TTSA—at least, to the extent TTSA is providing any youth training at all. At the time I had the unanimous backing of the TTSA Board.

Alas, not only did many of the private sailplane owners fail to conform to the new safety program, a small but vocal number of them pushed back—and with this development, TTSA executive management had a choice to make: either they backed the newly established SOPs, Catherine Bodenstein, and myself, or they sided with the private owners. TTSA chose the latter option. Overnight, TTSA Board support evaporated. Very quickly Catherine was subjected to a hostile work environment—indeed, one TTSA senior management individual (Rick Hammer) refused even to talk to her in the course of day-to-day operations; she was subsequently forced out of TTSA in what could only be described as a whispering campaign.

This was doubly ironic, in that it had been Catherine who had singlehandedly rescued TTSA: at the time she'd first come to work at TTSA, she discovered that upon recasting itself as a nonprofit organization TTSA had filed the necessary documents—and since then had done nothing else. For example, TTSA hadn't filed a tax return in years and California had revoked its 501(c)(3) status. Catherine Bodenstein brought TTSA back into compliance but at the time she was forced out this project had not been fully completed. (I have no information as to whether or not TTSA is in compliance today.)

In any event, with the private owners mollified, TTSA reverted to past practice insofar as operating procedures and expectations. This left the youth soaring program exactly where it had been in 2019 and previous years. As before, the young people were shunted aside whenever any higher-priority stakeholders demanded attending to, quite in spite of the assurances I'd been given.

What especially galls me is that, armed with rock-solid assurances from TTSA, at the start of the 2020 operating season I stood up in front of the assembled parents and promised that we would teach their children to fly. This was an entirely reasonable proposition, and yet in the end we issued ratings to only three line crew volunteers and soloed one more—out of a total of thirteen active participants. This was a dismal performance. These kids held up their end of the bargain; TTSA did not. While I am extremely proud my role in creating the revamped youth flight training program, I am otherwise ashamed of my involvement in TTSA's scamming of the line crew volunteers.

Incidentally, TTSA attempted to recruit me for the 2021 season, and again assured me that "this time things will be different." I asked just one question ("Will Catherine Bodenstein be coming back as well?") and was emphatically told that Catherine wasn't welcome anywhere on the property; this told me all I needed to know about the TTSA "commitment" to change. I declined the invitation to return for the 2021 season.

Now I understand that TTSA is negotiating for below-market lease fees, as usual by trumpeting its avowed commitment to the youth training mission—a mission that is, at least on paper, its very reason for existence. Over the years TTAD has been quite supportive of and generous to TTSA, for which I am grateful, but in my opinion the time has come for TTAD to hold TTSA accountable for the situation as it now exists. For years TTSA has under

false pretense applied for, and received, your support. I feel that TTSA has squandered a fabulous opportunity and that today changes are in order.

Again, my recommendations:

- 1) I hope that TTAD will find a way to continue to welcome and promote soaring at the Truckee-Tahoe Airport.
- 2) I believe that the time has come for TTAD to select a new concessionaire to provide glider instruction, rental, and tows at KTRK.
- 3) Failing this, I believe that if TTSA continues to operate at this airport, TTAD must exercise heightened oversight and control of TTSA policies, actions, and 501(c)(3) status.
- 4) Truckee-Tahoe operating conditions and airspace congestion are now such that there is no longer any way to safely or responsibly host a soaring contest at this airport.
- 5) TTAD must develop some sort of metric and some sort of oversight program that will ensure that its investment in any sort of youth soaring program will actually provide the benefits promised by whatever organization (TTSA or otherwise) undertakes to run it.

Mark Montague  
775-843-7510

**From:** [Stefan Arnone](#)  
**To:** [Comments](#); [Info](#)  
**Subject:** Public comment to the TTAD Board for April 27, 2022 Meeting  
**Date:** Monday, April 25, 2022 1:33:46 PM

---

I'm a local flight instructor in both airplanes and gliders soon headed to the airlines, and TTSA has had an enormous positive impact on my life and flying career. I started working there in summer 2011 as line crew when I was 15 years old—it was my first job. Since then, I've returned for seven summer seasons, which have not only provided invaluable work experience, mentorship, and aviation networking and career opportunities, but also funded glider add-on ratings on three occasions over the years: to my Private, Commercial, and Flight Instructor certificates. From scenic ride passengers touring the Martis Valley, to students, to visiting glider pilots and club members, to hardworking youth and adult staff, the close-knit soaring and larger aviation community in Truckee built around TTSA is truly one of a kind and has been a cherished, meaningful source of friendship and enrichment in my life and career. In the event that TTSA left its current location, I would continue to pursue glider flying at Truckee, simply based on the amazing location, soaring conditions, and good relationship I've experienced with the Control Tower and local General Aviation community. However, I nevertheless strongly encourage the Truckee-Tahoe Airport District Board to consider a reasonable lease fee agreement that will allow for TTSA's continued operation. Thank you.

**From:** [Dane Stark](#)  
**To:** [Info](#); [Comments](#)  
**Subject:** Upcoming changes to the airport  
**Date:** Monday, April 25, 2022 3:04:09 PM

---

Good afternoon Board of Directors for the Truckee Tahoe Airport District.

As a homeowner in Truckee I am saddened to hear of the possibility of losing the Skydiving and Soaring operations at the Truckee airport.

While I may never own a plane and be able to fly into or out of the Truckee airport, i was fortunate enough to take an intro ride in a sail plane a number of years ago out of the Truckee airport. It was a life changing experience, and while i have been a paraglider pilot for 30 years, it opened my eyes to general aviation in a significant way.

I am now on the cusp of earning my pilot's license and i very much anticipate enjoying the TTSA services. My home club in Byron brings a few ships up to Truckee airport for the entire summer and it is one of the reasons i joined the club, to get my license but also to take full advantage of the world class soaring that the Tahoe basin provides during the summer.

My parents built a cabin in what was then Squaw Valley in 1959, and i have enjoyed the North Tahoe environs my entire life. When my wife and i purchased a home in Truckee a year ago it fulfilled a life long dream of having roots back in the area.

My sincerest hope is that the Airport District will consider all uses of the airport, including skydiving and soaring as they make plans for the future, and that my children will be able to enjoy discovering Truckee and the beautiful environs for themselves, the way i did.

Sincerely,  
Dane Stark  
11585 China Camp Rd  
Truckee, CA

--

Owner/Winemaker  
Page Mill Winery  
1960 S. Livermore Ave  
Livermore, CA  
[www.PageMillWinery.com](http://www.PageMillWinery.com)

**From:** [Tobin Fricke](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 3:15:23 PM

---

Dear TTAD Board,

I am a private pilot based in Alameda, California. I have enjoyed traveling to Truckee-Tahoe airport for mountain flying lessons at Sierra Aero, for glider training at Soar Truckee, and as a stopover for food (at Red Truck cafe) and fuel on flights to the Eastern Sierra in a Cessna 172 out of Oakland Airport. I hope that recreational general aviation, including soaring, will remain a priority at the Truckee-Tahoe airport for generations to come.

Thank you,  
Tobin Fricke  
Alameda, California

## Public comment

TO: Truckee Tahoe Airport District, Board of Directors, April 25, 2022, Meeting

RE: Agenda items relative to new proposed Truckee Tahoe Soaring Association ground lease

Dear TTAD Directors:

During 2019 and 2020, I assisted Catherine Bodenstein in her duties as Office Manager and General Manager for the Truckee Tahoe Soaring Association (TTSA).

When she began working with the Board of Directors at the beginning of the 2019 soaring season, she was more than concerned at the condition of the books and records that she was to deal with in the TTSA office. She came to me for some assistance with researching and correcting the status of the corporation, which she found to be listed as revoked or delinquent according to federal and state inquiries.

By way of explanation, although I am not an attorney or accountant, I have worked as a full-charge bookkeeper and have owned my own business services company since 1983. I also worked as a legal secretary for a number of years. Between 1993 and 1999, I worked in the Research Division of the Nevada Legislative Counsel Bureau. From 1999 to 2005, I was the Policy Analyst for Nevada Governor Kenny Guinn, as well as his Legislative Liaison. In addition, my final position with the State of Nevada was as Financial Manager of the Internal Audit Division, of Nevada's Department of Administration. More recently, I was the Chairman of the Carson City Airport Authority (CCAA) for two years of my four-year term on that board.

In all my years of working in these fields and positions, I can honestly say that I have rarely seen any corporate entity, either for profit or non-profit, as totally mismanaged as to its corporate obligations and responsibilities as was TTSA in 2019. Its records were either incomplete, missing, delinquent, or in need of analysis on most all fronts.

Also, I have had a pilot's license since 1990 and am critically interested in aviation. I have worked over many years to educate youngsters and the public in general of the importance of maintaining and working to expand a healthy general aviation community.

Ms. Bodenstein is a conscientious and thorough person and spent far more hours than she was paid for working to get TTSA into organizational conformance and improve its programs, systems, and operations. Often during her efforts she explained to me that various members of the TTSA board, although voting to adopt new by-laws and procedures, seemed to balk at their implementation and rarely supported her in her efforts to improve compliance with recordkeeping methods, program protocols, and aviation safety at the glider port.

Had an organization come before the Carson City Airport Authority in such disarray when I was chairman, I believe they would have been directed to “get their affairs in order and current” before the board would have agreed to consider a lease or operations extension.

In my view TTSA, should it be granted a lease extension, would need significant oversight by the TTAD to ensure its operations and safety responsibilities are carried out in a businesslike manner and that it strictly adheres to aviation best practices. Establishing a set of adequate internal controls to protect the interests of TTAD would be critical to avoid potential legal or financial problems association with inadequate management by TTSA.

I wish you the very best in addressing this lease extension, but I believe the points raised by Ms. Bodenstein and others deserve a thorough investigation before action on the lease should be taken.

Thank you for your interest and involvement in protecting general aviation and your time in considering my comments.

Linda Law  
2509 Bohr Road  
Carson City, NV 89706  
775 883 5580 (Office)  
775 741 5510 (Cell)

**From:** [brian.l.roach1@gmail.com](mailto:brian.l.roach1@gmail.com)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 3:55:49 PM

---

I wanted to submit an additional statement supporting the continuation of soaring at the Truckee airport.

Sustainability and climate change is a significant issue for our planet, and is one reason for my involvement in soaring, as compared to traditional powered flight. The flight profiles and carbon footprint associated with soaring flight is incredibly favorable compared with others. Today, for a typical soaring flight, about 10 minutes of an internal combustion engine yields many hours of totally carbon-free flight.

An exciting future aspect is the fact that the glider community is presently migrating over to electric self-launch gliders, that consume zero carbon.

I'm sorry to say that for most forms of powered aviation, the low energy density of battery technology will make zero-emission power planes very impractical for the foreseeable future. This won't be true for future tow planes, where the flight profile of short hops and high power output will make battery technology very practical for the tow plane of the future.

I hope that the TTAD board will take account of the unique sustainable nature of soaring flight, and support it's continuation at the Truckee airport.

Thank you,  
Brian Roach



**From:** [Larry Suter](#)  
**To:** [Comments: ljsuter](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Monday, April 25, 2022 3:59:06 PM

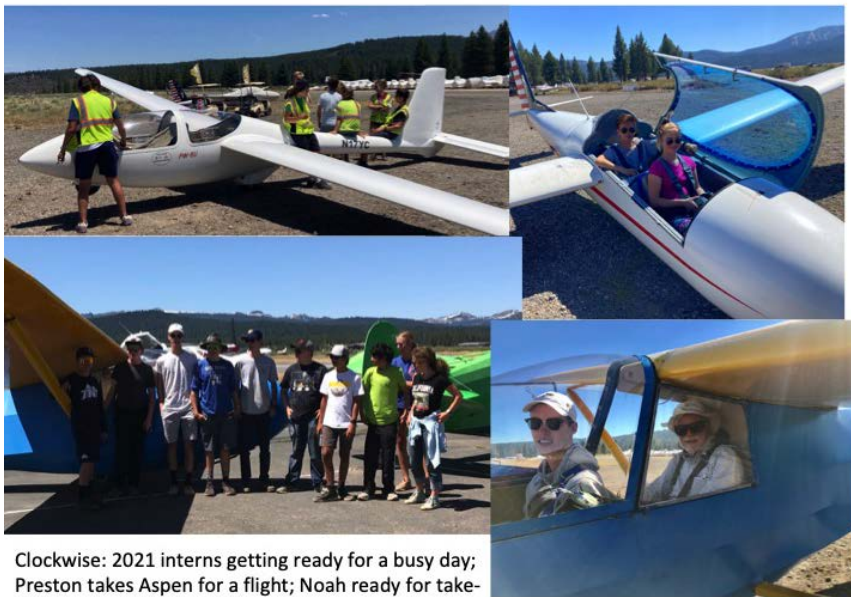
---

I'm a Flight Instructor who has provided Glider flight training at Truckee for many summers. I wish to attest to TTSA's active engagement in youth flight training. Nearly half of all the instructional flights I have performed for TTSA have been with teenagers. Below is a photo montage showing some of the young people I have helped train.

According to my logbook most of my non-youth training flights were with out of town visitors who came to TTSA for a once-in-a-lifetime experience. The typical post-flight reactions are statements like "Wonderful!", "That was so incredible!", "I want to do that again!".

I look forward to continuing to train young people to fly at Truckee and to take visitors on amazing flights, either with TTSA or some other organization that might emerge, such as a Glider Club.

Sincerely,  
Larry Suter CFI-G



Clockwise: 2021 interns getting ready for a busy day; Preston takes Aspen for a flight; Noah ready for take-off; 2019 Youth Soaring Camp.

**From:** [Air Relations](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting (TTSA)  
**Date:** Monday, April 25, 2022 4:10:05 PM

---

TO: Truckee Tahoe Airport District Board of Directors

April 25, 2022

RE: New proposed ground lease with Truckee Tahoe Soaring Association

Dear Directors,

Yes, a glider operation is needed at Truckee. No, Truckee Tahoe Soaring Association (TTSA) should not be the gliding operator at KTRK. Thank you for giving me the opportunity to explain.

Truckee presents an unparalleled location for soaring in all the world. If handled properly, it would bring great tourism income, aviation education, and immense fun (including more marriage proposals in the air!). KTRK is a special place for glider pilots and enthusiasts, even if there are those in the community who despise the sound of the tow planes and the extra care needed to accommodate the gliders during the four-month annual season. As of now KTRK is the only towered airport with a gliderport in the country.

Currently there are more registered hot air balloons in the US than there are gliders. The activity is suffering from internal strife concerning focus (recreational pilots vs. contest pilots, and instructional methods). To lose Truckee as a focal point for soaring would be an immense shame for a small but vital part of aviation and aviation history. Anything Truckee Tahoe Airport District (TTAD) can do to continue and perpetuate this opportunity is critically needed and will be greatly appreciated by those interested in taking up and expanding the sport.

While I love soaring, there is another side to contend with at Truckee: TTSA. I worked for Truckee Tahoe Soaring Association (TTSA) as the Office Manager in 2019 and as the General Manager in 2020. Between the 2019 and 2020 seasons, I was asked by Greg "Shifty" Peairs, who was a Director then, to research and answer questions he had regarding TTSA's operations, financial wellbeing, and corporate status, all in preparation for a board meeting at the end of October 2019. The following week, all of the executive officers (William Snow, President; Richard Pearl, Vice President; Donald Brown, Treasurer) and one director resigned.

In his letter of resignation, William Snow appointed Shifty as acting president. Since I was the only person left who knew corporate, financial, operational, and general details, Shifty turned to me for information. I informed him of the extreme deficiencies in TTSA's governance, youth education program, operations and safety protocols, and the status of its corporate health, for example:

- a) The Articles of Incorporation for the 501(c)3 status listed youth aviation four times as a mission goal and only once as place for private pilots to seek a launching point, yet the youth were never treated as the priority;
- b) Other than an outdated SOP document, there were no written standards and/or procedures in existence for operations, safety, or management when I was hired;
- c) The line crew youth were given a verbal assurance of aviation instruction in exchange for their line crew duties, yet they were rarely given all the instruction they had been promised;
- d) Due to TTSA's agreement with TTAD to offset the property lease and PW-6 aircraft payments with youth education flight hours, the youth were given what was minimally needed to offset those debts;
- e) The under-aged youth showed up at 8:00 am and frequently worked until 7:00 pm (child labor laws were regularly violated);
- f) In general, the private pilots (with notable exceptions) treated the youth as slave labor, assuming I suppose, the TTSA leadership was seeing to their aviation education;
- g) The youth did not have a formal ground school of any sort;
- h) Of specific note, Rick Hammer, who was volunteering as the A&P and Chief Tow Pilot, intentionally grimaced at the youth since he resented the change in operations from the "adult playground" atmosphere of Soar Truckee, Inc. to the more intentionally youth-focused operations of TTSA (even though the supposed program was sorely lacking) and commented on it frequently;
- i) The contest pilots were generally arrogant and demanding more than what TTSA was equipped to provide and eclipsed youth education;
- j) Safety protocols were virtually non-existent and even basic safety standards were consistently adhered to;
- k) It was permissible to drink beer or other alcohol and then get into a golf cart and retrieve gliders off the runways;
- l) No emergency plan had been developed;
- m) Three years of IRS tax returns had not been filed;
- n) Since its inception in 2015, none of the required annual corporate filings with the California Office of the Attorney General had been filed;
- o) TTSA was listed on official State of California websites as "revoked" or "delinquent" as a 501(c)3 corporate entity;
- p) No sales tax had ever been paid by TTSA;
- q) The sales tax for the purchase of the PW-6 glider half paid for by TTAD had not been paid;
- r) The corporate books were in poor shape and not complete (I have no idea if corporate books exist at the moment since although I had all the original documents in two folders as a staging place, I had not had the time to reassemble

- them by the time I was driven out.);
- s) The standard corporate records, e.g., agendas, meeting exhibits, and minutes had not been adhered to or kept current;
  - t) The Privacy Policy, Terms and Conditions, and Returns and Refunds on the website were still – after five years – the old scripts referring to Soar Truckee, Inc. rather than TTSA (These three links now claim, “last updated 15 November 2018.” This is a blatant lie since these website files were still in need of being updated at the time of my departure in July 2020.);
  - u) The office operations were a hodgepodge of inefficient antiquated systems;
  - v) QuickBooks had not been set up properly for accurate reporting;
  - w) There was no method to accurately keep track of the gift certificates to know just how much liability there was/is outstanding; and,
  - x) There was not a comprehensive communications list, email or otherwise.

In short, the organization was a right mess, but I assured Shifty that we could fix it all with enough time and steadfast commitment to upgrading and altering the operations, mindsets, and culture of TTSA where needed.

Over the winter of 2019/2020 I worked diligently to fix the corporate standing of TTSA with the federal and state governing authorities (IRS, Franchise Tax Board, Office of the Attorney General, Secretary of State). I went about finding new board members, developing appropriate recording protocols, and consulting with stakeholders such as TTAD, FAA, State of California, and pilots concerning TTSA to rewrite the By-Laws. The new board of directors adopted the amended By-Laws and protocols in the spring of 2020.

Also, to fix the errors with the youth education, I worked diligently to develop a new Aviation Education Program with Mark Montague, then the Chief Flight Instructor and area Designated Pilot Examiner. This program is the one currently listed on TTSA’s website without Mark’s signature. This program adhered to child labor laws, and sought to put the youth as the focus of TTSA’s activities as stated in the Articles of Incorporation by giving them the education they had signed up for as line crew. I was also responsible for recruiting the line crew and maintaining communications with the parents in preparation for overseeing the program.

With all the issues needing to be addressed with the gliding community at TTSA, just as the season started we also revamped the Standard Operating Procedures to include more safety protocols, especially ones asked for by TTAD, and many other issues that had been long ignored by the former TTSA leadership. This caused significant heartburn with the old-time glider pilots who still expected to behave however they wished.

The board had by then hired me as the General Manager for the 2020 season. Covid-19 then hit the community, but I found ways to keep the operation open.

It was a very difficult task to find instructors and tow pilots for the 2020 season. I managed to cover every day with one of each without Rick Hammer on the schedule – which is what he had been asking for repeatedly. When we were training the last needed tow pilot, he stepped in with disparaging judgment of the prospective tow-plane pilot's flying ability. A dust devil had come up that he had to fly through over the runway on landing. Mark Montague reported the landing to be masterful flying given the circumstances. Rick used this incident for his own purposes to both torpedo the new tow pilot and the new safety protocols he did not think were necessary, but which were specifically asked for by TTAD.

In the middle of this, the contest pilots showed up for a "mock" contest since the Soaring Society of America had cancelled all the contests due to Covid-19. I had been reporting to the contest pilots that TTSA, even with all my efforts (making calls to neighboring states, to say nothing of the calls made to local organizations in desperately short supply of their own towing resources), would only have one tow pilot per day. This is when I learned more of the arrogant contest-pilot side of the TTSA culture, especially in relation to the new safety protocols.

This is also when I learned the extreme entitlement attitudes of at least two of the motor glider pilots who would leave their unattended gliders at the run-up area at the end of runway 20 (where the tower cannot see) while they finished lunch over at the clubhouse area. One of them was incensed at the idea of not being able to launch ahead of everyone else in the contest, the other later apologized for having left his motor glider unattended. This did not stop their behavior.

KTRK has become too busy to host a glider contest. Moving forward with whomever oversees glider operations, contests should be forbidden.

These are examples of some of the attitude and operational issues that had built up over a long time due to a lack of proper governance, a disdain for what is needed for real youth education, shoddy adherence to safety protocols, and not understanding and complying with the operational needs of a business. There is much more I can share if you need further information.

All of these issues were a perfect storm and, because of the remedial and critical work I was doing, I was seen as a problem and the barrier to their soaring fun. In fact, I was working diligently – to the detriment of my own health – to ensure all users would receive the best and safest soaring opportunities that TTSA could offer given the challenges of the season.

Instead of talking with me about any of their issues or concerns, some members of the board (including Rick Hammer) acted, seemingly in concert, to create a hostile work environment in which I could not perform the duties of General Manager. Rather than beat my head against a brick wall, I left. I could not operate as General Manager in name only as if I approved with

substandard practices. Mark stuck it out as Chief Flight Instructor for the sake of the kids. Our primary tow pilot (not Rick) stuck it out for the sake of the kids. I have heard many stories from several sources of how badly the season ended.

Mark received a phone call early in 2021 from the new President, Karol Hines, asking if he would like to continue as the Chief Flight Instructor for the 2021 season. He asked her if she had invited me to return; he was informed I am *persona non grata* at the gliderport.

I understand he told her that meant TTSA was neither serious about the Aviation Education Program as it was intended, nor about the new safety protocols needed in general. He declined, yet TTSA has, without permission, used Mark's image to promote the organization.

I fixed many of the issues listed above. I do not know how many other corporate issues have been fixed between the time I left in July 2020 until now. Given some of the stories I have heard regarding the 2021 season, a review of documents online, and my general understanding of the powerbrokers involved, I do not believe TTSA has the capacity to institute the changes needed to change a culture that wants to live in the past and avoid responsibility for the present or develop a true commitment for the future.

YES, glider operations are needed at Truckee. No, Truckee Tahoe Soaring Association should not be the gliding organization managing the soaring operations at KTRK.

Thank you for your time. Please feel free to reach out to me for any other information I may be able to provide.

Sincerely,

Catherine Bodenstein

Former Office Manager, 2019

Former General Manager, 2020

Truckee Tahoe Soaring Association

904-699-1798

[airrelations@gmail.com](mailto:airrelations@gmail.com)

1857 Golden Spike Dr., Sparks, NV 89434

**From:** [Allison Diaz](#)  
**To:** [Comments](#)  
**Subject:** Public comment to TTAD Board - April 27 Meeting  
**Date:** Monday, April 25, 2022 4:23:10 PM

---

Dear TTAD Board of Directors,

I don't have to explain what a special place TRK is, and part of what makes it so is its variety of air traffic, including sailplanes. It would be tragic to lose glider operations from TRK – not only is soaring a beautiful sport that has the potential to drive significant tourism revenue in the form of rides to the general public, but it also offers aspiring pilots a cost-effective entry point to aviation that builds a solid foundation of decision-making and technical skills. That being said, I want to take this opportunity to express some concerns about TTSA as an organization, as I understand they are requesting dispensation for increased property lease rates for their continued operation from TRK.

I started flying at the age of 16 and have been a pilot for nearly 20 years, but one of the highlights of my aviation experience was adding a glider rating to my certificate during the summer of 2019 at TTSA. Under the expert tutelage of Mark Montague, who at the time was serving as TTSA's chief flight instructor, I learned not just how to fly a glider, but how to really soar, in the amazing conditions the Tahoe area has to offer. After completing my glider training with TTSA, and given my background as an air safety investigator with NTSB, I was asked at the end of 2019 to join the board and serve on its safety/standards committee. I accepted enthusiastically, believing that the organization had displayed a renewed dedication to its youth training program, and had recognized the need for systemic changes in its safety culture.

During the winter of 2019/2020, we developed and enacted expanded standard operating procedures (SOP) for pilots who intended to operate their private gliders and receive tows from TTSA, which included gathering industry-standard information such as insurance, the date of the pilot's most recent flight review, and proof that the glider was airworthy. The goal of these SOP was to do our due diligence to reduce the potential for an accident or incident, and to ensure that the pilots operating from/with TTSA were current and competent to do so given the unique operational considerations of TRK. The board received significant, vocal pushback from several private sailplane pilots regarding these changes. The board failed to present a united front and clearly communicate to these individuals the reasons for the changes, and the backlash ultimately resulted in general manager Catherine Bodenstein's resignation from TTSA, as she unfairly took the brunt of the ire from the offended parties. Starting during the 2019 season, Catherine completed countless hours of work to piece together poor records and bring the organization back into compliance with years-delinquent 501(c)(3) requirements.

The other major goal for the 2020 season was to overhaul the line crew/youth education program to place more emphasis on education and training rather than just exploiting free labor, and to better define the duties and responsibilities of all parties involved (TTSA, the teens, and their parents). Catherine and Mark put enormous amounts of time and effort into transforming and providing structure to the program where there previously was none, or at best, very little. However, during my time on the board, it became apparent that some members were less concerned with upholding TTSA's end of the deal (providing flight training) than they were with ensuring that they and their friends would not be inconvenienced

by training activity when they desired to fly. Disheartened with the board's focus on catering to the whims of private glider pilots rather than their stated mission as a youth education nonprofit, I resigned in January 2021.

I am now an active flight instructor in gliders and serve on the board of a youth soaring scholarship foundation in Virginia. The sport of soaring and the goal of youth aviation education are both causes near to my heart. I write this letter because so much effort has clearly been put into making Truckee-Tahoe Airport a true asset to the community, and any soaring operation based there should be just as committed to this goal. There is incredible potential for an organization to develop a world-class soaring education institution befitting TRK's world-class location. I would love to see soaring continue from TRK, but I urge the Truckee-Tahoe Airport Board to consider whether the current leadership of TTSA is willing to be held accountable to their stated mission.

Please do not hesitate to contact me if I can answer any additional questions regarding my experience with TTSA.

Sincerely,  
Allison Diaz  
530-305-6387  
[allisonvdiaz@gmail.com](mailto:allisonvdiaz@gmail.com)



**From:** [Quest](#)  
**To:** [Comments](#)  
**Cc:** [Quest Richlife](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting.  
**Date:** Monday, April 25, 2022 10:29:47 PM

---

Greetings Truckee Tahoe Airport District Board Members,

My name is Quest, and I am a Commercial glider pilot; Certificated Flight Instructor in gliders and airplanes; and am Certificated by the FAA at the Airline Transport Pilot level. I have well in excess of 5,000 hours of incident and accident-free flying, and have been a Captain for a commuter airline in the past.

I regularly fly my glider out of the Truckee-Tahoe airport, and have been enjoying cross-country soaring from this unique and wonderful location for ~14 years. I hope to be able to continue initiating my flights from this airport in the future, and also to be a part of this wonderful, cohesive community of professional aviators which has been operating out of this location for many decades.

From late 2005 until early 2013 I was the sole owner, operator, and proprietor of a commercial glider operation located in Hollister, CA. For more than seven years I poured my heart and soul into working long hours and meeting many challenges so that Hollister Gliding Club, and then Hollister Soaring Center LLC, could provide scenic rides, glider tows, and glider flight instruction to the several million residents of the greater San Francisco Bay Area. I know what it's like to run a glider operation, deal with the challenges and liabilities, and to make the tough business decisions needed to succeed in this type of competitive aviation environment.

Glider businesses and similar types of clubs such as Truckee-Tahoe Soaring Association operate on very tight budgets, with very demanding economic challenges, and are continuously faced with minimal excess income (or no overages at all) to operate safely and efficiently. Unforeseen or excessive, unreasonable increases in operating expenses could easily spell the end of such an operation, with the entire aviation community in a given area being worse off for the closure of such a business. We see these types of unfortunate situations all too often around the rest of the country when a valuable, local, community asset such as a glider operation is negated in favor of short-term financial gain or when a small group of special interests wreaks havoc on a well loved, long established aviation institution.

For many pilots, their initial entry into the world of aviation is through learning to fly gliders. Many of them start out as helpers at the glider operation, and then move on to be a student pilot; private pilot;

commercial pilot; flight instructor; tow pilot; and then onto being an airline pilot, corporate pilot, etc. Some have even gone on to the Air Force or Naval Academies. With the current shortage of pilots that are needed for the airlines, the TTSA glider operation can be a much needed conduit and training ground for these young aviators as they gain experience and come up through the ranks.

As you debate the specifics of the lease arrangements for Truckee-Tahoe Soaring Association going forward, I urge all TTAD Board Members to see the TTSA as a bedrock institution in the history of the Truckee-Tahoe airport, as well as a "Gold Star" member for its contributions to the entire surrounding community over the last several decades.

Please carefully consider any decisions you might make which could have serious financial repercussions for the future of the glider & soaring operation at KTRK airport. Please do the right thing for the local glider & general aviation community, and for all the wonderful people who work so hard throughout each and every year to make this happen.

Thank you for your time.

Mr. Quest Richlife

San Jose, CA

Commercial pilot: Glider; Airplane; Seaplane. Airline Transport Pilot: Multi-Engine Airplane. Instrument airplane. Certificated Flight Instructor: Glider; Single Engine Land & Seaplane & Multi-Engine Airplane; Instrument Airplane.

**From:** [David Anisman](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Tuesday, April 26, 2022 12:39:06 PM

---

To the TTAD Board of Directors,

I am respectfully writing for your consideration in response to the proposed re-assessment of the TTSA lease agreement, which includes raising the rent to levels which are unsustainable for TTSA in order to continue as a viable organization.

I am a glider pilot who has been flying out of Truckee consistently for 20 years now. My daughter spent six summers actively participating at Soar Truckee, during which time she earned her glider pilot's certificate at age 16.

Soaring – flying gliders – has been an ongoing activity for decades, including safe and successful operations at Truckee airport for decades as well.

TTSA is a well-run organization that puts safety first with detailed Standard Operating Procedures that are designed to cooperate with the airport, other traffic and the Tower for seamless and safe operations.

TTSA is deeply involved in the development of youth aviation, and promotes, develops and funnels new pilots to an industry that is seeing the highest shortage of professionals for commercial and military pilots in decades.

In addition, TTSA provides glider rides to the public and thus serves as an attraction to tourists, which enhances the economic benefit that the local community enjoys.

It is in the interest and benefit of the Airport, the local community and all the pilots and aircraft flying out of Truckee Airport to support TTSA and to ensure maintaining this key organizational structure that contributes to and enhances operational efficiency and safety.

Should TTSA go away as an organization, many glider pilots now flying out of Truckee - myself included - will not stop doing so. We will continue to come to the Airport, assemble our gliders and take off into the wind just like any other aircraft that is rightfully flying out of Truckee Airport today.

The main difference would be that once the organization that helps maintain the seamless and efficient cooperation that has been in place for decades to support soaring out of Truckee is no longer there, the impact will no doubt significantly degrade the overall quality of the experience for everyone.

As such, the structure that TTSA has had in place for decades has significant strategic value to the Airport and is greatly needed.

Please consider this value that TTSA brings as an organization to the Airport as you set the terms of the lease.

Respectfully,

David Anisman

**From:** [jdbpilot@earthlink.net](mailto:jdbpilot@earthlink.net)  
**To:** [Comments](#)  
**Subject:** Comment from John Boyce - former chief flight instructor, TTSA Youth Program  
**Date:** Tuesday, April 26, 2022 2:15:07 PM

---

Dear TTAD Board Members,

I used to be chief flight instructor for the TTSA Youth Program, and want to share with you how valuable it was for the kids. Aside from the flight training and ground operations, the program was a huge validation for their sense of belonging, accomplishment and self-esteem. I trust you'll keep this in mind as you make upcoming decisions for the Truckee-Tahoe Airport.

One of my students last year was a thirteen year old girl, and I think she put it best. She told me, "John, when I fly with you I really know I'm flying the airplane."

I'm planning to fly at TRK this summer, would be glad to sit together for a chat sometime. Please feel free to reach out.

Best,

JDB

John Boyce, CFIG

California Teaching Credential

**From:** [Ramy Yanetz](#)  
**To:** [Comments](#)  
**Subject:** Comments re TTSA  
**Date:** Tuesday, April 26, 2022 6:01:43 PM

---

## Board Members

I've been soaring at Truckee for over 20 years and consider Truckee not only as one of the best places in the world to soar, but also as the most successful in attracting youth to aviation, many of them earned their license by working as line crew, and later progressed into successful military and airline career. In addition, TTSA attracts many glider pilots from California and Nevada, every weekend and sometime week long, including contests and other events, thus promoting tourism at Truckee.

Although I am planning to continue fly at Truckee as much as before even if TTSA will have to shut down, I see this as a terrible loss to soaring, aviation, and Truckee tourism.

Ramy Yanetz  
San Ramon, CA

**From:** [Ramy Yanetz](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Tuesday, April 26, 2022 6:04:23 PM

---

Resending with correct subject line

On Tuesday, April 26, 2022, 6:01 PM, Ramy Yanetz <[ryanetz@yahoo.com](mailto:ryanetz@yahoo.com)> wrote:

Board Members

I've been soaring at Truckee for over 20 years and consider Truckee not only as one of the best places in the world to soar, but also as the most successful in attracting youth to aviation, many of them earned their license by working as line crew, and later progressed into successful military and airline career. In addition, TTSA attracts many glider pilots from California and Nevada, every weekend and sometime week long, including contests and other events, thus promoting tourism at Truckee.

Although I am planning to continue fly at Truckee as much as before even if TTSA will have to shut down, I see this as a terrible loss to soaring, aviation, and Truckee tourism.

Ramy Yanetz  
San Ramon, CA

**From:** [Tony](#)  
**To:** [Comments](#)  
**Cc:** ["Karol Hines"](#)  
**Subject:** Truckee Tahoe Soaring Association  
**Date:** Tuesday, April 26, 2022 8:39:46 PM

---

I understand that Truckee Tahoe Soaring Association, TTSA, is currently negotiating the renewal of their lease with you. I became a shareholder of Soar Truckee in 2000 and later donated my shares to TTSA. I have been keeping my glider at Soar Truckee/TTSA from May through September and flying at the Truckee airport for over 20 years. The Truckee airport is one of the very best places to fly a glider in the US. The ambiance in Truckee and in particular at the TTSA campground is the best I have experienced at any US gliderport. Soaring conditions are outstanding making long out-and-return flights to locations such as Mt. Lassen and Mt. Whitney possible.

A primary goal of TTSA is to introduce and train young people in aviation. These young people learn the basics of aviation on the ground and learn to fly at TTSA. One of these young people went from no knowledge of aviation to obtaining his Pilot's License, Commercial Rating and Flight Instructor Rating. He has been a flight instructor for the past 3 years. A number of other young people that have worked at TTSA have obtained their Pilot's License and gone on to be commercial pilots. A few have become US Air Force pilots and US Navy pilots.

Soar Truckee and TTSA have sponsored a Soaring Society of America Sanctioned contests every year since 2012 (with the exception of 2020 because of Covid). These contests, which involve flying for as many as 9 consecutive days, have attracted contestants from various parts of California as well as from Colorado, Florida, Georgia, Utah, Washington and other states. The US Air Force Academy has sent a team of 5 gliders to participate in this contest in 3 past years and are registered for the contest this year. The US Air Force Academy has also provided an aerobatic glider and pilot to participate in the annual Truckee Air Show.

TTSA provides a wonderful service in the Truckee area and airport from training local young people to attracting pilots from across the country as well as casual visitors that support local businesses. I understand that the initially requested price to renew the TTSA lease was prohibitively high and would force TTSA to shut down. I sincerely hope that does not come about but should that happen I intend to continue flying at the Truckee airport in the summer months. Please consider the benefits to the Truckee area and airport provided by TTSA and reconsider your requested lease rate increase.

Sincerely,  
Paul "Tony" Gaechter

**From:** [Tony](#)  
**To:** [Comments](#)  
**Cc:** ["Karol Hines"](#)  
**Subject:** Addendum to Truckee Tahoe Soaring Association  
**Date:** Wednesday, April 27, 2022 8:25:21 AM

---

The "young people" mentioned in the second paragraph below are all local high school students.

---

**From:** Tony [mailto:[tgaechter@gmail.com](mailto:tgaechter@gmail.com)]  
**Sent:** Tuesday, April 26, 2022 8:40 PM  
**To:** Truckee Airport  
**Cc:** 'Karol Hines'  
**Subject:** Truckee Tahoe Soaring Association

I understand that Truckee Tahoe Soaring Association, TTSA, is currently negotiating the renewal of their lease with you. I became a shareholder of Soar Truckee in 2000 and later donated my shares to TTSA. I have been keeping my glider at Soar Truckee/TTSA from May through September and flying at the Truckee airport for over 20 years. The Truckee airport is one of the very best places to fly a glider in the US. The ambiance in Truckee and in particular at the TTSA campground is the best I have experienced at any US gliderport. Soaring conditions are outstanding making long out-and-return flights to locations such as Mt. Lassen and Mt. Whitney possible.

A primary goal of TTSA is to introduce and train young people in aviation. These young people learn the basics of aviation on the ground and learn to fly at TTSA. One of these young people went from no knowledge of aviation to obtaining his Pilot's License, Commercial Rating and Flight Instructor Rating. He has been a flight instructor for the past 3 years. A number of other young people that have worked at TTSA have obtained their Pilot's License and gone on to be commercial pilots. A few have become US Air Force pilots and US Navy pilots.

Soar Truckee and TTSA have sponsored a Soaring Society of America Sanctioned contests every year since 2012 (with the exception of 2020 because of Covid). These contests, which involve flying for as many as 9 consecutive days, have attracted contestants from various parts of California as well as from Colorado, Florida, Georgia, Utah, Washington and other states. The US Air Force Academy has sent a team of 5 gliders to participate in this contest in 3 past years and are registered for the contest this year. The US Air Force Academy has also provided an aerobatic glider and pilot to participate in the annual Truckee Air Show.

TTSA provides a wonderful service in the Truckee area and airport from training local young people to attracting pilots from across the country as well as casual visitors that support local businesses. I understand that the initially requested price to renew the TTSA lease was prohibitively high and would force TTSA to shut down. I sincerely hope that does not come about but should that happen I intend to continue flying at the Truckee airport in the summer months. Please consider the benefits to the Truckee area and airport provided by TTSA and reconsider your requested lease rate increase.

Sincerely,  
Paul "Tony" Gaechter



**From:** [Air Relations](#)  
**To:** [Kathryn Rohlf](#)  
**Cc:** [Comments](#)  
**Subject:** The reason for the flood of emails re TTSA ... Fwd: Update on Soar Truckee 2022 Season  
**Date:** Wednesday, April 27, 2022 11:12:17 AM

---

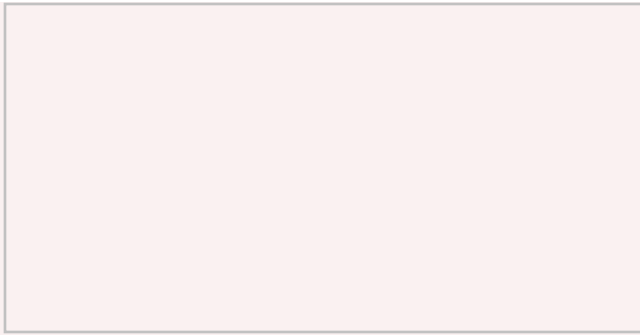
Good morning,

In case you were unaware of the email campaign re TTSA to be discussed at your Board meeting this afternoon, attached is the notification that was sent out to the gliding community.

Catherine Bodenstein  
904-699-1798



**2022 Soaring Season in Truckee....**



We will be open prior to Memorial day and we will have a celebration on Memorial Day weekend to honor Joe Silvestri as we, sadly, add his name to the memorial rock.



**Stay tuned for the official opening day notice.**

In the meantime, you may have heard that we are in the middle of lease negotiations with the airport and that Skydive Truckee has cancelled their opening due to an inability to come to an agreement in their lease negotiations with the airport. Read on to see how you can become more informed about what is going on with TTSA.

At their April 27th meeting, the Truckee Tahoe Airport District Board of Directors will be discussing a new proposed ground lease for TTSA. Based on an outside evaluation of the property's worth, the consultant recommends a significant - and unaffordable to us - increase in our lease payments. A negotiating team from the TTSA Board has submitted a response questioning the consultant's evaluation and stressing the importance of TTSA to the Truckee community at large, and our commitment to youth aviation education. We are asking for a reasonable lease fee.

You can help the cause of the soaring community at Truckee by writing the TTAD Board noting the following general points (**NOTE: it is imperative that you use your own words** and, more importantly, provide specific examples of how you have seen TTSA benefit our youth program, your interaction/impressions with visitors who have taken glider flights with us, and any other personal experiences. Again, please use your own words). Major points:

1. Soaring has been a part of the aviation scene since the 1960's. Soaring is also a FAA- recognized aviation sport
2. TTSA has a long history of developing future aviators who now serve in our military and fly the public via commercial aviation.
3. TTSA brings tourism to Truckee Valley.
4. TTSA brings an increased level of safety to aviation in Truckee Valley by assuring that all pilots adhere to very specific safety protocols.
5. Even if TTSA were to go away as an organization, you will continue to fly out of Truckee Airport as an independent pilot.

Your comments to TTAD should be sent by Monday (4/25) to [comments@truckeetahoeairport.com](mailto:comments@truckeetahoeairport.com) with the Subject "Public comment to the TTAD Board for April 27 Meeting".

Again, Please use your own words.

The TTAD Board meeting will be televised at: <https://truckeetahoeairport.zoom.us/j/81204853496> Meeting ID: 812 0485 3496. If you sign in to the session, you will be able to "raise your hand" and make a live public comment when the agenda item is brought forward, but be sure to organized and brief.

The board meeting starts at 4:30 and the TTSA lease agreement, which will be discussed in closed session prior to the public meeting, will be first up on the agenda. Please visit the TTAD web site on

Monday to view the agenda and all related documents:

<https://truckeetahoeairport.com/administration/calendar/16366036-ttad-board-meeting>

***A very important final thought:***

Our lease is up June 30th and, as we have said, we WILL open in mid-May for the 2022 season with the blessing of Hardy and the TTAD administrative staff as well as support from the control tower. We believe we will be able to work a reasonable compromise with TTAD so definitely plan on a full season. We will keep the TTSA flying community apprised of all actions with the TTAD board as they unfold.

**Keep Truckee-Tahoe Soaring Association Flying  
with a tax deductible donation**

As a qualified Federal and California TTSA is a 501(c)(3) not-for-profit corporation, tax id 47-2856204, your donation is tax deductible.

[Click Here to Donate Through this Secure Website](#)



---

*Copyright © 2022 Truckee Tahoe Soaring Association, All rights reserved.*

You are receiving this email because you opted in via our website.

**Our mailing address is:**

Truckee Tahoe Soaring Association  
PO Box 2657  
Truckee, CA 96160-2657

[Add us to your address book](#)

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

Email Marketing Powered by Mailchimp



**From:** [Steven Wertheimer](#)  
**To:** [Comments](#)  
**Subject:** Public comment to the TTAD Board for April 27 Meeting  
**Date:** Thursday, April 21, 2022 5:45:09 PM

---

Hello. I am a licensed Glider pilot who has greatly enjoyed the facilities at Truckee-Tahoe airport and Soar Truckee.

I am dismayed to learn that Soar Truckee's lease might be in jeopardy due to financial concerns.

I obtained my glider license in 2004, and have flown at a number of different airfields in Northern California.

Truckee is one of the crown jewels of California soaring and it would be an incredible shame to lose it. I strongly support your renewal of Soar Truckee's lease on affordable terms.

Please don't hesitate to contact me by email or phone with any questions.

Thank you for your consideration.

Steven Wertheimer  
Airman certificate #2839743  
(415) 385-0423

Thank you for your time.

Peter Hansen

Wellington, NV.