

Rock Solid Love for Flight and a Passion for Our Community

By Laurel Lippert

If you sat down with David Diamond at Red Truck cafe for even a few minutes, you would be smiling, too, and laughing, listening to an entertaining story about his life as a musician, businessman and aviator.

Raised in Southern California, Diamond graduated from high school at age 16, went to junior college and joined the rock 'n' roll band Berlin at 17. The gold and platinum record recipient says, "When I was eight years old, my dad and I would go out to the airport and watch airplanes. One day at LAX, I saw a big airplane painted red, white and blue, and yelled, 'Oh my gosh, there's Led Zeppelin's airplane!'"

"I wanted to be an airline pilot, but I got sidetracked by becoming a musician," says Diamond. In 1983, while playing with Berlin in East Lansing, Michigan, Diamond chatted with a bartender who mentioned that he was a flight instructor. "I told him I always wanted to learn to fly, and he said, 'Come on over, and we'll go up,'" which they did the next day.

Seventeen years later Diamond took his first lesson. He earned his private pilot certificate in 2000 and says a valuable thing he's learned from flying that's applicable to his life is humility. "I can think of myself as a reasonable musician or writer, but I never think of myself as a good enough pilot. Music can be exactly the opposite, where you get too much praise and admiration for not doing much work or for just being in the right place at the right time."

Diamond enjoys meeting other pilots. "Aviation brings together people who might have different ethnic, racial and political backgrounds—but we all understand stall speed and density altitude. We've got this peculiar connection that supersedes everything else." He also flies missions for Pilots N Paws, which he describes as the best use he can think of for his airplane.

Communicating, and doing it well, is important to him. First managing the University of Southern California news service division in the early 1990s, Diamond became editor of USC's technology newsmagazine and then accepted a job at Apple as a senior manager of its technical publications. "To this day, I always consider myself a writer first," he says.

Diamond approaches challenges with determination, especially his flight training. "It was very humbling, because



David on stage with Berlin. Photo Chuck Coverly



David enjoys being a part of the KTRK aviation community. Photo Tom Lippert

and believed there were different ways to teach them. In 2005 ASA published *Flight Training: Taking the Short Approach*, written and illustrated by David Diamond, that is still sold today.

He first saw Truckee five years ago while camping at Fallen Leaf Lake and thought 'Wow! This is nice up here'. Three months later, he bought a house and moved to Truckee. "I was in love with the airport from the moment I saw it," says Diamond who owns a Cessna 182. "I emailed manager Kevin Smith, saying I wanted to volunteer and am happy to do anything."

In time, he was invited to join ACAT (Airport Community Advisory Team). "It wasn't so much that I want to change things. Rather, I don't want this to get messed up." With obvious passion for the subject, Diamond says, "We've got an airport, and we've got a community. And it's unrealistic to think that you're going to extract one from the other. The way I see it is, you have to govern collectively in a way that benefits both, because, if one is suffering, it's going to pull down the other."

"I'm not a rich person. I'm 55 years old and my airplane's only 10 years younger than me. Back when I was a kid, watching airplanes with my dad, my airplane was already flying. This is the reality of most of the aviators at the Truckee airport. We're there because we made life choices that enabled us to buy modest, single-engine airplanes versus boats, RVs or additions to the house. It's about community members who choose to do this as opposed to doing something else."

His genuine enthusiasm and love for the Truckee community and airport is infectious. David Diamond still tours with Berlin, and a new album will be coming out soon. When you see him, say hi and thank him for his songs and his service.

Truckee Tahoe Airport

PILOT NEWS

CONNECTED BY MORE THAN A RUNWAY



SPRING 2019



Mark Your Calendars: 2019 Air Show & Family Festival



Each year, along with dedicated TTAD Staff, volunteers from three nonprofit organizations produce the Air Show & Family Festival spending hundreds of hours preparing

for the event. These nonprofits are the local EAA Chapter 1073, Truckee Optimist Club and KidZone Museum. The 2019 Air Show & Family Festival is scheduled for **Saturday, July 13 from 9 a.m. – 3 p.m.** For more information, visit TruckeeTahoeAirShow.com.

In December 2018, the show's Emergency Response Team (ERT) was awarded the Gold-Level International Council of Air

Shows (ICAS) "Pinnacle Award for Excellence in Emergency Response" for a small civilian air show. In front of thousands of industry experts at the ICAS Conference in Las Vegas, our Air Show's ERT made its mark on the industry.

Air Show Executive Director Tim LoDolce notes, "This team perfected Emergency Response because we made it THE MAIN priority when preparing for the show. The preparation is year-long, and the goal has always been making the Emergency Response seamless."

The Air Show's Emergency Response Team is made up of Victor Hernandez, who oversees the ERT volunteers, REMSA/Care Flight, North Tahoe Fire Protection District, Truckee Fire, Squaw Valley Fire, Northstar Fire, CAL FIRE, U.S. Forest Service, Nevada County Search & Rescue, Tahoe Nordic Search & Rescue, California Highway Patrol, Truckee Police, Nevada County Sheriff, and Placer County Sheriff.

2018 KTRK Flight Operations Summary

The following chart shows KTRK's 2018 total flight operations by aircraft type and calendar quarter.

The FAA considers a landing as one flight op, and the departure of that same aircraft as a second flight op.

Over 50% of KTRK's annual flight operations occur in the three months between mid-June and mid-September.

Flight operations were up in 2018 approximately 4% from 2017, which includes an increase in helicopter operations based out of KTRK during local firefighting efforts.

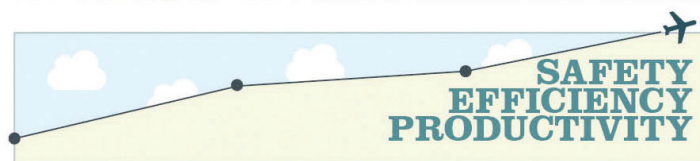
To see historical flight operations data, visit our web page at truckeetahoeairport.com/administration/publications.

Aircraft Type	Q1	Q2	Q3	Q4	2018
Piston Single	2,660	3,727	6,125	3,425	15,937*
Piston Twin	242	323	464	147	1,176
Turboprop	1,809	1,381	2,496	1,154	6,840
Jet < 12,499 lbs	165	181	391	159	896
Jet 12,500 - 19,999 lbs	349	371	743	288	1,751
Jet 20,000 - 49,999 lbs	331	302	691	282	1,606
Jet > 50,000 lbs	55	38	149	54	296
Helicopter	181	183	420	229	1,013
Total Powered Aircraft	5,792	6,506	11,479	5,738	29,515
Gliders	0	1,172	4,160	0	5,332
Total Operations	5,792	7,678	15,639	5,738	34,847*

Data compiled by AVCOM Manager Mike Cooke

*Touch and Go activity not leaving local pattern airspace estimated at an additional 2,420 piston engine flight operations.

THE BUSINESS OF THE AIRPORT IS YOUR BUSINESS



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

Airfield Access Gate Tailgating

This is a reminder to all tenants and aircraft operators that use KTRK. Gate Access is a privilege that comes with the obligation for everyone to ensure the safety and security of the airfield. Tailgating is prohibited. Do NOT allow other vehicles to access the gates under your access card number. After entering or exiting through a gate, stop 5-10 feet past the gate and wait for it to close behind you. If you run into a situation, call (530) 587-4119 x125. Leave a message with the time and date of the event.

Aircraft Wash Rack Update

KTRK's aircraft wash rack located on the south end of the EAA building was shut down during the spring of 2018 for water quality drainage issues. Airport staff and the District's Engineer are planning on relocating the aircraft wash rack to the south-east corner of the GA ramp near the 100LL self-service island. Construction will begin once approved FAA Airport Improvement Project (AIP) funding has been received. The anticipated start for this project is summer 2019.

Hangar 1 Upgrades

The Airport District is planning three construction project upgrades on the 1965-era Hangar 1 building this coming summer. The hangar is currently leased by Sierra Aero, an aircraft maintenance and aircraft rental operation.

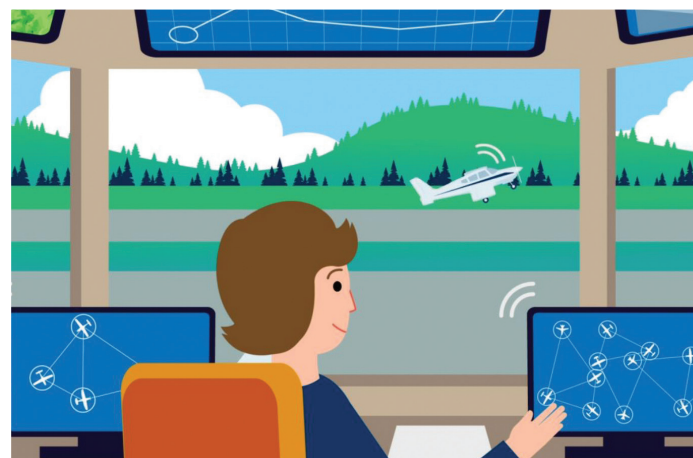
Project 1) Abandon the old septic tank system and connect the building to a new sewer line. Work to be conducted by contractor Sierra Nevada Construction, Inc. Project 2) Build new tenant offices and a Flight Training room (with an upgraded flight simulator) on the land immediately to the west of the building. Work to be completed by contractor Prosser Building & Development, Inc. Project 3) Remove existing office and bathroom structures in Hangar 1 to expand aircraft holding capacity within the hangar allowing six to seven aircraft to be worked on in the hangar simultaneously.

Potential ADS-B Installation Update

Automatic Dependent Surveillance Broadcast (ADS-B) is a long term and a technical subject. The airspace over KTRK is NOT covered by radar, due to the surrounding mountainous terrain. ADS-B is the FAA's "Next Generation" solution designed to act

as a data network of satellite and ground station coverage painting a full traffic picture for pilots (with ADS-B equipped aircraft) and air traffic controllers.

TTAD has been working to gain permission to add ADS-B surveillance service volume at KTRK for the past two years. In August 2018 the FAA approved TTAD to enter negotiations with Harris Corporation to design and build an ADS-B station providing airborne coverage of aircraft from the ground to the flight levels over KTRK.



Two minute ADS-B video link at vimeo.com/300875793.

The Airport District's Board is currently reviewing the merits of ADS-B installation at KTRK. The potential impacts to our community are being studied, as well as the potential benefits of increased safety, enhanced situational awareness, better aircraft control and operational data, and an airport ready to meet the transportation needs of our community. The cost is estimated at approximately \$1.7 million. TTAD's Board of Directors is expected to make a final decision at the June 26, 2019 board meeting. For more in-depth information on ADS-B or to provide your feedback, visit the ADS-B page on our website at truckeeatahoeairport.com/aviation/ads-b. To see a short two minute video on ADS-B, please visit vimeo.com/300875793.

Tower Operating Hours Updates

As our days get longer, so do the Tower operational hours. Pilots, please take note of expanded summer hours:

04/01/2019 – 05/31/2019, 07:00 – 19:00 local

06/01/2019 – 09/30/2019, 07:00 – 20:00 local

The KTRK Tower, operated under contract with MidWest ATC, now has direct line communication with Oakland Center.

KTRK RADIO FREQUENCIES

TOWER/CTAF: 120.575

GROUND: 118.3 (during tower operations)

AWOS: 118.0

UNICOM/FBO SERVICES: 122.95

OAKLAND CTR: 127.95

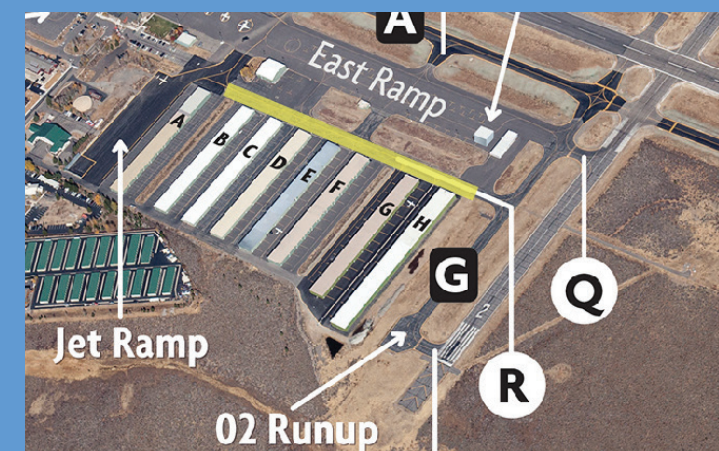
KTRK Airport Improvement Project (AIP) – Taxiway Romeo

As many of you are aware, Taxiway Romeo (the taxiway on the immediate north side of hangar rows A–H as shown at right) is a bumpy ride and in much need of repair. To that end, the District was successful in securing an FAA grant for \$1,981,723 to replace the utilities and repave all of Taxiway Romeo. This project is scheduled to start in late spring 2019 (weather permitting on May 20) and run through early September. This is a major project that includes utility line replacement, regrading, base work and repaving of Taxiway Romeo.

The main waterline and other utility replacements are scheduled to take approximately four weeks from 5/20/2019 to 6/14/2019. Intermittent aircraft access restrictions to hangars A–H will be experienced on certain days for certain hours. We will post these closures on the website discussed below.

The 128,240-square-foot repaving portion of the project is anticipated to take an additional six weeks from 7/15/2019 to 8/23/2019 and will impact all tenants in Alpha – Hotel hangar rows. The repaving project will be done in two sections, hangar rows A–F and then hangar row F to the Golf parallel taxiway. The paving portion of the project is required to be done in the warmest weather possible.

All tenants in hangar rows A–H will have restricted access to their hangars during this project. Airport staff will convert the winter "Snow Day" page to a "Construction Status" page to enable tenants to check daily to see construction impacts.



Taxiway Romeo (highlighted in yellow) is the taxiway north of hangars A – H.

There are currently no temporary relocation hangars available. Ramp space will be made available if needed. Impacted tenants with aircraft too large to taxi around the south side of the hangar rows may want to consider relocating their aircraft to another airport if ramp parking is not a desirable option. Aircraft with a wingspan up to 39' should be able to taxi around the back of the hangar rows at the pilot's own risk. Aircraft radio communication will be important as you approach or leave the hangar rows to assure no bottlenecks occur.

We thank you for your patience and understanding.

Meet Mark Covey - KTRK's Pilot & Passenger Outreach Coordinator

For those of you that haven't met Mark Covey yet, he is the Airport District's new Pilot & Passenger Outreach Coordinator, replacing Katie Greenwood who left KTRK for a corporate pilot position in late 2018.

Mark is an avid aviator with a Private Pilot Certificate and is nearing completion of his Instrument Rating. Mark started with the District in June 2014 in Ops & Maintenance and has spent the last four-plus years learning about airport operations, logistics and furthering his knowledge of GA and corporate aircraft.

Some of the duties of the Pilot & Passenger Outreach Coordinator include developing and implementing a comprehensive outreach program and promoting noise abatement procedures with both transient and local pilots. In addition, Mark's duties focus on flight procedures, rules, regulations, curfews, incentive programs, and other directives authorized by the General Manager. These programs are all designed to promote the overall safety of the airport and reduce community annoyance

from aircraft arrivals, overflight, and departures.

The outreach coordinator also serves as a local liaison for pilot outreach to hangar tenants, student pilots, flight instructors, rental companies, aeronautical operators and other aeronautical service providers, visiting pilots, flight crews, and passengers.

"The position allows me to engage with our local community and pilot contingency, regional and national charter operators, as well as airport management and industry professionals. I am constantly engaged with the aviation community and strive to help KTRK to deliver a high level of service in a variety of ways. Staying engaged with pilots, passengers and the community and learning about trends in our industry keeps me constantly learning—a major reason I have a passion for aviation," says Mark. If you have any comments or questions, please reach out



Mark originally hails from Vermont and is an avid aviator.

to Mark at (530) 587-4119 x122 or email him at mark.covey@truckeeatahoeairport.com.