

## 2001 GOLDEN WEST FLY-IN CANCELED

Because of "circumstances beyond their control", they've canceled the 2001 event scheduled for Sept. 7-9 at McClellan Airport in Sacramento, California. The problem involves the process for transitioning the former McClellan Air Force Base to civilian ownership and management. McClellan has been open as a public-use airport since Oct. 1, but the public comment period will remain open until several weeks past the fly-in's scheduled dates. Sacramento County officials have cancelled activities that might delay or jeopardize the transition from military to civilian use.

## HAWKER HUNTER 50th Celebration - JULY 21/22- KEMBLE AIRFIELD, Gloucester

This event is a celebratory Air Day to mark the 50th birthday of the Hawker Hunter that first flew on 20th July 1951. Airworthy Hunters of all marks and nationalities will be invited to attend, as will all ex-Hunter pilots, ground crew and squadron members who have had an association with this wonderful classic British airplane. The event will also adopt a Hawker theme, and it is hoped to gather a collection of Hawker types (Hurricane, etc.) on the flight line. An on field consortium headed by Delta Jets, a company that operates and restores Hawker Hunters. <http://www.fradu-hunters.co.uk/hunt50/index.html>

## FAA 10-YEAR PLAN

Officially, the agency said the plan will increase commercial airline traffic capacity by 30%. The plan is designed to reduce airline delays but will affect general aviation operations and equipment.

The plan is divided into three phases: short term, mid term and long term. It is expected to cost the FAA about \$11.5 billion for facilities and equipment and an additional \$77 billion in operations over the course of the plan's 10-year period. New runways will cost \$5 billion, with the federal share more than \$1.7 billion.

For general aviation, airborne equipment is expected to cost "under \$10,000" per plane for those planes that participate in the program, according to Andy Cebula, AOPA's senior vice president for government and technical affairs.

## AIRPORT COMMUNITY RELATIONS "TOOLKIT"

The National Air Transportation Association released its Airport Community Relations Toolkit May 9. The toolkit is the next

major step in the American Aviation Access Initiative (AAAI), a NATA program designed to improve turbine-powered aircraft access to general aviation airports throughout the United States.

"The Airport Community Relations Toolkit serves two additional purposes," concluded Barker. "First, we've identified solutions that will eliminate or reduce residents' concerns about an airport. Second, in evaluating concerns, we've explored mechanisms that might be most effective in reaching out to a community to address specific issues." The toolkit is priced at \$30 and may be ordered from NATA by contacting Kathy Bailey-Sumlin at (800) 808-6282

## GARMIN HANDHELD GPS WAAS Capable

Garmin announced that its VFR handheld GPSMAP 295 receiver can now interpret WAAS signal corrections for greater position accuracy. The FAA approved WAAS for VFR-only use in August last year, but this is the first time it has been applied to a handheld GPS receiver, Garmin said. "Observable improvements" in position accuracy, especially in altitude, can be achieved through a software upgrade to the unit, said Garmin. For current owners of the GPSMAP 295, the update is available at no charge on the Garmin Web site.

## HONEYWELLI Three-inch IHAS Display

At the recent Sun 'n' Fun Fly-in Honeywell showed a 3-ATI EHSI display to interface with the Bendix/King Integrated Hazard Awareness System. The Bendix/King KI 825 will be available later this year for \$11,950. In addition to terrain, traffic and weather, the display can also display information from the KLN 89/B, KLN 90A/B and KLN 94 GPS receivers.

## FAA Approves Small Aircraft Warning Systems.

TSOs for traffic and terrain warning systems designed for light turbine aircraft have been received by Honeywell. The KTA 870 provides a cockpit display of traffic alerts. Honeywell said it functions "much like a TCAS" at a lower cost. The KMH 880 (\$29,000) combines traffic alert features with a Class B TAWS (terrain awareness and warning system). Class B TAWS will be required on all new Part 91 turbine airplanes configured with six or more passenger seats starting on March 29 next year, and in-service Part 91 airplanes on March 29, 2005.

Operators can also opt for Honeywell's IHAS 5000, a system that integrates traffic and terrain alerting and, starting in December, uplinked Nexrad weather displays.

## SUMMER BBQ UPDATE INFO

Orcutt Road will be partially blocked for the SLO City Triathlon on Sunday, so you'll have to detour from SLO via Broad to Corbett Canyon Rd., to Tiffany Ranch Rd. From AG, come via Lopez Rd. to Orcutt

## June 12, 2001 MINUTES

Minutes of the meeting for the San Luis Obispo Pilot's Association were held on the above date.

Those in attendance were:

David Darbyshire, Bob Tefft, Liz Dinan, Tricia Brimhall  
Oscar Bayer

The meeting was called to order at 7:00 P.M. by David Darbyshire.

Dick Girard submitted the Treasurer's Report via mail. The new balance is \$2062..52, after paying \$100.00 to the safety program and David Darbyshire for the newsletter.

The Treasurer's report and the minutes of the last meeting were accepted as submitted.

### Old Business:

1. SLO Derby – the derby will be held 11/3/01 and EAA will be having a treasure hunt at the same time. The dinner that evening will be hosted by the 99's.
2. BBQ – there has been no response from anyone as yet. Liz brought up the question about getting there early and going swimming
3. Oscar suggested that we advertise about the BBQ on the SLOPA internet.
4. Airport day – there is still no word on who will be running airport day. Oscar assures us that it will definitely not be him!!
5. Bob reported on the latest happenings of the Land Use Commission. They are trying to get the support of the AOPA.

### New Business:

1. It was pointed out that SLOPA's name is on the new noise abatement flyer.
2. There was a general discussion of the lack of communication between general aviation and airport management. Oscar suggested that everyone attend the next airport meeting.
  - a. Bob said that the airport has to revise the master plan every 5 years and that time is drawing near.
  - b. David suggested that we ask the FAA representative to attend a meeting that would be open for general discussion.
  - c. Oscar and David have agreed to go around and meet with some of the businesses here at the airport to show support and find out what the problems are.

NO JULY MEETING

**NEXT MEETING, Tues. AUGUST 7th, 1900hrs. at Cal  
Coast Flyers Offices**

## **Presidents Message June**

The last ATO meeting reportedly involved a public demonstration of ego over issue. The problems facing the GA community nationwide do not benefit from angry demands and rambling diatribes.

The course of development at SBP may not be chiseled in stone and should be subject to modifications based upon sound reason. The final forum for resolving disputes on County decisions should be your elected representative, IF you have defensible, supportable, SANE, arguments.

Managers, be they at the airport, or running a City, are human and may suffer from, amongst other things, bad information. Often they are limited in direction as the result of edicts from administrative superiors with limited understanding of the issues, to meet agendas established to benefit other agencies.

We can probably agree that someones concerns are not being addressed with the current development plans at SBP. This provides an opportunity for those involved with the GA community (pilots, owners, and related business people) to step forward with compelling (documented, supportable) arguments to alter the plan(s).

Absent that kind of unified action/message, the strategy of angry, unsupported challenges will be rightfully ignored, and local GA will suffer.

It is up to you get the facts together and provide CONSTRUCTIVE input.

### **SLOPA MEMBERS**

The health of an association is dependent upon the involvement of its membership. At present, SLOPA is suffering from a severe case of anemia, with all the evil effects of inactivity and lack of exercise.

What do you suggest as a way to improve our health?

Some ideas:

- Join with other local aviation groups for monthly meetings.
- Have monthly meeting speakers (who will set them up?)
- Have more SLOPA fly-ins (Good idea, except in the recent past, no one goes)

Don't Forget to check road closures for the BBQ!

## Who Packs Your Parachute? \*

## Flight to Henderson

Charles Plumb, a U.S. Naval Academy graduate, was a jet pilot in Vietnam. After 75 combat missions, his plane was destroyed by a surface-to-air missile. Plumb ejected and parachuted into enemy hands. He was captured and spent 6 years in a communist Vietnamese prison. He survived the ordeal and now lectures on lessons learned from that experience.

One day, when Plumb and his wife were sitting in a restaurant, a man at another table came up and said, "You're Plumb! You flew jet fighters in Vietnam from the aircraft carrier Kitty Hawk, You were shot down!" "How in the world did you know that?" asked Plumb. "I packed your parachute," the man replied. Plumb gasped in surprise and gratitude. The man pumped his hand and said, "I guess it worked!" Plumb assured him, "It sure did, if your chute hadn't worked, I wouldn't be here today."

Plumb couldn't sleep that night, thinking about that man. Plumb says, "I kept wondering what he might have looked like in a Navy uniform: a white hat, a bib in the back, and bell-bottom trousers. I wonder how many times I might have seen him and not even said, "Good morning, how are you?" or anything because, you see, I was a fighter pilot and he was just a sailor. Plumb thought of the many hours the sailor had spent on a long wooden table in the bowels of the ship, carefully weaving the shroud lines and folding the silks of each chute, holding in his hands each time the fate of someone he didn't know.

Now, Plumb asks his audience, "Who's packing your parachute?" "Everyone has someone who provides what they need to make it through the day. Plumb also points out that he needed many kinds of parachutes when his plane was shot down over enemy territory he needed his physical parachute, his mental parachute, his emotional parachute, and his spiritual parachute. He called on all these supports before reaching safety.

Sometimes in the daily challenges that life gives us, we miss what is really important. We may fail to say hello, please, or thank you, congratulate someone on something wonderful that has happened to them, give a compliment, or just do something nice for no reason.

As you go through this week, this month, this year, recognize people who pack your parachute.

### **FLY IN VACATION San Juan Islands - Wa.**

2 bedr'm cabin on 4100' paved airstrip, Roche Harbor, San Juan Island, Wa. 2 bikes and a good car included along with washer/dryer, stocked kitchen, great view, cleaning after departure

\$168.00/night or 5 nights or more \$148.00/night.  
SLOPA Member - Jim Maul 772-8885, 772-8236  
jmaulfly@charter.net

It was a day-off and one of those beautiful calm mid-week mornings at sunrise with no one else taxiing on the field. The two new cylinders for the 172, that had emptied my savings account, were in need of a break-in, and a girl friend had asked me to meet her in Las Vegas.

The smooth morning air made the slow climb to 7500 relaxing as the oil temp began to climb to just below redline. My route was via FLW to PMD and DAG, and a first trip into Henderson. All went well with the exception of the need for a bladder stop in Barstow.

At Barstow, I lined-up to get fuel behind a Citabria on pipeline patrol. We were delayed as two fellows from the FBO tried aggressively to get the self-service fuel pump to work. After 40 minutes, success, and I took off for a short flight to Henderson.

I was pleased by the direct approach to Henderson and the reaction from LAS approach when I said I was going to Henderson vs. McCarran.

Henderson was very quiet. The flight guide gave info that taxi and rental cars were available. I usually fly to VGT and get a cab to the 'strip', and planned on the same from Henderson. In the airport office you could see the setup for scenic flights and an office. Cabs were apparently hard to come by due to the distance to downtown and rental cars were not at the field. Three German students and a tourist couple had been waiting for quite a while for cabs. We spoke and I phoned for a cab. A single taxi-van arrived based upon my call and we all got in. The ride from Henderson seemed longer than from VGT.

After my visit, I left the hotel at 4 AM (due to T-Storms moving in) for a cab ride back to Henderson from Bally's. When I got into the cab and asked to go to Henderson airport that cabbie seemed confused. This was a seasoned cab driver with no language problems. I explained the airport location and the cabbie said he knew where it was. Unfortunately, he did not know.

After almost an hour of driving around in the dark I asked him stop at a 7-Eleven so I could ask for directions. At the airport he had the audacity to say that he could not reduce the fare, as it 'was the law'.

The flight back to SBP was beautiful with the rising sun behind casting spectacular shadows on those barren hills. I took lots of photos. I stopped for fuel in Wasco, just to check it out, and enjoyed the one-way in and out runway. The fuel was pumped by a man who runs a skydiving business and had to be phoned at home to get him to come over and sell gas.

## CALENDAR

**AUG 7th** - Board Meets @ Cal Coast Flyers  
Fly-In TBA

## Members Businesses

<b>Air San Luis *</b>	541-1038
Brooks Woodcraft	544-2505
<b>Cal Coast Fuels*</b>	545-9569
Cal Coast Flyers Inc.	544-4468
<b>En Vision Optometry *</b>	542-0700
Executive Aero Club	783-2359
Marc Air Charter	782-8111
<b>San Luis Avionics*</b>	783-0430
Silva Avionics -	545-9194

\* SLOPA Discounts Offered

## SLOPA Board and Officers

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Oscar Bayer - Board	489-0915
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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*

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**JUNE-JULY 2001**