

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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3/20/02 - Wednesday - 1330 hrs. - ALUC Meeting @ County Govt Center- Supervisors Chambers
4/02/02 - Tuesday - 1800 hrs. SLOPA Board meets - Spirit of San Luis

CALENDAR

Propwash

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

Address Correction Requested



PROPWASH

January-March 2002 - Newsletter of the San Luis Obispo Pilots Association

www.slopilots.org

AIRPORT LAND USE

Board members Oscar Bayer and Bob Tefft have been very busy on the ALUC (Airport Land Use Commission), as evidenced by media coverage and the actions by the City of SLO in the efforts to build as many house as possible in the Margarita area

The City and the ALUC appear to have recently reached a compromise on the number of housing units to be built, down from the 1100 originally sought to something near 900.

This had been a major time investment by Oscar and Bob, along with the other VOLUNTEER ALUC Board members. Meanwhile, the paid teams of planners and developers have been on the move.

If you are not familiar with the annexation area and planned land uses, the City of SLO is offering several ways to view the their "Airport Area Specific Plan" at:

- The City of SLO web site of www.slocity.org
- The City-County Library & the Cal Poly Library
- The City Community Development Dept, (990 Palm St.)

Paper copies cost \$8.00, or a CD of the material, including the EIR, costs \$10. If you want them to mail it to you, with will cost an extra \$2.

SBO AIRPORT DAY 2002 – Saturday, May 18th

Board member Oscar Bayer and the EAA met with Airport Mgt. and have agreed to coordinate an Airport Day 2002 with the fly-in visit of the Collings Foundation B-17 and B-24. The date planned is May 18, a Saturday. As always, there will be the need for volunteers to provide general labor and cleanup as well as the concession stands run by the EAA, 99's, and SLOPA (?). Give Oscar a call if you're interested.

HANGARS – COUNTY TO BUILD NEW

Board member George Petty met with Martin Pehl, Asst. Airport Mgr., on the matter of establishing an equitable way to plan for the new hangars to be built. Pre-meeting, the County mailed out hangar planning surveys to those now occupying hangars at SBP, but did not provide for like input from those paying SBP tie-down fees, or those based elsewhere, awaiting space. George will be providing updates on this – Check the web site – www.slopilots.org

The past and current hangar lease 'system' has been described as a good 'ole boy network, where, if you know the right folks, you may get a hangar. How long you'd waited didn't matter. The 'new' system will have the County managing the land, and, hopefully, some sort of chronological waiting list (you know, like Ventura County has posted on the Internet for their County airports). Of course, this means that rules about hangar use will be more than likely enforced. Project cars, furniture, rubber gloves, and construction company supplies will likely be out.

SELF-SERVICE FUEL

Word has it that there may be a self-serve fuel site coming to SBP. After a stalled plan on the west side, and much discussion and planning by individuals and groups to make proposals for pending RFP's, the County is giving the go-ahead without an RFP process. The self-serve fuel equipment will reportedly be put on an existing lease site that has fuel-service as one of the lease-site allowed uses, thus no RFP is necessary. BUT, this lease site is only going to be around for two more years.

As the story goes, the site will be using Chevron fuels and will share the lease-site of a prop shop. The plumbing is to all be above ground, to the east of the existing building on the site, against the fencing at the roadway.

Taxing traffic flow into and out of the area will be interesting.

From NASA's ASRS Feb. 2002 Bulletin:

GPS to the rescue

Having back-up navigation capability can save lives as attested to by the grateful pilot of a GA aircraft that experienced an engine failure of mountains at night. The pilot and passengers were an hour from home on an IFR flight plan, cruising at 16,000 feet. A look ahead showed worsening weather conditions, but the plane was performing well as they cruised along:

..Then without warning it all changed. Suddenly, it felt like I pulled the throttle back to "idle". I checked the throttle control lever and moved it back and forth, with no response from the engine. I tried the same with the mixture and prop controls, with no improvement. Even though I had plenty of fuel in both tanks, I switched tanks and turned on the electric pump. The magneto switch was in the "both" position. I noted that the manifold pressure had dropped to the bottom of the scale.

All other gauges (including oil pressure) were in the green. My emergency training helped out because all of this was done in about five seconds. As I watched the airspeed bleed off from 170 to 150 (and decreasing), there was no mistaking that we wouldn't clear the mountains ahead. We were going down into the darkness below....

I pushed the "nearest airport" buttons on the GPS, hoping there would be some little airstrip out here in the middle of nowhere. Fortunately, ABC airport came up #1 on the GPS list, only 9.7 miles away. Its altitude is 7000 feet (9000 feet below us), so it was easily within gliding distance. The GPS database told me that it had a long (and lighted) runway. A call to the Unicom frequency told us that there were calm winds below. I called Center to tell them that we had a loss of manifold pressure; we were canceling IFR, and would proceed to the nearest airport. As we approached the airport, I made sure to keep my base leg in tight to avoid undershooting the runway.

The landing was smooth and I exited the runway on to a taxiway with snow and ice on it. The engine was still running, so I slowly taxied to the ramp. I got out of the plane, slipped on the ice and fell to the ground. As I was lying there, I saw a steady stream of oil flowing from under the cowling.

The pilot filing this report told ASRS analysts during a callback conversation that the cause of the engine loss of power was the turbocharger, which developed a cracked housing. The pilot vowed not to put himself again in the position of flying IFR over mountains at night.

San Luis Obispo Aviation Safety Program Safety Alert Issued February 28, 2002

"GARMIN SAFETY ALERT"

On February 22, 2002 Garmin released an important "Safety Alert" involving a potential critical safety issue involving above referenced Ryan TCAD systems that are interfaced with certain Garmin GPS systems. All owners/operators of the referenced Garmin Interfaced/Ryan TCAD system need to IMMEDIATELY comply with this February 22 ALERT....prior to next flight!!! Full content of the "Garmin Alert" can be viewed/downloaded, compliments of AvWeb, at: http://www.avweb.com/other/garmin_ryan_0209b.pdf .

SPECIAL SECURITY NOTAM REMINDER Issued February 19, 2002

EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE, ALL COMMERCIAL AND PRIVATE AIR-CRAFT FLYING IN PROXIMITY TO NEWLY ESTABLISHED OR CURRENTLY EXISTING RESTRICTED OR PROHIBITED AREAS WILL BE SUBJECT TO BEING FORCED DOWN BY ARMED MILITARY AIRCRAFT. THE MILITARY HAS INDICATED THAT DEADLY FORCE WILL BE USED TO PROTECT THESE AREAS FROM UNAUTHORIZED INCURSIONS.

HOWEVER, THE U.S.MILITARY WILL USE DEADLY FORCE ONLY AS A LAST RESORT, AFTER ALL OTHER MEANS ARE EXHAUSTED. PILOTS ARE REMINDED THAT IT IS THEIR REQUIREMENT TO RECEIVE AN UP TO DATE BRIEFING ON THE STATUS OF THESE AREAS PRIOR TO EVERY FLIGHT. IN ADDITION,ALL AIRCRAFT OPERATING IN THE U.S. NATIONAL AIRSPACE AND IN PROXIMITY TO THE SUBJECT AREAS, IF CAPABLE, SHOULD MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IT IS INCUMBENT ON ALL AVIATORS TO KNOW AND UNDERSTAND THEIR RESPONSIBILITIES IF INTERCEPTED. ALL PILOTS SHOULD REVIEW AND FAMILIARIZE THEMSELVES WITH THE INTERCEPT PROCEDURES CONTAINED IN THE AERONAUTICAL INFORMATION MANUAL SECTION 6, 5-6-2.

In Other words, check with FSS for TFRs BEFORE you fly.

In the area of SBP you have Diablo, F-16's on-station at Vandenburg, & Camp Roberts..... it's best to be sure.

Wednesday, February 27, 2002

General Aviation Flying Again With New Security Restrictions
Airport Security Report - *Excerpts from article*

The federal government allowed the last three general aviation U.S. airports closed by the events of Sept. 11, 2001 to reopen Feb. 13. But the government has imposed restrictions on the use of airspace around the Washington, D.C., metropolitan area. The reopening of College Park Airport (CGS), Potomac Airfield (VKX) and Washington Executive/Hyde Field (W32) highlights the mammoth task of ensuring security for thousands of small airports against possible terrorist threats.

The government approved the resumption of flights on the condition that airport managers institute certain security procedures. Owners or operators of aircraft at the three airports must undergo a security evaluation, including fingerprinting and background checks, and receive a briefing in new procedures. These procedures include requiring pilots to obtain an ID code for filing a mandatory flight plan and a specific transponder code before each flight and to remain in radio contact with the air traffic control (ATC) tower. These procedures apply only to aircraft based at the three airports. They will remain in effect for 60 days after which time they will be re-evaluated.

Most general aviation operations were grounded until Dec. 19, 2001, when the FAA restored visual flight rules (VFR) operations for airspace in 30 metropolitan locations. The suspension of operations grounded 41,000 airplanes and 120,000 pilots for more than two months. Airports under the most scrutiny were operations within 25 nautical miles of Washington, D.C., Boston and New York City.

The task of securing buildings, perimeters and aircraft at general aviation airports has been monumental. There are around 18,000 small airports in the United States, with more than 200,000 private aircraft and 500,000 licensed pilots operating those aircraft. The general aviation sector serves more than 5,400 communities and transports an estimated 145 million passengers annually, according to the Department of Transportation (DOT).

In a Dec. 19 report to Congress on improving security measures in general aviation, DOT warned that general aviation aircraft could be used to strike ground-based targets, such as buildings. While small aircraft are less suited to be used as a "guided missile" than the larger Boeing 757 and 767 planes used to attack the World Trade Center and the Pentagon, these smaller planes could be used to transport explosives or chemical or biological agents, the report said. Security measures considered for general aviation security focus on four areas, the report said:

* Airspace and operational restrictions. The most effective, but most disruptive, measure would be to ground all aircraft, the DOT said. Other methods centered on imposing restrictions on classes of aircraft, limiting access to metropolitan areas, imposing restrictions on specific areas

of the country or for specific threats. Besides grounding aircraft, which occurred after the Sept. 11 terrorist attacks, another method would be to restrict planes from flying over certain airspace, as was done during the Winter Olympic Games in Salt Lake City and the Super Bowl in New Orleans.

* Aircraft interceptions. The FAA has notified pilots about additional military air patrols and flight monitoring designed to intercept suspect aircraft.

* Increased scrutiny of pilots, crews, passengers and aircraft on the ground. Greater attention could focus on parking lots and perimeter security at airports, the DOT said. Additional law enforcement or security personnel could be used for that purpose and to expand passenger screening. Crews and passengers could be subject to voluntary and/or mandatory credential checking.

* Communication and education. The federal government and industry could communicate directly with airport operators, pilots and local law enforcement officials about possible threats and countermeasures, the DOT suggested.

In response to the incident, the FAA released 11 voluntary security measures for the industry to adopt. The agency recommended limiting unsupervised access to aircraft by apprentice pilots and closer scrutiny of teenage student-pilots. The FAA also endorsed using different keys for aircraft ignition and door locks and limiting student pilots' access to the keys until they are qualified for solo flights. Student applicants should also pass a medical examination - including psychiatric screening - before starting flight lessons, the FAA recommended.

The NBAA, Aircraft Owners and Pilots Association (AOPA) and several other general aviation industry groups made security recommendations in January to the Transportation Security Administration (TSA). The groups endorsed identifying all individuals flying an aircraft by checking a government-issued photo ID and suggested the government should develop and distribute profiles of individuals requiring more scrutiny. The Aviation and Transportation Security Act signed Nov. 19, 2001 by President Bush already requires flight schools to provide the Department of Justice (DOJ) with information on foreign students.

Under a Feb. 21 proposal by the AOPA to the FAA, a driver's license, passport, state ID card, or government agency photo ID would be required for a pilot to present along with the pilot's license. "Our driver's license proposal could be put in place almost immediately, it addresses the security need to positively identify pilots, and it will cost next to nothing," said Phil Boyer, AOPA president. "This may be too simple for the government, but it sure makes good sense."

Boyer said that relying on documents already carried by most pilots would be much less expensive and much easier to implement than the FAA's plan to mint new photo IDs and issue them to all pilots, mechanics, and other FAA certificate holders.

The industry recommendations for smaller aircraft would include identification of all passengers by the pilot before take off as well as baggage and cargo matching.