

TCY Tailwinds

Issue 1 Fall 2014

The Official Newsletter of the Tracy Airport Association (TAA)



You said it! Experience is that marvelous thing that enables you to recognize a mistake when you make it again. — Franklin P. Jones

Welcome to your newsletter!

Recently, a first edition Superman comic sold for \$3.2 million! Will the first edition of our new TAA newsletter fetch such a grand price in the future? Probably not (!) but we do hope it proves to be a fun and informative read for those interested in the various activities and happenings at Tracy Municipal Airport!

The goal of this newsletter is to help promote our airport & airport businesses. We also hope to inform and encourage participation from KTCY residents and visitors who are interested in keeping aviation fun and exciting.

This is **YOUR** newsletter! We will appreciate your input, stories, suggestions and articles for future editions. Also, if you have items for sale please let us know and we will include them free of charge for all TAA members! Here's our e-mail link: **info@tracyairportassociation.org**

Well, here we go! Please sit back, relax and enjoy the first edition of **TCY Tailwinds!**

Hey! That's my (KTCY based) airplane!



In this edition, we have a nice airborne photo of Cessna 172P N51254, owned by our very own KTCY FBO, **SkyView Aviation!** Available for training and rental! Go to www.skyviewaviation.com for details.

(send photos for consideration to info@tracyairportassociation.org)

KTCY 100LL Price

As at
9/1/14

\$ 5. 2 5

TAA Member Profile!



Appropriately, our very first TAA member profile is with the current TAA President, Dave Anderson!

Q: When did you take your first flight?

A: *In 1963 on a DC-6 from San Francisco to Cleveland via Chicago! Delays, snow, bad weather, bumpy and folks getting sick; but I was hooked!*

Q: When did you first take the controls?

A: *It was a Flying Particles Cessna 150 in 1967.*

Q: Describe your early memories of Tracy Airport?

A: *Back in the late 60's, people still flew from Livermore to Tracy to practice. I made my first landing here at age 10. It's not a lot different now, except the houses are a little closer. We moved to Tracy in 1986. We had the airport in the back of our minds when we picked our place to live!*

Q: You built your RV-9A with your wife, Trina. Whose idea was that?

A: *To build one was my idea; to build an RV-9A was Trina's! One rainy afternoon, we were watching From The Ground Up on Discovery Wings, about building the RV-8. Trina looked at me and said "We are NOT building one of those E planes!" Eight years later we became unhappy with our rental airplane. We re-considered and chose the RV-9A to build. We LOVE our RV-9A... San Diego in 2h15m and 16 gallons! What's not to like?*

..... CONTINUED ON PAGE 2!

Keep up to-date with TAA news! Join the all new TAA e-mail list!
<http://lists.tracyaa.org/mailman/listinfo/tracyaa>

New Runway Resurfacing Coming!

Here's the latest update from our Tracy City Council Transportation Advisory Commission regarding the upcoming runway resurfacing of 30/12. Thanks to Commissioner and TAA Member Mike Carter for this update.

<http://www.ci.tracy.ca.us/?navid=289>



August 14, 2014

1. Progress is favorable.
2. Bids have been sent to the FAA.
3. Bids came in lower than engineering estimates.
4. Extra funds are available from SoCal.
5. Possibility of resurfacing 26/08 if funds remain.
6. Work likely to start in the Spring.
7. Survey benchmark emplacements will ensure no runway length confusion in the future.

The project is hoped to be completed by June 2015.

- TAA Monthly Meetings -

If you have never attended a TAA monthly meeting, you are really missing out! First, the food is excellent (pot lucks this year have included **Italian, Mexican, Hawaiian, Irish and BBQ** themes). Second, some fascinating presentations have been given. Highlights so far in 2014 include:

'Do you know your way through LA?'

'Asiana related automation issues
& eye witness account'

'Go/No-Go decisions'

'Flying to Lake Tahoe'

'Flying to Las Vegas'

'Ronnie Gipson Jr., aviation attorney
presentation regarding interactions
with the FAA'

& many more to come!



Meetings are generally held at the beginning of each month at SkyView Aviation. Invitations are sent by e-mail to all registered TAA members.

We hope to see you there!

TAA Member Profile!

.... continued from page 1

Q: What would you like to build next?

A: *Is there a lottery coming up! An RV-10 would be good. I know our kids and friends would like that. I'd like to build some fast glass!*

Q: What has been the most satisfying moment during your time as TAA President?

A: *I feel blessed to have the respect and trust of our members and the support of our board. We are fortunate to have the support of a number of folks outside of the flying community too. Without their support, we would likely be in a different position. While that is all rewarding and satisfying, this one is a bit of a toss up. But, as they happened at the same City Council meeting, I'll pack them together. It would have to be finally locking in the runway length at 4,001ft and getting new runway surfaces agreed. Getting the fuel prices back down is a close second!*

Q: How does the future look at KTCY?

A: *I'm kind of hopeful at the moment. For now at least, we have Ellis moved out away from the airport and we have a new City Manager coming in from Livermore. I'm hopeful that A) He has an understanding of the value of an effective airport from his experience in Livermore and he understands what an asset KTCY can be. B) He is able to take a stand, promote the airport, and protect it from further encroachment. The resurfacing project is moving forward - it will be nice not to rattle the airplane when we land and have to replace tires every 60 hours! On September 1st, sadly, Rialto (L67) ceased operations as an airport. The developers succeeded at closing it down so they could build. I hope that we can continue to protect KTCY and keep her functioning as an effective asset to the community.*

TAA Membership

Just \$20 per year!

Help to support your airport association
and sign up today.

www.tracyairportassociation.org

info@tracyairportassociation.org

Keep up to-date with TAA news! Join the all new TAA e-mail list!

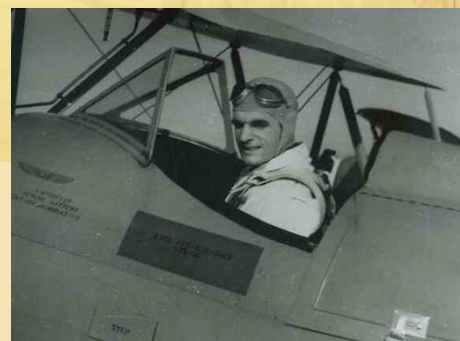
Information can be found here... <http://lists.tracyaa.org/mailman/listinfo/tracyaa>

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www.tracypress.com

Aces trained in Tracy's friendly skies

by Sam Matthews

Last week, after seeing first-hand that competitively priced aviation fuel was again flowing into private aircraft at Tracy Municipal Airport, I was encouraged about the airport's future. Especially encouraging were comments from Richard Ortenheim, operator of SkyView Aviation, the airport's major tenant. Richard said that he hoped to ramp up his flight-training operation. At present, SkyView trains individual students periodically over several months. He wants to upgrade to a full-fledged school with full-time students on site for the duration of their training. He said that could mean having 10 to 20 students from the U.S. and other countries at the airport at one time. Many of the students would be candidates to become airline pilots.



"Scotty" Devine, in the cockpit of a Boeing School of Aeronautics training plane at Tracy Municipal Airport in 1940, gets ready for a training flight. He later became a senior United Airlines captain.

As we discussed the possibility in SkyView's pilots lounge, we both commented that it wouldn't be the first time the airport was the location of a full-scale pilot training program. In the years just before U.S. entry into World War II, roughly 160 United Airlines pilots received their intermediate training at the airport. Although strictly for United pilots, the school was called the Boeing School of Aeronautics, as all of United's passenger planes were Boeing products, including the classic workhorse Boeing DC-3. The school was originally established at Oakland Airport for both intermediate and advanced training, but as the war clouds began to gather in 1940 and the Oakland airport became much busier with military air traffic, the intermediate segment of the school — the major portion of pilot training — was moved inland to Tracy.

For a five-year lease of the airport, Boeing agreed to pay the city of Tracy \$1 a year and promised to improve gravel runways, repair hangars and construct other equipment and lights for night landings. Students came from colleges all over the U.S., where they had learned to solo in college-sponsored flying programs. Here, over a four-month training period with 150 hours of flight instruction, they continued developing their flying skills in single-engine planes and for the first time learned instrument flying in closed-cabin aircraft. At any one time between October 1940 and January 1942, there were three classes of 20 students each in various stages of the training cycle. The 60 students lived in the Tracy Inn and took ground-school instruction, including simulated flying in Link Trainers, next door in the old Central School building.

One former student, Sylvanus "Scotty" Devine from the University of Akron, reported later, "It was an exacting, high-quality instructional program." Another former student, George Peterson from the University of Colorado, later recalled his time in Tracy. "I can still hear 'The Yellow Rose of Texas' playing in the Tracy Inn's bar. I bet that song played 24 hours a day," he said. "Actually, we were a fairly sedate bunch; I suppose it wasn't that we weren't ready for a big time, but most of us were just too poor. United paid us \$60 a month and took back \$47.50 for room and board." Peterson recalled the hospitality offered by a number of Tracy families, especially mentioning the Jim McDonald family.

After the students completed training here, they received their United pilots' wings and moved to Oakland, where they began flying with veteran United captains in United's multi-engine Boeing DC-3 and 247 passenger planes. They were then assigned as co-pilots in regular United flights. The first class started training at Tracy's airport in October 1940. After Pearl Harbor on Dec. 7, 1941, the sixth class was allowed to finish training, but the seventh class was transferred mid-term to Cheyenne, Wyo. During World War II, the Tracy-trained pilots flew passenger planes for both United and the U.S. Air Force. After the war, most continued as United pilots.

Former student Devine, one of the members of the first class at Tracy airport, told me years later that by the 1970s, the Tracy students had become the most-senior United captains. They remained a close-knit group, he said. They formed their own organization and held several reunions, including one in Tracy. Each proclaimed his pride in being called a "Tracy Ace."

Who knows? There could be a new generation of Tracy Aces in the airport's future.

• Sam Matthews, Tracy Press publisher emeritus, can be reached at 830-4234 or by email at shm@tracypress.com.

Keep up to-date with TAA news! Join the all new TAA e-mail list!

Information can be found here... <http://lists.tracyaa.org/mailman/listinfo/tracyaa>

THE FIRST RULE OF FLYING - FLY THE AIRPLANE!

Fly The Airplane! If you ever forget this, you are asking for serious trouble. It is the first duty of every pilot, from the newest solo student to the crustiest old airline Captain!

It's simple really. *Whatever* has happened; *whatever* you are dealing with, *no matter* how disoriented or confused you feel; *no matter* what regulations you think you've broken, *no matter what* distractions are pouring over you; keep the airplane flying and keep it under control. In other words, maintain a safe **attitude** and a safe **airspeed**. Nothing is more important when **you** are the pilot in command.

A chilling reminder...

"This photo was taken by one of our jumpseaters as we made an approach to SFO runway 28R shortly after the crash of Asiana 214 in July 2013. Since this incident, many US airline training departments have revised regular simulator testing to demand considerably more hand flying and much less reliance on automation. The basic skills that most GA pilots use for every flight are (thankfully) finding their way back into our sophisticated airliners!"

Steve Randall
SFO A320 Captain & KTCY based Grumman AA1



New Classrooms For SkyView Aviation

TAA members and owners of SkyView Aviation, Richard & Conchita Ortenheim, are working hard to prepare new dedicated classrooms in anticipation of an expected increase in flight training at KTCY!



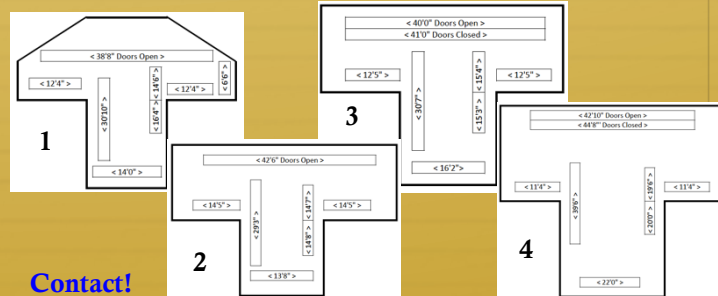
Current Published Rates

Single IFR Cessna/Piper - \$75 p/hour
Multi IFR Cessna 310 - \$159 p/hour
Instructor rate - \$42 p/hour
Photo flights & Scenic Tours!

For more information regarding flight training at Tracy Municipal Airport and for current rates & services, visit www.skyviewaviation.com or call 209-830-7666.

Hangars available at Tracy Airport!

1. Small T (690 sq.ft.) \$231.69 (\$266.45 non resident)
2. Medium T (820 sq.ft.) \$281.39 (\$323.60 non resident)
3. Medium T (875 sq.ft.) \$291.79 (\$335.56 non resident)
4. Large T (1310 sq.ft.) \$389.44 (\$447.85 non resident)



Contact!

Bruce Ludeman, Airport Coordinator

Phone: (209) 831-6215 airportinformation@ci.tracy.ca.us

\$\$\$ ITEMS FOR SALE \$\$\$

Aero Classics Oil Cooler 4 row P/N 80-01535 with form 8130. Only 5 hours since new! Cost \$458 from Pacific Oil Coolers in 2014 - \$350 o.b.o Steve 925-200-1417

Aircraft for Sale - see www.skyviewaviation.com for details.

Please send us an e-mail to have your items included!

www.tracyairportassociation.org

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