

Airport Operations Report

APR 2021

Mark Wilson, Airport Manager

Physical Maintenance and Repair Highlights:

- a) **FBO Building:** Fully operational
- b) **Front Gate:** Fully operational
- c) **Square:** Fully operational
- d) **Fuel Farm:** Fully operational
- e) **Fuel Trucks:** Fully operational
- f) **Lektro Tug:** Fully operational
- g) **Rotating beacon:** Fully operational
- h) **Hangars:** Fully operational
- i) **Runway / Taxiway / Apron side marker lights:**
 - i) The power capacitor in the vault for the apron/taxi lights has been replaced and is now operational
 - ii) All the taxi lights and lighted directional signs have been repaired by the TCA Electrical crew
 - iii) However, the installation crew discovered that with the addition of the new apron/taxi lights last year, and now that all the lighted directional signs are fully operational, the taxi power vault is now 5 kw short of being able to run all the apron/taxi lights on high. Low and Medium still work fine – just no hi power because it will trip the CB.

Hangar Rental:

- i) There are 36 of 36 enclosed hangars currently being rented. (T, Box, Double Box, & Commercial)
- ii) There are 7 of 8 shade hangar tie-downs currently being rented.
- iii) There is 1 of 15 open area tie-downs currently being rented.

WAITING LIST:

- 3 tenants want to upgrade to a large (double) box hangar.
- 2 shade hangar tenants want to upgrade to a T or Box hangar.
- 4 pilot wants a Box hangar (none currently available).
- 3 pilot wants a T hangar (none currently available).

j) **Lawn Equipment:**

Tractor: Full-op Lawn Mower: Full-op Edger: Full-op Weed Trimmers: Full-op

NOTES:

The road just behind the ASOS (less than 4 feet from the fence in some areas) has washed down from 4 to 6 feet deep, 20-25 feet wide, and 100 or so yards long. If this area is not filled soon we risk having the ASOS itself being damaged by the water erosion. I believe that it is something that the county road crew can easily correct.

There is a 100-gallon loss of fuel due to a leak in the 100 LL fuel farm. The old totalizer was removed by Blake (Southern Petroleum Systems) yesterday afternoon. The 90-degree fuel pipe between the totalizer/pulser and the fuel hose reel had to be removed because the difference in size between the old totalizer and the new totalizer was too much to be able to accommodate a good fit.

The pipe had to be taken back to the SPS shop where it was cut down to the proper size and then welded back together. It had to be tested overnight to ensure that there was no leak after the weld. Blake said that there was no fuel leaking when he left the airport, but it was overcast and much cooler yesterday. Today, as the temperature got hotter, the fuel began to leak because (as we have now discovered) the seal in the main cutoff valve from the main tank has degraded in the last 15 years since it was last replaced by Mr. Gainous.

It is recommended that we allow the 100 LL fuel to be sold down to below 18 inches in the main tank so that the seals in the main valves can be replaced. Frankly, we are extremely lucky that we lost only 100 gallons of fuel in the 12 hours that the pipe was removed.