



SLOPA's Future

Over fifty-five of the SLOPA's members and guests attended the Feb. 2nd get together.

Thanks to Mike Kunde for agreeing to be a Board Member. After the membership unanimously to keep the organization going, the members and guests settled in for a filling meal from A.J. Spurs.

After dinner, AOPA Associated Editor Steve Ells was our guest speaker. Mr. Ells covered a wide range of subjects during his presentation and did an excellent job representing the AOPA and in answering technical questions drawing upon his A&P experience.

SLOPA's membership goal is to for each member to join at least one committee to make this organization work rather than just exist.

Committee members do not have to attend regular meetings, but will contribute knowledge and available time with their selected area(s). The Committee chairpersons will meet with the Board when necessary.

At the Feb. 2nd. meeting, and since, the following members have volunteered for committees, while the majority has not.

Thank you to:

- Ken Brooks (Airport Committee)
- Bob DeVries (Community Relations Committee)
- Cliff Clark (Events – Airport Day)
- Jim Maul (CHAIRPERSON – Airport Committee)
- Richard Girard (Membership and promotions Committee)
- David Darbyshire - Newsletter

The Committee sign-up form is include in this Propwash. Please make the leap and join a committee. If you can e-mail your choice, please do so (slopilots@yahoo.com). If not, mail you response to PO Box 292, SLO, CA. 93406-0292.

Minutes: SLOPA General Meeting
Feb. 2, 2003, at AJ Spurs restaurant.

The meeting was called to order with a majority of the membership present and with Board members Bayer, Butler, Darbyshire, Dinan, and Treasurer Dick Garard present. Dick Girard told us that we had \$1793.08 in the Treasury.

Agenda:

- The attending members voted unanimously to keep SLOPA viable.
- Mike Kunde voluteered to be a Board member.
- Darbyshire described the Board plans, based upon concepts outlined by Bob Tefft and other board members, for "Committee Based" membership.
- Forms were handed out to all members for each member to join a committee and/or volunteer to be a committee chairperson.
- Linda Butler prepared a Fly-Out survey form and this was handed out to attendees
- Speaker Steve Ells was introduced.
- The meeting was adjourned to Dinner and, at the completion of dinner, for Guest Speaker Ells.

From '**Aeroplane**' magazine, March 2003, by John Maynard

"IN 1935 TANI HUGHES qualified as a doctor at the University of Liverpool; she worked as a school doctor until deciding to join the Royal Air Force as a Medical Officer in 1941. She was soon posted to No 24 EFTS at Sealand where she met Flight Lieutenant Peter Harrison, one of the instructors. One thing led to another and soon Tani was enjoying her first flight in a Tiger Moth flown by Peter. Having demonstrated various gentle aerobatics, which his passenger appeared to enjoy, he inverted the Tiger and asked her to marry him! She refused, but he said he was sorry that he would have to stay upside down until she said "yes". A few moments later she did so, fully intending to change her mind once they had landed. Somehow, in the event, this slipped her mind, and they married in December 1942.

After the war the couple moved to Kent. Tani (her name was actually Clarice) became County Assistant Medical Officer of Health and Peter was initially a test pilot for Short Brothers, later becoming a flying instructor at Rochester and West Malling. They both retired in 1970 and moved to Worcestershire. Tani Harrison died in 2002 aged 90 and her ashes were buried at St Peter's Church, Martley, while a Tiger Moth circled overhead."

ATO Meeting 2/5/03

Thanks to coverage by Ken Brooks and Al Yecny

The County presented the decisions to have all of the 21 T-Hangars to be moved from the area near the CDF Fire station, to the West Side. The County is asking that the owners of the 21 T-Hangars form an association to deal with the upcoming move and associated costs.

The County has agreed to allow the hangars to be towed across the field, rather than requiring they be towed the longer route on roadways. The cost for moving will be placed upon the hangar owners.

The County had scheduled a meeting on Feb. 26th, 1900 hrs, at the SLO Vets Hall for the T-Hangar owners to meet with the County Property Rental person.

The area vacated by the 21 T-Hangars will be the site of a new CDF Fire station. The existing CDF spot will be used for storage.

The County discussed the plans lengthen 29 at Santa Fe Rd., to facilitate more jet passenger loading. Also discussed was surface sealing on the taxi-parking areas adjacent to the tower (to be done at night).

The next ATO Meeting is set for Wed., April 2nd.

FROM PAT DUNCAN -
UP-COMING
APRIL 3RD. SAFETY SEMINAR REMINDER.....

Be sure and mark those calendars for THURSDAY, APRIL 3rd for our next seminar.....AOPA's New Presentation.....
"Up's and Down's of Takeoff's and Landing's"

Amazingly enough a substantial number of all general aviation accidents and incidents still involve the takeoff and landing phase of flight !!!!

So be sure and join us on April 3, 2003 for some good heads up awakers on how to avoid becoming a "T/O or Land" statistic.

Watsonville Council tackles future airport growth

By BRIAN SEAL
The Santa Cruz (CA) Sentinel-Tuesday, January 14, 2003 -

WATSONVILLE - City leaders are mulling how Watsonville Municipal Airport should grow during the next 20 years, while some neighbors are questioning whether the pre-World War II air strip should continue to exist at all.

The airport plans include expanding the existing terminal, adding hangars, and possibly developing industrial space. The City Council will hear public comment on the potential environmental impacts of the proposal during its 6:30 p.m. meeting today. The council could approve the plan as early as Jan. 28.

No one seriously expects the airport to close up shop anytime soon. It's home to about 326 aircraft and an array of businesses. About 92 percent of those who keep a plane or helicopter at the airport live in Santa Cruz County, according to a draft of the airport blueprint.

However, the anti-airport sentiment that surfaced in the early 1990s lingers, with some critics saying the airport's 344 acres could be put to better use, especially in an area where buildable land is at a premium. Critics also say the planes are too noisy and disrupt life in the nearby neighborhoods, which include a string of schools.

"I think the land could be better used," said longtime airport critic Bernie Feldman, who concedes it's unlikely elected officials will convert the land. "What we're going to call for is to be prudent in spending money out there." In the meantime, Feldman and his group, Citizens Opposed to Airport Expansion, have challenged the proposal's environmental report, especially a plan to extend the primary runway, citing noise as a problem.

Watsonville resident Peter Nichols also has raised noise concerns, writing to the city that an "independent, on-the-ground noise-level evaluation must be preserved." The runway extension also would endanger pilots, the opposition group said, because birds drawn to the airport from the nearby Buena Vista dump already pose challenges to pilots. To airport backers, though, the new projects would make the airport a better one. They say the facility isn't just a rich man's playground but a business asset.

While just how many businesses regularly use the airport is a point of debate between opponents and supporters, some businesses say the facility is crucial to their operations. Sam Bishop, president of TOTL COM Inc., said Monday he uses the airport to shuttle between his five Northern California offices. He employs 25 in his Watsonville headquarters. "I don't know how I'd run a small business with multiple locations without the airport," Bishop said. "The amount of time I'd spend on the road is atrocious." He called the proposed projects minor. The longer runway would enable pilots to adjust their landing approach and avoid flying over the still-under-construction Pajaro Valley High School, he said.

Gary Darrigo, owner of Coastwide Environmental Technologies, said his business needs quick transportation to inspect potential job sites. He concedes he uses the airport for leisure, too, but estimates that up to 40 percent of his flights are business-related. "It's critical to me," said Darrigo, whose company does hazard-materials work for companies and employs about 40. "I could reduce my gross sales and reduce my number of employees by not going after work that is farther afield." Like Bishop, he said some of the projects would make the airport safer, including a plan to upgrade landing instruments.

City Councilmen Antonio Rivas, whose Third District includes the airport, said he hears from some constituents who say the airport could be converted to another use, but is much more likely to hear concerns about safety. "The concerns are mainly about safety and noise," Rivas said. "We're going to study it to make sure it is safe and self-sufficient."

Among the estimated \$13.5 million in projects on tap over the next 20 years:

- Lengthening the primary runway by 800 feet. Officials say that would allow planes that already use the airport to carry bigger payloads. The expansion does not call for erecting a tower nor does it allow for larger planes to land. The largest planes that can land there now are turbo-propand turbine-powered business jets.
- Expanding the terminal building by about 3,000 square feet.
- Adding about 100 more hangars.
- Development of a business park on the west side of the airport.

The last master plan for the airport covered from 1986 to 2006. "The 2006 plan, project-wise, is about the same as this new one," airport manager Don French said. "It just makes it more user friendly for people flying in."

The latest version of the airport plan has taken some twist and turns. The area is home to the endangered Santa Cruz County tarplant, the discovery of which prompted a more in-depth environmental review of the site.

The airport's plan will have to satisfy federal and state regulators that any impacts to the tarplant have been mitigated.

Thought for the day: Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

SLOPA COMMITTEES - SIGN-UP

FILL IN THIS FORM AND RETURN BY MAIL TO OUR PO BOX 292, SLO, 93406
OR, E-MAIL YOUR ANSWER(S) TO SLOPILOTS@YAHOO.COM

Program Committee

Responsible for planning general membership meetings, arranging for speakers, discussion topics, films, videos etc.

Chairperson?

Events Committee

Responsible for planning special events: Fly-Ins, SLOPA participation in Airport Day, meet with other Av. Organizations, etc.

Chairperson ?

"Propwash" Committee

Responsible for editing and producing the Propwash newsletter.

Chairperson?

Membership and Promotions Committee

Responsible for raising awareness of SLOPA among local pilots and for publicizing events organized by SLOPA.

Chairperson?

Airport Committee

Responsible for monitoring development/modernization at SBP, reporting to SLOPA's membership, and representing SLOPA's position to the airport management

Chairperson?

Community Relations Committee

Responsible for organizing a speakers bureau, bringing representatives to schools, community groups etc. Develop activities promoting greater understanding between general aviation and community at-large.

Chairperson?

Political Action Committee

Responsible for evaluating of political candidates in local elections as to their attitudes toward aviation in general, and toward SBP.

Chairperson?

ISSUED: January 8, 2003

EFFECTIVE: January 15, 2003

LOS ANGELES TOWER LETTER TO AIRMEN NO. 03-01

SUBJECT: LAX VFR "MINI ROUTE" TRANSITION PROCEDURES

CANCELLATION: January 15, 2005

A two-directional transition for VFR aircraft has been developed – the "Mini Route." Fixed-wing, non-turbojet aircraft will transition via the Santa Monica 128 radial at 2500 feet in direct communication with Los Angeles Tower on 126.25. LAX must be in a west traffic configuration and reporting a ceiling of at least 3000 feet and visibility of at least three miles; Hawthorne and Santa Monica Airports must be VFR.

Pilots should advise the Southern California Approach Control, or Santa Monica, Hawthorne, or Torrance Towers, that they are requesting the Mini Route. They should proceed to Loyola College (LMU) from the North or the TRW building from the South at 2500 feet, remain clear of Bravo airspace, and contact Los Angeles Tower on 126.25 for clearance.

This transition is now available daily from 0700 – 1300 local and 1530 – 1730 local, weather permitting, for all aircraft regardless of their departure or arrival points.

If you have questions regarding this procedure, please contact Frank Sweeney, Support Manager, Los Angeles Tower, at (310) 342-4912.

Aviation-Related Bills in the California Legislature

2003-04 First Extraordinary Session: The following bills would amend the: a) Budget Act of 2002, or b) California statutes, to implement the budgetary changes.

1. ABX1 6 (Oropeza) and SBX1 17 (Senate Budget Committee): "Reductions in the Budget Act of 2002 Relating to State and Local Government": These bills have identical language relating to aviation that would amend the Budget Act of 2002. The amount to be transferred in FY 2002-03 from the Aeronautics Account to the General Fund would increase from \$6 million to \$11.15 million. ABX1 6 passed the Legislature. SBX1 17 passed the Senate and is pending in the Assembly Committee on Budget.

2. ABX1 11 (Oropeza) and SBX1 7 (Senate Budget Committee): "Reductions in the Budget Act of 2002 Relating to State Government": These two "budget trailer bills" had identical language relating to aviation, until February 3, 2003. They would have amended Public Utilities Code (PUC) sections in order to implement the amendments to the Budget Act of 2002 (i.e., ABX1 6 and SBX1 17). Prior to February 3, 2003, these PUC amendments would:

- a) When appropriated by the Legislature, permanently allow the transfer of funds, for the \$10,000 Annual Entitlements, from the Aeronautics Account to the General Fund, including any funds that public entities owning the airports accumulated over a five-year period;
 - b) Suspend the Annual Entitlements for FY 2003-04; and
 - c) Permanently require the California Transportation Commission (CTC), in awarding any aviation grants to eligible airports, including AIP Matching and A&D Grants, to give the highest priority to security projects.
- However, on February 3, 2003, ABX1 11 deleted all the above PUC amendments relating to aviation. The aviation language in SBX1 7 continued to exist. ABX1 11 passed the Legislature. SBX1 7 passed the Senate, and is pending in the Assembly Committee on Budget.

2003-04 Regular Session

2. SCA 2 (Torlakson): "Local Government: Sales Taxes: Transportation and Smart Growth Planning": This proposed Senate Constitutional Amendment (SCA) would authorize a city, county, city and county, or a regional transportation planning agency to submit an increase in the sales tax to voters, for the purpose of funding transportation projects and services related to smart growth planning. SCA 2 is pending in the Senate Transportation Committee.

3. SCR 9 (Knight): "Space Shuttle Columbia": This resolution would: a) Send the Legislature's condolences to the families of Columbia's astronauts; b) Express gratitude to all astronauts in the past and future; c) Support U.S. aggressiveness in space exploration; and d) Cite its confidence in finding the cause for the accident, and to encourage NASA in pursuing a new generation of space vehicles. SCR 9 has not been assigned to a policy committee in the Senate.

CALENDAR

Feb. 26th - T- Hangar Owners meeting w/ County Rental folks - Vets Hall 1900 hrs.

Mar. 11th - Tues. - SLOPA Board Meeting- Spirit 1800

Apr. 2nd - Wed. - ATO Meeting 0730 hrs. Spirit of SLO

Apr. 3rd - Thurs. Av. Safety Meeting - SLO Vets - Take-off & Landing - Pat Duncan

SLOPA Board and Officers

Robert Tefft - Pres.	772-1733	TB30486@netscape.net
Mike Kunde - Board		cmknlk1@charter.net
Linda Butler - Secretary/Board	543-8837	av8trix@sbcglobal.net
Elizabeth Dinan - Board	541-1038	
Oscar Bayer - Board	489-0915	jobayer@slonet.org
Dick Girard - Treasurer	995-3933	
Newsletter		slopilots@yahoo.com

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

Propwash

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Address Correction Requested