

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 slolaw@yahoo.com or mailed as typed text to PO Box 292, SLO, Ca. 93406-0292, or given to a SLOPA Board Member.

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5/07/02 - Tuesday - 1800 hrs. SLOPA Board meets - Spirit of San Luis
5/13/02 - Monday - AOPA Air Safety presentation at SLO Vets Hall- 1830-2130 hrs.
5/15/02 - Wednesday - 1330 hrs. - ALUC Meeting @ County Govt' Center- Supervisors Chambers
5/18/02 - AIRPORT DAY at SBP with the Collings Foundation B-17 and B-24
5/19/02 - Fly-in to Santa Paula for lunch

CALENDAR

Propwash

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

Address Correction Requested



PROP WASH

April-May 2002 - Newsletter of the San Luis Obispo Pilots Association

www.slopilots.org

Hangar Committee Report

April 9, 2002

The SLO Hangar Committee met on April 9 with Mike Shutt, contractor, to discuss the planning for the addition of hangars at SLO. At this meeting the following was discussed:

- Phase I of hangar development will be on the West side vs. the East side as previously discussed. West side development can be completed a year sooner as there is much less land preparation required and it is hoped that the water and sewer connections will be simpler. East side hangar development will proceed as part of a later Phase.
- There will be a preference for small hangar construction in Phase I to accommodate the maximum number of airplanes. A survey of SLOPA members will be undertaken to ascertain the mix of hangar sizes that are in current demand. The interest in shade hangars will also be explored.
- If the airport administration can complete the design specifications and put the project out to bid in time for the project to get underway by this summer, the completed hangars could be available by mid to late 2003.
- After the specifications for construction of the Phase I hangars are complete, the committee will consider the means by which the new hangars will be leased to the initial tenants and the manner in which waiting lists will be administered.

George Petty
SLOPA Representative

April Board Meeting

April 10, 2002

Welcome to new SLOPA members: **Richard Hamilton and Ed Georges.**

Both Richard and Ed expressed an interest in helping with Airport Day and Fly-Ins and their info was given to Oscar Bayer.

The SLOPA Board meeting was scheduled for April 10th at the Spirit of San Luis . Board members George Petty and David Darbyshire attended, joined by new member Richard Hamilton. There was good discussion on the matter of new hangars, airport day, and flying in-general.

Assoc. Business discussed included:

- Treas. report (account balance of \$2914.28)
- Airport Day - May 18th
- Hangar Construction Update
- County Assessors Handbook - "Assessment to General Aviation Aircraft"
- Donation of money to the SLO Safety Program (Pat Duncan)

AIRPORT DAY - Saturday May 18

Contact Oscar Bayer for more info and to volunteer

Airport Land Use Commission Action (from the City of SLO viewpoint)

The County Airport Land Use Commission (ALUC) met April 17 to consider final revisions to the proposed Airport Land Use Plan (ALUP) amendment. The ALUC voted 4 to 1 (1 absent; 1 stepping down) to include in the amended ALUP the standards for the Margarita Area that the Council and ALUC had previously approved. The option was to have a side agreement referring to the 1973 ALUP and the approved Margarita Area standards, but no special provisions in the ALUP itself. City and County staff had both recommended that having standards in the ALUP was highly preferable for both agencies.

The ALUC considered some wording recommendations provided by City staff on matters other than the actual Margarita Area standards. Some were accepted and some were rejected, but the overall outcome has no substantial conflicts with City policies (as expected to be modified as a result of the City-ALUC committee recommendation). Under the amended ALUP, the draft Airport Area Specific Plan will need some relatively minor revisions. No significant problems for the housing capacity of the Orcutt Area are anticipated.

Adoption of the ALUP amendment is scheduled for the ALUC's May 15 meeting. The City's referral of the draft Airport Area Specific Plan is likely to be considered on that date as well.

CALIFORNIA LEGISLATURE CONSIDERS AIRPORT FUNDING INCREASE
(From the AOPA)

'The California legislature is considering a bill that would create a big funding increase for safety and security enhancements at general aviation airports.

Assembly Bill 2719, as currently written, would allocate \$49 million from the jet fuel tax and the general fund over a four-year period. The bill has passed the Assembly Committee on Transportation and will next be considered by the Committee on Appropriations. "This is a fantastic deal. In addition to providing safer and more secure airports, these additional airport projects will create more jobs and benefit all Californians," said AOPA California Regional Representative John Pfeifer, who testified before the legislature earlier this week.

Pilots are encouraged to contact their state representatives and urge them to support the bill.' -
From SLO Res. write to:

Honorable Abel Maldonado
1302 Marsh Street
San Luis Obispo, CA 93401
(805) 549-3381
(805) 549-3400 fax

FOX NEWS STORY- from the AOPA

If you haven't already eliminated FOX from your menu, do it now.

In the televised story, FOX reporter Douglas Kennedy claimed he and his crew rented a pilot and plane from a flight school, and were able to loiter over the Indian Point Nuclear Power Plant in New York for 20 minutes without anyone raising an alarm. But the flight school says they were approached by Fox News to do a story on ground escape routes from the plant.

The pilot contacted New York Center prior to the flight, received permission from the manager on duty, was assigned a discrete transponder code, and during the flight, remained above 2,000 feet agl and in contact with air traffic control at all times. AOPA President BOYER contacted Fox saying: "Your staff misrepresented themselves and the facts to obtain a sensationalistic story that unfairly alarmed a trusting public."

Fox responded almost immediately and stood by their story.

Reuters carried a story that recounted the demise of the last South African Spitfire. The pilot, identified as Michael Snoyman, 56, was bringing the machine home to base at Wonderboom Airport, when reports say the engine failed. The return flight, from a recent airshow, had been uneventful until then.

Aviation Sayings:

Rules of Flight: Never trade luck for skill.

The three most common expressions in aviation are, "Why is it doing that?", "Where are we?" and "Sh&\$!"

Weather forecasts are horoscopes with numbers.

Airspeed, altitude or brains: two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.

"Though I Fly Through the Valley of Death I Shall Fear No Evil For I Am 80,000 Feet and Climbing" - Sign over the entrance to the SR-71 operating location on Kadena

Never fly in the same cockpit with someone braver than you. Richard Herman, Jr., 'Firebreak'

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

Without ammunition the USAF would be just another expensive flying club.

Basic Flying Rules:

1. Try to stay in the middle of the air.
 2. Do not go near the edges of it.
 3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.
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From the April 2002 issue of NASA ASRS "Callback" Newsletter

"Short Flight, Long Landing"

"I was attempting to make a short 30-mile flight to return to my home base. There was a line of thunderstorms moving towards us from the west. My route of flight was due south.

After takeoff, and flying south for 5 minutes, it became apparent that we would not be able to continue because rain showers had moved into the area. I turned around and headed back. The winds had been out of the south all day, so I reentered the downwind for Runway 16. The winds were beginning to get gusty from the approaching thunderstorm. On final approach the winds were requiring considerable right crab, indicating stronger winds from the west. I landed 1,000 feet from the approach end of runway 16, which is 3,800 feet long. Just as I touched down, we were hit from the rear by a very strong gust front of the approaching thunderstorm.

The microburst and resulting windshear were recorded at 50 m.p.h.. With the strong tailwind on the runway, I was unable to stop the aircraft and feared doing a go-around in potentially unsurvivable windshear condition. We impacted the fence off the end of the runway. There were no injuries and the aircraft sustained minor damage.

I should have delayed the flight until the thunderstorms had moved through the area. On my return, I should have considered the possibility of windshear and diverted to a field which was further away from the approaching storm."