

# CALENDAR

Aug 21- Wed. - ALUC meets 1330 hrs. SLO Co. Supervisors Chambers  
Sept 3 - Tues. - SLOPA Board Meeting  
Sept 21 - Sat. - Fly-In (Check website)  
Oct 12 - Sat. -SLOPA BBQ (Check website)

A special Thank You! to new member Linda Butler for volunteering her services as a SLOPA Board member and to offering her home as place for the upcoming BBQ.

## **SLOPA Board and Officers**

George Petty	543-7680	gkpetty@earthlink.net
Robert Tefft - VP	772-1733	TB30486@netscape.net
Linda Butler - 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- D.Darbyshire		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 [slolaw@yahoo.com](mailto:slolaw@yahoo.com) or mailed as typed text to PO Box 292, SLO, Ca. 93406-0292, or given to a SLOPA Board Member.

## *Propwash*

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

Address Correction Requested



# PROPWASH

AUGUST 2002 - Newsletter of the San Luis Obispo Pilots Association

[www.slopilots.org](http://www.slopilots.org)

## Clearing at 1030

I left Henderson at 0730 and 88 degrees to beat the heat. It had been a humid 108 for my two days in Vegas and puffy clouds were already moving to be T-storms later in the day.

When I'd departed SBP earlier in the week, the sky magically cleared right at 1000 hrs. as promised by the weatherman. For my return trip, the same FSS folks said it was OVC in SBP, to again clear at 1030 or so and I planned accordingly, with a 3.2-hour flight due to headwinds, figuring to land at about 1100.

I'd not kept my IFR current (you know, work, loosing those folks you usually had as safety-pilots) planned for VFR.

Wouldn't you know it? When I first got SBP's scratchy ATIS (near FLW) I knew the predictions were wrong. 1000 OVC, FW at 600, close temp/dew, IFR. We'll, it's got to clear pretty soon, right? No luck.

Pretty layers of mist and thick haze. I headed to PRB figuring to sit for a while. Tuned in the PRB AWOS and listened to Oak Ctr. PRB is 600 OVC! I decide to do a PRB fly-over. Again, dense mist over the whole area, but I can see below me it's VFR, until nearing PRB, where there's a circular wad of cloud that covers the airport.

Let's see, plenty of fuel (Cutlass carries 66 gal.), no hurry, except that bladder is complaining. On to New Coalinga for a visit. No hold-on, let's do some steep turn practice. While wheeling about over Coalinga I monitored the PRB AWOS as the clouds quickly dissipated.

Into PRB, I realized I hadn't seen their new terminal. It's a really nice facility that should be at SBP. GREAT bathrooms and worth a look.

Every new chair in the place was occupied by friendly camouflaged National Guard troops with southern drawls. Seems that they'd been waiting for a C130 to head back to the east coast since early morn., but the low ceiling at PRB had kept their ride at SFO. We talked about the weather and their C130 soon did a low pass and left -break before making a perfect landing on 19.

I made a dozen-or-so calls to SBP's ATIS as the OVC rose slightly from GULF to JULIET. I went up for a look-see and ended up coming back to PRB to wait for about 2.5 hours. My cell went dead from overuse so I was forced to use the PacBell payphone. Yee gads! FIFTY-cents to just dial. Then, clang, it's EIGHTY-cents total to call SBP. No wonder they're loosing customers. Up again for a look and SBP went VFR.

I scheduled an IPC as soon as I got back. - DD

### Issues discussed at the last ALUC meeting (7/17/02) included:

A proposal by Morrison/Alpine to SLO County to install a wireless antenna within a 39 foot windmill near Dry Creek Rd and Jardine Rd. near PRB.

A proposal by AT&T Wireless to install an antenna and facility on top of an existing water tank at 2585 Biddle Ranch Rd.

Also discussed was: Concepts for residential development in the Orcutt Rd. area, the Ocean Hotel Plaza(?), and the subject of ALUC Referral Guides

### SLOPA BBQ Survey

**Please complete and mail the enclosed survey on the subject of the summer, soon to become fall, SLOPA BBQ. The survey was posted on our website but had no responses. I hope that means that no one from SLOPA looks at the website. We, the Board, need to know if there is interest out there for such events, and if so, how much.**

## **SLOPA Board Meeting Minutes 6/4/02**

Present: Oscar Bayer, Liz Dinan, George Petty, David Darbyshire,  
New Board Member: Linda Butler

OLD Business:

SLOPA Summer BBQ?

Propose having BBQ Saturday, October 12

Either at a Fly-In site or at Linda Butler's home – will put out to members vote  
(Posted on SLOPA website and NO ONE responded)

Will post survey in Propwash for event.

No one has volunteered to take on Treasurers job.

No one has volunteered to take on Secretary's job.

New Business:

New member Linda Butler accepted the position as Board member to replace Rick Etzler.

Next meeting: Tues., Sept. 3, 2002 @ Spirit of SLO. Check website for updates

---

### **Product review:**

"Flightsoft" flight planning software

I purchased the RMS Technology's "Flightsoft Professional" IFR planning software three months ago and have had a chance to play with since. I loaded it on my desktop and a laptop PC. It runs smoothly and is fairly easy to use and worth lugging a laptop along on trips.

The software allows many options for planning for IFR & VFR, trying alternate routing (you select and set by VOR, airports, temp points etc.), topographic maps by horizontal and vertical views, auto weather checking and filing via the two DUATS sites, downloading the AOPA NOS approach plates, printing of kneeboard size planning sheets, creating a flight logbook, checking fuel prices, storage of aircraft data, auto weight and balance calcs, etc. etc.

I planned a trip to Newport, Ore., to Boise, Id., to Bozeman, Mt. At start-up the software prompts to check TFRS, and I asked for weather. The resulting route map and profile (showing mountains etc.) included all of the forest fire TFRS and ref. #'s, weather reporting, including standard surface analysis markings with wind, atmos.press., airspace markings, MOA's, etc. If you place the cursor over an airport, VOR, MOA etc., you get a summary of info. A right-click brings up a choice of detailed info for that site. For instance, the airport info includes basic facility guide info, fuel prices, phone numbers, comments from folks that have been submitted, rental cars, a runway diagram and more. Same is true for VORs, MOAS etc.

I found the software beneficial in planning and helpful in making decisions on routing with the combination of fuel info, airport, and topography. You still want to have sectionals handy for planning, especially to check passes if you're flying mountains, although you can zoom in and out and the altitudes are listed on the topo maps.

The IFR software package requires updates, like all do, to be current and these costs are comparable or less to others on the market. As of 7/21/2002 the manufacturer is changing from Jeppesen NavData to the US Defense Dept. DAFIF data to "lower costs" with "the only data approved for the U.S. Air Force"

If you are interested, contact RMS at: [www.rmstek.com](http://www.rmstek.com), or 800-533-3211.

**Propwash August 2002**  
**From the July 2002 NASA "Callback" ASRS Newsletter**

"When I received my weather brief, I was informed that my destination airport would be closed for two hours. Since my flight time [enroute] was only slightly less than the time required to arrive to my destination prior to closing, I rushed the preflight to depart ASAP. Because of this, I overlooked one of the three tie-down ropes. When I began to taxi, the airplane moved slightly before coming to a stop. Believing my wheel had stuck in a pothole I increased power to 1700 rpm. Then I looked back and saw the tie down rope."

---

"After pulling the airplane out of the hangar with a metal tow bar, I forgot to remove the bar from the pulling studs. I entered the plane. Went through the pre-start checklist, and started the engine. Within two minutes I heard at least one bang, stopped the engine and exited the plane to find the tow bar in several sections. After inspecting the propeller, I placed the plane back into the hangar and contacted the next user and the flying club officials."

---

"Same old story. Long day, tired, hot, anxious to get home to rest, relax and shower. I was vectored for a R/ downwind to Rwy 28L, but was told to land on 28R, a much shorter runway. I found myself way high and was way fast on final. My brain was screaming, "go around" but my desire to get on the ground overrode common sense. I forced in on to the runway past midpoint and couldn't stop in time. Then god runway 28R has a paved overrun area.

The moral of my story? Several:

- Poor approaches lead to poor landings.
- If it doesn't feel right, there's usually a reason.
- Never ignore that voice in the back of your mind telling you something is wrong.

Responsibility? 100% mine. If I wasn't comfortable with the shorter runway I should have refused the landing clearance."

---

**MEMBERS SURVEY**

**CIRCLE YOUR CHOICES**

WILL YOU ATTEND A SLOPA BBQ to be held Sat. OCTOBER 12th?	<b>YES</b>	<b>NO</b>
WOULD PREFER TO HAVE THE BBQ AT:	<b>FLY-IN LOCATION</b>	<b>AT PRIVATE RESIDENCE</b>
WILL YOU ATTEND A FLY-IN TO Pine Mountain Lake (Blankenburg museum)?	<b>YES</b>	<b>NO</b>
WILL YOU VOLUNTEER TO BE ON A COMMITTEE TO <b>ORGANIZE</b> SLOPA EVENTS?	<b>YES</b>	<b>NO</b>

**Please cut and mail this survey before August 15, 2002**

Mail to:

SLOPA,  
PO Box 292,  
SLO, Ca. 93406-0292