

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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June 19, Wed. ALUC Meeting 1330 hrs @ SLO County Gvt. Center (call ahead to verify)
June 22-23 Rich Stowell- Dinner on 6/22 at the Elks, Emergency Maneuver Training
July 2 - Tues. - SLOPA Board meeting - Spirit of SLO - 1800 hrs.

CALENDAR

Propwash

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

Address Correction Requested



PROPWASH

June 2002 - Newsletter of the San Luis Obispo Pilots Association

www.slopilots.org

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or ever eagle flew —
And, while with silent, lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand, and touched the face of God.

— John Gillespie Magee, Jr

During the Battle of Britain, hundreds of Americans crossed the border into Canada to enlist with the Royal Canadian Air Force. Knowingly breaking the law, but with the tacit approval of the then still officially neutral United States Government, they volunteered to fight the Nazis.

John Gillespie Magee, Jr., was one such American. Born in Shanghai, China, in 1922 to an English mother and a Scotch-Irish-American father, Magee was 18 years old when he entered flight training. Within the year, he was sent to England and posted to the newly formed No 412 Fighter Squadron, RCAF, which was activated at Digby, England, on 30 June 1941. He was qualified on and flew the Supermarine Spitfire.

Flying fighter sweeps over France and air defense over England against the German Luftwaffe, he rose to the rank of Pilot Officer.

On 3 September 1941, Magee flew a high altitude (30,000 feet) test flight in a newer model of the Spitfire V. As he orbited and climbed upward, he was struck with the inspiration of a poem — “To touch the face of God.”

Once back on the ground, he wrote a letter to his parents. In it he commented, “I am enclosing a verse I wrote the other day. It started at 30,000 feet, and was finished soon after I landed.” On the back of the letter, he jotted down his poem, ‘High Flight’.

Just three months later, on 11 December 1941 (and only three days after the US entered the war), Pilot Officer John Gillespie Magee, Jr., was killed. The Spitfire V he was flying, VZ-H, collided with an Oxford Trainer from Cranwell Airfield.

He was 19 years old.

The month has been difficult with the passing of four of our aviation friends; Tom Zimmerman, Jerry Brown, Ron Zeman and Harry Eckelberger. SLOPA has made a donation to the Paralyzed Veterans Association in memory of SLOPA and EAA member Harry Eckelberger.

“When the body sinks into death, the essence of man is revealed.
Man is a knot, a web, a mesh into which relationships are tied. Only those relationships matter.”
Antoine de Saint-Exupéry

**June Board Meeting
June 4, 2002 1800 hrs.**

Attending: George Petty, Bob Tefft, Liz Dinan, Dave Darbyshire
Treasurers Report :Account balance of \$2768.95 per Treas. Dick Girard
Minutes of last meeting: n/a
Old Business:

Airport Day was a great success for the community, the airport, and the local Av organizations. Thanks to Bob Dickson (organizing the Collings Foundation visit) and to Klaasje and Martin from the Co. Govt.

Hangar Construction: The process is pending a go-ahead from the County. The builder is ready with the west-side looking like the best starting point.

New Business:

Rick Etzler resigned from the SLOPA Board due to time commitments (building a Rotocraft Helo. The remaining board approved Darbyshire filling the spot pending elections in Dec.

Dick Girard has expressed that he would like to be relieved as SLOPA's Treasurer after many years of tireless commitment. Volunteers?

Summer BBQ or Fly-In? - Discussion of BBQ. How, when, where? How much interest is there in the membership. An e-mail survey went out seeking input and volunteers. A committee may be formed to orga-nize this event. You ideas are needed.

Rich Stowell - Master CFI Safety Maneuver training Liz Dinan say that 99's are bringing Rich to a banquet and for training flights June 22-23 (See this in the newsletter)

Meeting adjourned

BP AV Fuel at SBP
by George Petty

International Fuels Corporation (IFC), one of the companies that supplies aviation fuel for customers at SBP recently changed its supplier from Phillips 66 to Air BP. The newly painted fuel trucks trimmed in green are the most obvious sign of the change, but an even more gratifying improvement is the dramatic drop in fuel prices.

According to one of the folks at IFC, the new arrangement enabled them to eliminate a middleman in the fuel procurement food chain, and, bless their hearts, they decided to pass their cost savings through to their customers. The "airport tenant" price for 100LL dropped to a range of \$2.10 to \$2.15 per gallon from \$2.55 to \$2.65.

This requires one to obtain an Air BP credit card, but an application is quickly available from either the IFC office or a fuel truck driver.

Kudos to IFC and continuing thanks for the great service they provide.

"Sizzling Summer Dinner Party"
with guest speaker Rich Stowell - Master CFI-A
Saturday, June 22, 2002
The San Luis Obispo Elks Club

The local chapter of the 99's is presenting the "Sizzling Summer Dinner Party" with featured speaker, Rich Stowell. Rich will be speaking on the "View from the Cockpit – a Flight Instructors Perspective"

Ticket are \$25.00 in advance and \$30.00 at the door. Tickets are available from any 99 member, at Air San Luis, Cal Coast Flyers, Executive Aero, or call Liz Dinan at 545-8663. Proceeds benefit the Ninety-Nines Flying Scholarship.

Rich is offering a limited number of students a clinic on Emergency Maneuvers. This will include a ground school and a training flight in your aircraft. The cost is \$70.00. The ground school only is for \$10.00. To schedule contact Peggy Myrick at 5430-2929 or emial at peggym@bmaslo.com.

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From the NASA ASRS "Callback" - May 2002

"While on downwind leg [to an uncontrolled airport] a light helicopter entered final approach from the north. When turning from base to final, I had him in sight near the runway threshold, slightly right of the runway. He proceeded to move right to the parallel taxiway. I continued the approach, not considering rotor wash to be a factor as he was now at the taxiway and standard glide path could have me above the area he had been bear the runway.

Approximately 200-300 feet past the runway threshold, the aircraft suddenly rolled right, yawed right, and sank. Opposite control input failed to arrest the roll or sink, however it did seem to slow the yaw. [The aircraft] impacted the ground right wing low, yawed slightly right and nose high. The aircraft became airborne again and I was able to maintain control and land in the grass parallel to the runway. Damage included a collapsed nose gear assembly, prop strike, gear doors and lower cowl."

"After paying for the fuel I made a walk-around inspection of my airplane. Then buckled back into the pilots seat. When I engaged the started, I heard only the whirring sound of the starter: the propeller did not turn...I turned off the power, exited and walked back to the front of the plane to investigate further...I decided to move the propeller a bit, thinking that might reengage the gears. As I started to move the propeller, the engine started. I immediately jumped away, landing on my right hand and both knees.

As I got up, I could see the airplane start to move. Shocked and hoping to stop the aircraft, I ran towards the pilot's side door, but was unable to catch the plane before it accelerated away from me. The plane moved approximately 150 feet toward a fence, where it was stopped when it impacted a truck parked there. Except for some scrapes to my hand an knees, no one was injured in the incident."

[The article discusses the need for qualified and fully briefed persons at the controls to 'prop-start' an aircraft, but does not mention the need to check your ignition P-lead(s), which, if not functioning, will keep the mags "hot" even with the "power off".]