



# PROP WASH

Sept. 2002 - Newsletter of the San Luis Obispo Pilots Association

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

## **SLOPA FLY-IN and Dinner Oct 19th (Sat).**

You are invited to the SLOPA October Fly-In and Dinner.

The fly-in is to Pine Mtn. Lake (Q68 ) to tour Ken Blankenburg's aircraft collection. We'll plan to meet at Pine Mtn. Lake airport at about 1100 hrs., have some lunch at the restaurant, and then tour the hangars. (Seats are available for those wanting a ride, e-mail or phone a board member)

We'll fly back to SBP and plan on dinner at Pat Yancey's hangar at about 1600 hrs.

The meal will be catered for SLOPA members and their guests. (Bring your own selection of beverage). No charge will be made for the Dinner. Come on in and have a good meal and visit. Just let us know you're going to come for food so we can get a head-count.

The dinner is open to non-members, with a donation to SLOPA.

**Please confirm if you're planning to attend the dinner by leaving a phone message with Oscar Bayer or by emailing [slopilots@yahoo.com](mailto:slopilots@yahoo.com)**

### **From NASA ASRS Aug-Sept 2002 - from an ATC Operator:**

"The Skylane was maneuvering in the Class C outer area, receiving traffic advisories on my frequency. He had been at 5000 feet west of the arrival corridor where the jet arrivals transition at 5000 feet. The I noticed that the Skylane was turned eastbound, putting him on a converging course with a B737. I asked the Skylane if he was continuing in that direction. I instructed the Skylane pilot to either reverse course, or climb to 5500 feet for traffic. There was no response.

I issued the traffic to the B737 (approximately four miles away). The B737 pilot replied that he was looking. I called traffic to the Skylane and instructed the pilot to climb. There was no response.

I issued traffic to the B737 again, and advised him that the other aircraft was not listening. The pilot of the B737 did not see the Skylane.

As my airspace lower limit is 5000 feet I coordinated with the adjacent sector, issued the B737 a traffic alert, and descended him to 4000 feet.

The Skylane passed within 1/2 mile laterally and approx. 300 feet vertically of the B737.

When I regained radio communication with the Skylane, he apologized for not hearing my calls.

A controller's only tools is a frequency. If pilots are not listening to their radios, it is impossible for us to do our jobs."

## INCASE YOU HAD NOT HEARD

### UPCOMING CONSTRUCTION AT SBP STARTING SEPTEMBER 23RD

From Martin Pehl

SBP Construction 2002 Updated 9/19/02

San Luis Obispo County Airport has begun airfield construction activity. Work should be completed toward the later part of November. The project includes the following:

- Reconstruction of Taxiway C
- Construction of Taxiway H
- Rehabilitation of Taxiway A
- Blast Pad Construction and Runway Safety Area Grading (at the end of Runway 11)
- Construction of Service Road (around the end of Runway 11)
- Safety Area Grading and Drain Improvements (South side of Runways 11-29 & 7-25)

In addition we hope to include relocation of the ASOS to the west side and pavement maintenance of the east side tie-down apron in this project.

To facilitate construction while insuring the safety and security of aircraft operations, there will be a period of night closures of the airport and daytime closures of Taxiway A and Runway 7-25.

At this point, here are key schedule items as we see them at this time:

- 9/17: Contractor begins work.
- 9/23 to 10/13: Nightly closures of airport from 10 PM to 6 AM.
- 10/14 to 11/?: Nightly closures of airport from Midnight to 6 AM.
- 9/23 to 11/1: MALSR out of service.
- 9/24 to 10/5: Runway 11 VASI out of service.
- 9/27 to 10/11: Taxiway C closed.

Between mid-Oct. & mid-Nov.: 48-hour closures of two separate sections of Taxiway A. One section will run from the airline parking apron west to the end of runway 11. The other section will start just east of Taxiway F and end just west of Taxiway I.

Throughout Construction: Closures of runway 7-25 will occur occasionally during the day as construction activity and safety requirements dictate. Airport operational needs will be taken into consideration before allowing closure.

As the schedule develops (or changes) we will disseminate this information as quickly as possible. We plan to use four primary forms of dissemination.

1. Notices to Airman (NOTAM)
2. Notices posted at vehicle gates.
3. E-Mail - To be added to our e-mail list, please send an email to [sbpstaff@yahoo.com](mailto:sbpstaff@yahoo.com) Write "Add to Email List" in subject box.
4. [www.sloairport.com](http://www.sloairport.com)

We plan to update our web site frequently. The site will include construction schedule information, a project layout plan, and a project-phasing plan.

Thank you for your patience and cooperation. If you have any questions, please contact us at [sbpstaff@yahoo.com](mailto:sbpstaff@yahoo.com) or 781-5205.

Thank you....

Martin Pehl - Assistant Airport Manager SBP

## **SLOPA Board Meeting - Sept.**

For a variety of reasons there was no Sept. Board Meeting. Dick Girard did provide an accounting of assoc. funds : \$2655.60.

The next board meeting is scheduled for Tues. Oct 1st at the Spirit of San Luis - 1800 hrs.

### **Trip log – to Duxford, UK Sept.2002**

I convinced my father to join me on a trip to the UK to check on family roots and to attend an airshow at Duxford.

We arrived at LAX three hours early and were met with three long and separate snaking lines to get to the loading gate just in time. Poor 77 yr. old dad was pulled aside and joined a group having to disrobe to find what bothered the metal detectors. (a shoe part).

Eastbound tourist class on Virgin Atlantic the 747 was stuffed and, for about nine hours, we endured the extreme discomfort of seats designed for 16<sup>th</sup> century legs. The stewardesses were great and did their best to distract the tourist-class masses from their clotting veins. The flight was smooth and scenery wonderful as the clouds parted over Scotland.

At Heathrow the lines to get in-Country were much shorter and we were soon in a neat diesel Ford van being whisked to the Radisson hotel I'd reserved months before. At the hotel the blank faced desk clerk said she had no reservation. I quoted my confirmation number and still the blank face stared at me repeating 'no room for you'. After a moment of extreme composure control and some angry begging I got two 'single' rooms, which we found to be similar to closets with bathrooms in a dresser drawer. What was really cheesy was the door key-cards also had to be placed into a card slot on the wall to activate all room electrics (lights). Of course both of us got locked out at different time as we forgot the damned cards. What had been booked as costing £340 for four nights instead cost £970 pounds (\$1450). Quite a chunk of travel funds. Ah well, I used plastic and sent an email complaint to Radisson.

We did the tourist spots in London and I found it to be both beautiful and sad as the litter and graffiti was as bad at parts of L.A. and no one seem to be smiling. The news was filled with anger over Tony Blair's stand on Iraq and how the Euro was messing up lives on 'the Continent'.

We took the train to Cambridge and found it to be a 180 from London. Clean, friendly, and relaxing. The food was great and we walked for hours. We took a courtesy bus to Duxford airfield and attended the airshow on Sept 7<sup>th</sup>.

The grass and paved air field was laid out with all flying aircraft parked to allow close-up viewing. The aircraft included B-17, C-47, P-47, P-51's, TBF Avenger, four series of Spitfire, a Hawker Hurricane, Blenheim bomber, Dehavilland's, Fairey Swordfish, two Harriers, two Tornados, and many more.

My highlight was the opportunity to fly a Tigermoth over the English countryside. For £79 I had 20 minutes of 'stick time'. I was in the air with another Tigermoth and two Dehavilland Rapides. The flying took a break when two USAF F-18 from a base in Germany did a fly-by.

From then on the air was a continuous flow of flying display aircraft. The Tornado did a spectacular high-speed routine with much of it in afterburner at very low altitude. The Hawker Hurricane did a great solo display and joined up with other WWII fighters and bombers recognizing the sacrifices of all those flying from Duxford in WWII.

With reluctance we left Duxford and Cambridge to head to Edinburg, Scotland for two nights. We both agreed that Scotland was great and that we will return. Go there. (The Edinburg Sheraton treated us like royalty & The whisky was outstanding).

Back to Cambridge with no reservations we found no rooms available. Seemed that college was coming back. On a chance I phoned the Shuttleworth Estate and the kind lady on the phone got us two small rooms. After a train and cab ride we met the sweetheart that gave us the rooms.

Shuttleworth is a beautiful estate that includes a restoration facility where several hangars on a large grass strip house the "Shuttleworth Collection" of aircraft. These include all-flying aircraft such as the race winning 1934 DeHavilland Comet, a Westland Lysander, a Sea-Hurricane, Gloster Gladiator, Spitfire, Chipmunk, Hornet Moth, Provost, Bleriot, Avro Triplane, etc etc.

More next issue, if you're interested.

# CALENDAR

Oct. 1st - Tues - SLOPA Board meets at Spirit of SLO 1800 hrs.

Oct. 19th - Sat - Fly-In to Pine Mtn. Lake and BBQ at SBP - Meet at Pine Mtn. 1100 hrs./  
Dinner at SBP 1600 hrs.

SLOPA Fly-In set for Saturday, Oct. 19th - Fly to Pine Mtn. Lake for tour of Blankenburg collection and then fly back to SBP for dinner in Pat Yancey's Hangar (Antique Aero) off Santa Fe Rd.

## **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 [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*

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Address Correction Requested