

Fuel

I call several companies for the best price. They'll give an estimated delivery time and I'll be at the airport for the delivery, sometimes early in the mornings or late into the evenings. The carrier at times is delayed and I have to wait for the delivery no matter what. I keep Low Lead and Jet A on hand at all times. We run a loan at about \$10,000. - \$50,000 during spraying season to keep up with the fuel demand.

FAA

I am here to meet with the FAA in cases of incidents or crashes and misc. meetings.

Radios

I'm here to operate a Base Radio and communications equipment when needed.

Cleaning

Terminal building.

Runway Inspections

I check daily for obstructions.

Mowing of Runway and Grounds

This takes 8 - 10 hours a week.

Waterways

I mow the waterways or rough areas to control unwanted wildlife habitats. Deer, coyotes, and nesting birds can cause severe damage to aircraft.

Grass Runway

Rolled 2 times a year.

Herbicide Application

2 times a year which saves about 4 hours per week for less trimming.
I use my personal ATV to do this.

Snow removal

This runs from 20 hrs. - 120 hrs. a year

I plow snow as needed to keep the airport open. This must be done immediately after any snow that is measurable. The FAA requires this schedule. A light snow will take about 5 hours to clear.

A large snow event may take up to 2 days. The snow must be removed from the total width of the runway.

Snow berms cannot be allowed to get high enough to catch a wing or bury runway lights. When this happens, I use the blower and make 2-3 passes on each side. Each pass with the blower takes up to an hour to complete. The runway must be perfectly clear as a good sized snowball ingested into a Jet engine can cause a half a million dollar damage. A damaged propeller can cost upwards of a \$25,000.

Equipment Repairs

I work an average of 20 hrs. a year on equipment and tractor maintenance.
Del Clay charges \$90. per hour.

Bifold Door Repairs

I maintain the 20 bifold doors on all the hangars. I put in an average of 48 hours a year in door repairs, preventative maintenance such as lubricating, changing bad cables, belts and hangar lights. A specialized door company charges \$150. an hour.

Watches for compliance of rules and regulations of city and FAA on grounds

In the past there has been illegal selling of airplane rides (pilot was not licensed to do so)
There have been cars and motorcycles trying to race on runways.

Log Aircraft (coming and going)

This log is needed for grants and funding projects.

Monthly Advisory Board Meetings

I bring members up to date on needs and activities of the airport.

Courtesy Car

I do light maintenance on the courtesy car as needed such as charging up batteries, airing up tires, etc. I maintain a log and schedule as to who takes the car.

Runway Light Maintenance

I replace runway and beacon lights as needed. I report any AWOS difficulties to the IDOT. AWOS is the Automated Weather Observation System. It has many weather sensors that fail on a regular basis and need to be replaced by the IDOT. I maintain light replacement and the parts inventory.

Advisor on Airport Projects

I'll let the city know of any urgent needs and/or future needs that others or I see are needed.

Works with National Guard

Communication with the Guard for training exercises on Airport grounds and I provide fuel for their helicopters.

Flight for life -

I'm available when called for fuel at all hours.

My personal phone number is listed in the terminal building and all National Aircraft Directories. People can and do call me at all hours when they have questions or need assistance.

Meet and greet transients and informs them of what's available for them in the area.

Communication with DOT and the FAA

...on behalf of the city as far as compliance to regulatory requirements.

Credit Card System

Information from: Manchester City Administrator Tim Vick

Manchester up charges 75¢ per gallon on a 2000. gallon a year fuel sales.

1500. profit less 2% less monthly charges... They profit **\$1339.80** Where as we make the city up to **\$10,507.65**
We manage an incredible Ag fueling location. They can use any of the other airports to set their bases at, but they chose us because of our service. We are not only there to manage the fuel but also to fix their planes when there are maintenance needs. The ag employees go into town to eat and stay in motels. If there businesses are moved to another airport - another town will gain that additional revenue.

Cost of system 17 years ago \$30,000

Rework of system recently \$35,000

Credit Card Company controls how many dollars charged on each use. \$100.00 maximum which is only 20 gallons of fuel.

In the summer Ag Spraying season, a spray plane needs to take on 80 - 90 gallons and this may be every 10 minutes for days... $80 \times \$5.00 = \400.00 which the credit card system won't work for... or you'll have to hire someone full time - overtime to attend to.

Credit Card Company charges a flat rate per month of \$10.85

Credit Card Company charges 2% of sales. Gas at 5.00 is 10¢ per gallon.

1997 - 2020

When I came to the airport in 1997 half of the hangars were full of farm equipment and vehicles. The FAA regulations have changed and due to federal funding on the building of those hangars, all are required to have airworthy aircraft in them or nothing.

In 1997 there were 12 T hangars, the community hangar, and only 6 planes total on the field. To date we have increased to 18 T hangars and the community hangar, with 21 airworthy aircraft. We've also welcomed the Ag Business; Crop Care by Air, which is currently using four hangars, purchases most of its fuel from us, and gets minor maintenance through my shop.

I do maintenance on approximately 50 aircraft per year, which are locals, Cedar Rapids, Independence, Manchester, etc. and out of state. These people also drive into Oelwein and eat at the local restaurants, shop at the stores, and stay at the motels. My customers repeated business benefits the local business economy throughout the year. The spray season brings in employees who also use the local diners, and motels.

If my maintenance business were to leave the airport many aircraft owners will likely take their planes to other airports for storage and maintenance. Fuel usage will likely go down, especially with the bulk being the Ag planes. The lack of presence also may increase the risk of vandalism.

I would love to continue serving the city in all the ways listed above. I ask you to take some time to really look over the numbers and hopefully we can negotiate a solution for the best of the city and myself.

Respectfully submitted,

George Tegeler
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