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B-17 and B-24 Coming to SBP on May 14,15,16

Morro Bay resident, and WW-II B-17 Pilot, Bob Dickson, has coordinated with the Collings Foundation to schedule a three day visit at SBP for the Foundation's B-17 and B-24 bombers on May 14,15,16. The aircraft are scheduled to arrive at 1500 hrs, Mon., 5/14 and depart at 1300 hrs., 5/16. The aircraft will be parked next to the SBP tower and will offer both aircraft tours and rides. The tours and rides vary in cost, with all funds going to the foundation.

The Collings Foundation is a nonprofit group founded in 1979 to organize and support 'living history' events. Since 1989 the group has been focusing on the 'veterans' "Wings of Freedom" tour'. The group also maintains a Bleriot, DR-1 Fokker, PT-17, AT-6, TBM Avenger, A-26, B-25, S1-F, TA-4F, F4D Phantom, and are restoring, amongst others, an F4U and A26.

Bob can be reached for more info and volunteering at: 772-5017 & radinmqo@earthlink.net

May 2001 Aviation Safety Seminar on May 8

The April issue of the FAA NORCAL Aviation Safety Review seminar schedule bulletin listed the subject of the May San Luis Obispo Safety Seminar as "Avoiding The Bad Landing". However a scheduling change was necessary after the publication deadline for the April NORCAL. Therefore I am proud to announce the following May seminar topic, which I have been hoping to provide for a long time

"Air Safety Enforcement- Is The Cultural Revolution Coming?"

Pilots, aviation maintenance personnel, aircraft owners and aviation business owners are all subject to continual compliance with a complex myriad of Federal Aviation Regulations. Failure to understand or abide by these federal "laws" can jeopardize your airmen certificate.... be very expensive, possibly criminal and even fatal!!! Mr. Michael Dworkin, former FAA Attorney for the FAA Western-Pacific Region, noted aviation legal specialist, and current President of the National Transportation Safety Board Bar Association will present an eye opening seminar on how all aviators can avoid the pitfalls of noncompliance with Federal Aviation Administration regulatory rules and laws.

This free presentation, sponsored by the San Luis Obispo Aviation Safety Program, will be held on

Tuesday May 8, 6:30 to 9:00 PM

San Luis Obispo Veterans Hall

801 Grand Avenue, San Luis Obispo, CA.

Reservations Not Required - Refreshments Will Be Served

Call Patrick Duncan at (805) 466-9725 For Questions or Additional Information

SUMMER BBQ Sunday, July 22

SLOPOA Member **Chris Daman** has graciously offered the facilities at **Varian Ranch** for our summer get together.

Swim, play tennis, or just relax and enjoy the surroundings.

"Phil's Catering" will do the cooking

Mark Your Calendar

Next Propwash will include a BBQ reservation Flier

SLOPA on the 'Net'
www.slopilots.com

UPDATE your
E-Mail address.

Please send an
email to:

slolaw@yahoo.com

to update your
address.

CALENDAR

May 1, Tues., 7:00 PM - SLOPA Board meets - Cal Coast Flyers
May 8, Tues., 6:30 PM - SLO Vets Hall - Aviation Safety Seminar
May 14-16, SBP - B-17 and B-24 for tours and flights

SLOPA Board and Officers

David Darbyshire - Pres.	471-1189 slolaw@yahoo.com
Robert Tefft - VP	772-1733 Doc4tots@aol.com
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Propwash is published monthly and mailed to SLOPA members and to local aviation agencies. Members are welcomed and encouraged to submit articles and photos for publication. Submissions should be e-mailed to D.Darbyshire, mailed as typed text to PO Box 292, SLO, Ca. 93406-0292, or given to a SLOPA Board Member.

Address Correction Requested

Propwash

San Luis Obispo Pilots Association
P.O. Box 292, San Luis Obispo, Ca. 93406-0292



May 2001

Noise Working Group (NWG) - Wednesday, October 18, 2000

Minutes of the fourth meeting of the Noise Working Group held in the Wings West 3rd floor classroom, San Luis Obispo, CA at 10:00 AM. The topics were.

Present: Martin Pehl, Linda Jankay, Joan Thompson, Ernie Sebby, Craig Piper, Darrin Westbrook, Ray Miklas, Jan Potter, Ann Ream, Wanda Strassburg, Jim McKee, Kurt Fisher, Tom Sabol, Tina Galiani, Karl Koenig, Carolyn Huber, Mike Radar, Larry Stabler and Pat Duncan.

Introduction of attendees and mission statement.

OLD BUSINESS

Martin distributed a draft of a letter on the jet aircraft operator's commitment for voluntary noise abatement procedures and the VFR flight procedures for fixed wing. Ann suggested the third component of the letter of commitment include other groups, such as the NWG. Martin suggested it could be more generic and all agreed. Kurt had some concern about the 74 decibels. He wanted to verify the number, but in essence it referred to stage 2 aircraft. Joan asked if this was all voluntary. Martin explained that it was voluntary, like all noise abatement procedures at SBP, and explained the State and Federal regulatory issues involved.

Ann stated that motor vehicles were subject to air and noise control and wondered why jets are not. Ann wanted to go on record that she would like to move toward phasing out stage 2 jets. She also stated she would be taking information to the Edna Area Group. Martin stated that the phasing out of stage 2 jets is a matter that is beyond the realm of the Board of Supervisors. Ann felt it might not always be the case, and will continue to pursue the matter. Martin suggested contacting Lois Capps office. Ann further added that Burbank Airport is noise-proofing homes. Martin said they are required to do so because of Federal regulations that do not apply in this situation.

Ray stated he understands that the NWG is an advisory committee, but wanted to know if the FAA Flight Standards District Office (FSDO) would cite aircraft for flight violations. In addition, he would like altitudes added to the flight guide to decrease noise. Martin explained the role of the FAA Flight Standards District Office and that the noise abatement procedures that the NWG was discussing were outside the scope of Federal Aviation Regulations.

Tina inquired about the Airport Land Use Commission (ALUC) findings and said she has noticed a reduction in noise since the NWG started meeting. Martin explained about the history and role of the ALUC and why they have been in the press so much lately. He was pleased to hear that the noise issues have decreased, but said he felt more could be done.

Paul mentioned the small fixed wing were still a problem over his area, and inquired about having the tower direct aircraft to follow the flight guide. Martin explained that due to safety constraints the tower is hesitant to push noise issues. Wanda stated the pilot is the ultimate in command and if the tower directed them to do something that was unsafe they would simply inform the tower that they are "unable". Ray mentioned that there was still no representative from the tower at these meetings. Martin reiterated that the tower is a separate entity, and that they are all working B they are not avoiding the issues. It was decided that a separate meeting would be held at the with the ATC representative at a time that will work for their schedule.

NEW BUSINESSCOMMERCIAL OPERATIONS

Circle to land procedures.

Tom Sabol, Chief Pilot for Skywest Airlines was asked to educate the group on restrictions for circle to land procedures. He stated that all pilots prefer to approach the airport straight-in, but certain conditions warrant a circle to land approach. Winds from the west cause a tailwind and they cannot land straight in on runway 11 with a tailwind of greater than 3 knots. The higher terrain to the west of the airport prohibits the aircraft from performing a circle to land in that direction. When the ceiling is low (1500 feet of cloud cover) and the winds are from the west they must perform a circle to land. During the circle to land the aircraft must remain within a 1.7-mile radius of the airport or they are not protected against obstructions. The lowest altitude they can be at is 1140 feet MSL, which is equal to 931 feet above the runway, which put the aircraft about 700 B 800 feet above the homes. They are also limited as to where they make their turns as they must keep the runway in sight while doing a circle to land, and the aircraft is limited as to how tight of a turn they can make. Jan said the commercial aircraft fly over her home in the Rolling Hills. Tom stated that would be difficult for a commercial aircraft to do because of the turn radius unless they were beginning the turn very early. Ernie said the commercial flights do not go over the Rolling Hills area. Tom stressed that it is an ongoing education process as their airline has many new crewmembers. He said there is a large photo of the noise sensitive area (from the flight guide) in the Skywest crew lounges at LAX and SFO. He further added that when he flies with a new crewmember he provides them with a copy of the noise guide and point out where the areas are. He also explained that they couldn't see many of the landmarks at night. He also stated that when the airport installs the GPS system the circle to lands would be tremendously reduced. Martin said the GPS could be installed as early as May of 2001.

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(Continued from page 2)

Joan said the early morning and late night flights ruin her sleep. Wanda inquired if it was only the commercial flights. Joan stated that it was both GA and commercial flights. Paul stated if the commercial aircraft remains on centerline the cause less disruption for the community. He also stated the take-offs were the problem not the landings. Ann read a letter from Mr. DeLong (who lives on the Los Osos Valley Road area) regarding the over flight of that area by commercial aircraft. His concern was that some aircraft are able to avoid flying over while others do not, and the weather does not seem to be a factor in determining the over flights. Tom explained that the weather determines the flight direction not the pilots and the weight of the aircraft affects the climb performance. Tim stated that some planes will turn at highway 101 and the next few will turn and go over the homes. He wanted to know why that happens. Martin stated that the new guide map will include a larger area and should help with that problem. Tom said that an immediate left turn would work for commercial flights as long as the aircraft was at 400 feet or above. Martin reminded everyone that just shifting the noise is not a solution. Paul stated that the commercial aircraft with the blue bottoms frequently flew over his area. Martin suggested flying further out before turning and including it on the new map. Tom felt that would work. Pat added that pocket fog and ground fog will cause pilots to shorten their turn in order to keep the runway in sight, and this could cause aircraft to over fly the Rolling Hills area.

Discussion of Run-ups.

Mike introduced Rod Kotter of Quillite International (designers of American Eagles hush house) and Gary Mange of Veneklasen Associates (noise consultant). Mike explained that the purpose of the hush house is to test engines at high power. He also explained that the Wings West facility is the only service facility, for American Eagle, on the entire West Coast. A discussion of why run-ups are done at night followed. The basic reason was so that the aircraft could operate during the day in revenue service.

Mike discussed the history of why the Wings West Facility was originally located on San Luis Obispo. He added that now there is no other place to relocate the facility due to crowding and noise concerns at all airports. He explained why they cannot perform run-ups in the previous hay bales location or in the hangar. He described the types of run-ups that occur and why some types are unavoidable after 10:00 PM.

Mike discussed the noise mitigation measures Wings West currently has in place. The hush house has three sides, is 20 feet high and cost \$250,000 to build. It does not eliminate the noise, but reduces it to acceptable levels. In addition, all run-ups are done in the hush house and

only when absolutely necessary and only for as long as necessary. A noise study was conducted from the information gathered from previous noise complaints, and there has been a significant reduction in noise and complaints since the hush house was constructed.

Tina inquired why the open side of the hush house is facing Buckley Road. Mike explained it was due to lease site constraints. Tina inquired about the use of a blast fence. Mike said they explored the issue but the proximity to the taxiway was too close. He also explained that noise is a complicated issue.

Tina inquired if the runway extension will include a hush house at the run-up area. Mike said it is not in the plans at this time. A discussion followed about acquiring federal funds for a hush house.

Jan thought a roof on the hush house could help decrease noise. Gary said a roof would help in some areas, but would increase noise for Buckley Road. He explained that the more diffraction you can create the less noise occurs, but it needs to be close to the receiver or the noise to be effective. They looked at that when designing the hush house, but it was not possible in this situation. Pat added that if you decrease the size of the hush house you decrease the engine performance, so it is a complicated balance. Mike added that the tail of the aircraft is too tall to put a roof on the current hush house. Rod stated that when they measured the noise on Buckley it was low.

Tina asked if terrain or trees would reduce the noise. Gary said no. Martin asked if a 13-foot dirt mound would help. Gary said no. Jan and Ann encouraged the group to pursue federal funding. Martin explained that it would be a long process. Rod discussed the fact that noise is a worldwide problem. Martin inquired about raising the height of the current hush house. Gary said it might provide some additional relief, but it would not help the Jan or Linda.

Mr. Kotter and Mr. Mange requested that the airport provide them with addition information about run up complaints so that they could research possible improvement to the facility.

Meeting adjourned at 12:20 PM followed by a tour of the hush house.

JOIN
S.L.O.P.A.
 Send \$20.00 to
SLOPA
10 South Third St.
Cayucos, CA. 93430

Minutes for Noise Working Group meeting held in Wings West 3rd floor classroom, San Luis Obispo, CA at 10:00 AM.

Present: Martin Pehl, Ernie Sebby, Craig Piper, Jan Potter, Ann Ream, Ray Miklas, Bob Tefft, Kurt Fisher, Linda Jankey, Roger McCoy, Walt Holtz, Dick De Long, Tim Plum, and Wayne Fulton.

Martin opened the meeting. Distributed draft copy of the new flight guide. Martin explained and the group discussed the procedures on the guide.

The questions was asked regarding the use of 7/25 by jets. Martin pointed out that is falls under the Touch and Goes section. The intent is to reduce the amount of repeated traffic over the Country Club and Rolling Hills areas.

Ray questioned the varying traffic for just 11/29 and not 7/25 as well. Martin did not want to recommend right traffic for 7/25 as this would conflict with traffic for 11/29. Ann Ream suggested starting off the touch and go section with a statement that told the pilots the measures are intended to vary traffic patterns. The possibility of eliminating the last two lines and putting in the general statement was discussed.

Martin suggested a statement such as Alternate traffic patterns for touch and goes. Bob wanted to stress and reiterate that during hours the control tower is closed that planes must fly the standard left traffic patterns. The group agreed that a reference should be made that varying patterns should be used during hours the tower is open.

Bob questioned the ability of the pilot to see Tank Farm at night on departure. Another suggestion was made to use altitude. Martin disagreed as different airplanes reach a given altitude at different times and distances.

The group agreed that the flight guide was very good

Martin discussed the aerial photo for the flight guide. A copy of the aerial was passed around for the group to review. Bob asked if there was a possibility of making a separate guide for helicopters as this guide may be confusing for both planes and helicopters.

Ann asked what the time line is for the runway extension. Martin informed the group that phase two would most likely start in May and finish in the third quarter of the year hopefully being done by the end of the year.

The group continued the discussion of the aerial photo. The group liked that it was expanded to show various residential area's. Once the extension and taxiway M are completed a new aerial would be obtained and then taken to professional graphic artists for a more professional look on the final version. Ann asked if any review and approval process needs to be completed through the County hierarchy.

Martin said no, it's not law these are only suggested procedures. Ann was wondering if there would be any political ramifications. He did not believe there would be any issues as this was developed through a public working group.

Ray asked why the extension wasn't extended to the West instead of the East. Martin said this was planned with the airport master plan. He has heard since that time that it may have been better to extend in the opposite direction.. The group discussed the various costs involved in the extension and the different options. Bob said that the extension doesn't affect the flight guide because the threshold for runway 29 will remain in the same location as it is now.

Jan questioned whether planes would be landing on the displaced threshold. Martin and Bob said that would not be a problem. A pilot would risk losing his license and a commercial pilot his job as well.

Ann commented that she thought airport staff should be commended on the outcome of the working group. She asked if the Board of Supervisors know about the group and what it's working on. Martin believed they were aware.

Ann asked outside of feedback from the NWG, what will be the measuring stick to know this is working. Martin said it's difficult to monitor. It very well could have a big impact but if a new neighbor moves in, they have no reference point on where progress was made. Ann suggested local Realtors give flight guides to buyers with in certain areas along with disclosures for the airport. Martin was concerned that the realtors would use the guide to say that, "look at this guide, traffic will never fly over your house."

The question was raised about the various groups being in favor of this program. Martin believed that all of the local groups are behind this plan. In addition the guide will be posted on the bulletin board located on the ramp near the restaurant and on the airport web page.

The group discussed the posting of the flight guide on the web page. This included ways in which it could be accessed. Also discussed was the possibility of students from the graphic arts dept at Cal Poly possibly creating a new guide as part of their school work. Ann Ream would be supplying a contact name to Martin.

There was discussion on the next meeting to follow up on improvements and review any problems that have come up. Martin said he would like to complete the flight guide and get it into it's final version. He would follow up with an email on a possible date for the next meeting.

End of meeting at 11:30

SLOPA and the Internet – President’s Message

We now have a presence on the Internet as www.slopilots.com [and .org]. I’ve been working on this bit by bit for a while as a learning project, as a means to expand our audience, and, hopefully, as a way to save the association some money in the long run.

If you have Internet access you are now able to view the ‘Propwash’ newsletter (and print it out if you prefer to read it that way). Many organizations such as our are using the Internet to save the costs of ever increasing postage by accessing the web in lieu of receiving a posted newsletter.

Our web site will allow the display of color photos and artwork heretofore too costly for print and will provide immediate and wide ranging abilities to “spread the news” of important airport issues.

The web site provides quick ‘links’ to fuel prices, weather information, and DUATS. I’ve also started a link to local FBO’s, and airport related businesses. I encourage you to contribute your ideas and content to this new avenue.

Mr. Bob Dickson has been working very hard to bring the two bombers (B-17 and B-24) to SBP and has been told by the Collings Foundation people that the flight of two will arrive on Monday, May 14th at approx. 1500 hrs.

If you are interested in more information on this event please contact Bob at 772-5017

**SLOPA Board Meeting Minutes
April 3, 2001**

Present:

Liz Dinan, Bob Tefft, Oscar Bayer,
David Darbyshire

Non-Member: Rafael Brady

Minutes: Approved

Treasurers Report: Balance \$2215.54

Old Business: Summer BBQ 7/22/01

New Business:

From Bob Tefft: ALUC

- Noise contours redone
- Church planning to build on Calle Joaquin under extension on RWY25
- GPS approaches to SBP approved - 29 straight-in. 11 offset
- Industrial park planned off of Rwy 7

From Oscar Bayer: Airport Day

- Set for 10/6/01
- At this time Unknown who is coordinating
- Two weeks before local EAA pilots will take local elected officials on demo flights to show area aviation and economic benefits.

From Elizabeth Dinan:

- SLO Derby is set for 10/27/01. Will include a “Treasure Hunt” for non-racers

Meeting adjourned - Next on 5/01/01

For June 2001 - Oscar Bayer would like to know how many of you would attend/participate in a Fly-In to Pine Mountain Lake to view the Blankenberg “Aircraft Museum” ...Oscar’s ‘in the book’ call HIM !

Members Businesses

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