

# Airport Manager Report

## January 2016

1. Av Fuel Sales ended 2015 up 36% year to date. We were also up 16% compared to 2013 and up 9% over 2012. Many local airports within our peer group are showing declines year to date.
2. I recently attended the biennial Fuel Training and Certification class this November 17<sup>th</sup> -19th in Bowling Green KY. I received 3 certifications; FAR 139.321, Shell ACE-GA Fuel Systems, and SPCC (spill prevention control and countermeasures). It was a great learning experience! The cost of the class (\$500) was paid for by our wholesaler, Eastern Aviation. Lodging and travel are our expenses.
3. I recently purchased an airplane to become our rental at the airport. I first started an LLC, Patriot Aviation LLC, to handle the rental and limit the liability. The aircraft is a Piper Tripacer 150. I purchased it in Midland and the plane's annual inspection had expired. I had to file forms with the FAA to be allowed to ferry the airplane to Clare, where the annual inspection was done.

With the help of Jim Klein, a longtime friend of Clare Municipal Airport and A&P aircraft mechanic, we did the annual and found nothing out of the ordinary. Jim donated his time for this day long exercise. I now have the airplane on the flight line being used for instruction. Dick Acker CFI, has already given over 20 hours of flight instruction in it. Weather permitting; we hope to continue renting the airplane out all winter.

4. I was recently notified by the FAA about surface penetrations into our Instrument Approach for Runway 9. They included a spreadsheet with 17 items with only the latitude and longitude coordinates. After mapping these trees, Ken, Al and I set out to mark these trees. Several were in the MDOT Right of Way for 127. Luke and the crew removed most everything on the cities properties and a few on the Rod and Gun Club (with permission from three Rod and Gun Club officers). Our visual approach to 9 is in compliance with the 20:1 glide slope. To make our VOR Circle to Land approach compliant, there would be many more trees needed to be removed and unfortunately many on other people's properties. The penalty for not removing these other trees is minor compared to the additional costs of purchasing and removing all of these. Side note: this runway is our least used instrument approach. It currently has a 600 feet AGL (above ground level) minimum, and with the trees left it may raise to 700 feet.
5. Our T- Hangars are full!

6. With the continued interest in the Ground School course I am currently teaching, I will be offering another class in February. There are ten area residents who have expressed desire in attending my next session. This course is a ten week commitment where we meet once a week for three hours. We are looking at Thursday evenings from 6-9pm. If I reach 20 students, I will break it into two sessions and possibly a Saturday morning class as well. The cost is \$300 and this includes the books for the course.
7. The Clare County Review recently did an article about the new Ground School and the flight training. So far, there has been great interest and several phone calls and emails about training. This article was also picked up by AOPA, (Aircraft Owners and Pilots Association) largest Aviation membership in the nation.

## **Airport Focus**

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### **Mich. airport celebrates first ground school student to solo**

Clare Municipal Airport in Michigan has a new ground school program led by Airport Manager Gary Todd. The airport celebrated the first student in the program who completed a solo flight. Todd says his ground school is the only one in the area. "I hoped for a few students and ended up with 13 for the 10-week course," Todd said. [Clare County Review \(Clare, Mich.\)](#)

8. On January 5<sup>th</sup>, I attended a DEQ webinar on completing the Annual Industrial Storm Water Report. Immediately after the webinar, I was able to complete and submit the report keeping us in compliance.
9. The Clare Area Pilots Association held its Annual Dinner Meeting on December 29, 2015 at the Terminal Building. It was voted unanimously to continue funding the Airport Courtesy Van for the upcoming year. Last year's associated costs exceeded \$2200. We feel that it is important to provide incoming pilots with transportation to Clare destinations. Such as Cop's and Doughnuts, Mulberry Café, Jays to name a few. The van went out 153 times in 2015, as well as several times I loaned out my personal truck because the van was already gone.

Sincerely,

Gary Todd

Airport Manager