

Palms to Pines Race

Liz Dinan and Cheryl Cooney made 8th place in the classic 99's air race from Santa Monica to Bend, Oregon. The crew's Piper Arrow earned the 'fastest leg' award for the route from Red Bluff to Bend, with pilots having to deal with cloud layers near the Calif/Oregon border that tested the ingenuity of all involved

SLO Derby Cancelled

As of 9/1/01 the 2001 SLO Derby has been cancelled due to a lack of participation.

Airport Day Cancelled

As of 9/1/01 Airport Day for 2001 is cancelled as no organizer was found to coordinate the event

CONSTRUCTION UPDATE

1. TEMPORARY RUNWAY 29 THRESHOLD RELOCATION:

The threshold of runway 29 will be relocated 600' when runway 11-29 opens at 0600 local on Saturday September 1, 2001. This will leave runway 11-29 with 4199' of usable runway. When the airport opens at 0600 local on Wednesday September 5, 2001, the normal 4799' of runway will be available. Please note that during this 4-day period, the VASI for runway 29 will be out of service.

2. TAXIWAY A CLOSED, EAST OF TAXIWAY G:

The loss of taxiway A at the approach end of runway 29 will occur on August 31, 2001 at 2300 local and will remain closed until September 21 or 22. This will require taxi-back on the runway from taxiway F, G or J to the threshold of runway 29.

3. TEMPORARY RUN-UP AREA AT BASE OF TOWER:

A temporary run-up area will be located at the base of the air traffic control tower to accommodate the taxi-back procedure for runway 29 caused by the closure of taxiway A, east of taxiway G. Aircraft departing from runway 25 can also use this run-up area.

4. NIGHT CLOSURES OF RUNWAY 11-29:

The nightly closure of runway 11-29 from 2300 local to 0600 local, which is currently underway, will continue until 9/21/01 or 9/22/01.

Aviation Safety Seminar

“What Every Maintenance Technician, Pilot & Aircraft Owner Needs To Know About Airworthiness and Maintenance Records”

Tuesday, September 11, 2001

San Luis Obispo Veterans Hall

801 Grand Avenue

San Luis Obispo, CA 93401

6:30 to 9:00 PM

Presidents Message

Thank you to Paula and Chris Daman for your warm hospitality to the SLOPA members attending the Summer BBQ at the Varian Ranch Club House.

The food was excellent and the conversation enjoyable. Supervisor Akadjian attended and answered many questions.

It was really too bad that not more SLOPA members attended the BBQ, as you lost out on some good interaction and we (SLOPA) lost some money.

Perhaps this is indicative of what's happening elsewhere with events about the airport with news that the "SLO Derby" is being cancelled due to lack of participation, and now word that "Airport Day" is not being held this year for want of an organizer.

I won't criticize too loudly as I've been swamped with job duties and have had to ignore the usual investment of time for 'extracurricular' activities. Since parting company with the 172 several months ago I've not been flying much at all and haven't been hanging around the airport as usual.

I encourage SLOPA members, and other aviation supporters, particularly those of you who are retired, to put aside time for involvement with the airport and flying. This can involve attending the "noise committee" meetings, City and County government meetings, the ALUC, and the Airport Tenant Assoc. meetings.

It's good to see some letters to the editor in the T.T. regarding the City of SLO's irresponsible march to build homes next to the airport. Consider writing some of your own. If you have Internet access, check the www.slopa.org web site and the facts about the land use conflicts.

Martin Pehl and the Tower Chief, Don Caldwell, have allowed the SLOPA Board to use an office for meetings.

Thanks - and good flying.

The Board met at the Spirit of San Luis for a dinner meeting in August with no minutes taken. The Treasurers report from Dick Girard show us with a balance of \$2120.96

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB # No. NE-01-37 August 16, 2001. This is information only. Recommendations are not mandatory.

Applicability

This Special Airworthiness Information Bulletin (SAIB) alerts you, an owner or operator of Textron Lycoming IO-540 and TIO-540 series engines with 300hp or greater, that had Textron Lycoming Front Main Bearings P/N LW-13885 installed after August 24, 2000. These bearings were shipped to Textron Lycoming between August 24, 2000 and January 31, 2001 as standard size bearings with a date code of "6-00" (without an "M" suffix after the part number). Most were installed in new engines, and some were sold as spare replacements or shipped from Textron Lycoming installed in rebuilt or overhauled engines after August 24, 2000.

Introduction

Textron Lycoming sorted 6 events of front main bearings eliminating and liberating metal articles into the oil system that ultimately accumulate in the oil filter. Textron Lycoming found one eliminated bearing after the routine disassembly of a new production engine and five other delaminated bearings from routine oil filter checks at times varying between 25 hours and 350 hours. If this condition goes undetected, you could experience engine seizure and an in-flight shut-down.

Textron Lycoming advised the FAA that delamination of front main bearings is a relatively slow process that you can detect through routine oil filter inspections. Field inspections have verified this method of detection (oil filter inspections). The current Textron Lycoming oil filter replacement recommendation for a new, overhauled or rebuilt engine is contained in Textron Lycoming Mandatory SB 480D and specifies the oil filter inspection intervals and oil filter inspection procedures.

Recommendations

We highly recommend that you perform these oil filter inspections to detect any impending failure of front main bearings, in new, overhauled, or rebuilt engines that had Textron Lycoming Front Main Bearings P/N LW-13885 installed after August 24, 2000. We also recommend that you:

- Inspect the oil filter after engine test (approx. 1 hour). Adhere to the current Textron Lycoming oil filter inspection and replacement recommendations in Textron Lycoming Mandatory SB 480D.
- perform a careful inspection of the oil filter element at each of the filter inspection intervals.

For Further Information Contact

Norm Perenson, FAA New York ACO, ANE-171, 10 5th Street, Valley Stream, NY 11581-1200; phone: (516) 256-7537; fax: (516) 568-2716; email: norman.perenson@faa.gov

SBP RUNWAY/TAXIWAY/APRON CONSTRUCTION Updated August 7, 2001

The runway extension project is underway with a planned completion date of Nov. 6, 2001. When the work is finished, SBP will have 500 feet more runway, a new ILS localizer with a larger antennae array, a new taxiway allowing access between the threshold of runway 11 and the west side of the airport, a new and improved west side aircraft washing facility, and additional west side general aviation apron. The east side of the airport will also be one step closer to the development of general aviation hangars and apron.

The following are key items of the construction which will have an impact on airport operations:

Glide Slope Shut-Down: On August 15 the glide slope is scheduled to be shut down to allow work on the new taxiway "M" which requires working in the ILS Glide Slope Critical Area. The Glide Slope will be out of service until the localizer is brought back on-line in September. The localizer will remain in service until August 27 which means ILS localizer approaches to Runway 11 will still be possible between August 15 and August 27.

Night Closures [11 PM to 6 AM (local)]: Night closures are scheduled to begin on Monday August 27, 2001 at 11 PM and continue for approximately three (3) weeks with an end date on Tuesday September 18, 2001. The September 18th date is a week sooner than the originally planned end date.

Temporary Displacement of Runway 29: During the Labor Day weekend, the threshold of runway 29 will be relocated approximately 600' with 4200' remaining for landing and take off. This will most likely take four (4) days starting when the airport opens at 6 AM on Saturday September 1, 2001. When the airport opens at 6 AM on Wednesday September 5, 2001, the normal 4800' of runway will be available. Please note that during this 4-day period, the VASI for runway 29 will be out of service.

ILS Localizer Outage: The existing localizer is scheduled to be decommissioned on August 27, 2001 with the new localizer coming on-line around November 1, 2001.

Taxiway A: The lose of taxiway A at the approach end of runway 29 will most likely occur around August 27, 2001 and will probably remain unavailable until the second or third week of September. This will require taxi-back on the runway from taxiway F, G or J to the threshold of runway 29. This obviously will require greater time on the runway for departing aircraft. A temporary run-up area/s will need to be created to accommodate the taxi-back procedure. The closure of this section of taxiway A will probably create the greatest impact to aircraft operations. We are hopeful that the work in this area can be expedited and allow the reopening of this taxiway sooner than is currently scheduled (keep your fingers crossed).

Taxiway E&J: Taxiway E will be closed on or around August 15 for several weeks. There will also be intermittent closures of taxiway J around this same time.

West-Side Wash-Rack: The existing aircraft wash-rack will be demolished to make room for construction of a new larger wash rack. This work should begin around the end of July and continue through the month of August. The existing wash rack will obviously not be available for use during this work. Persons wishing to wash their aircraft will have to use the wash-rack at CDF Station 21.

West-Side Tie-Down Apron: To allow for the construction of taxiway "M" and the new tie-down apron, part of the existing west-side apron will need to be demolished and rebuilt. There will most likely be a need to temporarily relocate some aircraft to allow this work to occur. We will be contacting the aircraft owners whose tie-downs will be impacted by the work. We anticipate that this work will occur around the end of August or early September.

Lease-Site "Q" Vehicle Parking & Aircraft Taxiing: Like the demolition and rebuilding of parts of the tie-down apron mentioned above, a strip of the taxi-lane adjacent to the new apron on the east side of lease site "Q" will also be demolished and reconstructed. This will eliminated vehicle parking in this area and will require some level of coordination to allow for the safe taxi of aircraft.

Access to West-Side: Contractor access to the work on the west-side of the airport will be through the main west-side vehicle gate. During most of the construction, airport users will continue to have access through this same gate. There will most likely be some level of inconvenience caused by this increased activity. Also, we anticipate that the construction activity will cause damage to the main west-side access road. Because of this the construction includes repair of this road and the reconstruction of the concrete pad at the automated vehicle gate. This repair and reconstruction will impede access for several weeks around the end of September. Alternate west-side vehicle access is being arranged for this period of time.

Although the planned construction dates have held up well so far, they are still subject to change due to circumstances beyond our control. Please share this information to whomever you believe needs to know and check SBP NOTAMs. Thank you for your cooperation. Martin J. Pehl, Asst. Airports Manager (805) 781-5205 - or - mpehl@co.slo.ca.us

CALENDAR

Sept. 4 th - 6 pm SLOPA Board Meets - Tower Office
Sept 9 th - Paso Robles Air Show
Sept 11th - SLO Vets Hall - Safety Seminar

Members Businesses

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

* SLOPA Discounts Offered

SLOPA Board and Officers

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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



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