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January 2009

The Monthly Newsletter of
The San Juan Pilots Assn
P.O. Box 874
Friday Harbor, WA 98250
www.sanjuanpilots.com

Mark Your Calendar

Monthly Luncheon – Friday January 30, 1:00, **The Ale House**, Upstairs.

Board Meeting – Tuesday, February 3, 5:15, Whidbey Island Bank Conference Room.

Annual Meeting and Potluck – February 10, 6pm, Mullis Fire Station

Juan

Welcome Dave Ryan

The third-ever airport manager at Friday Harbor Airport settles into a very busy agenda.



Now that Friday Harbor Airport Manager **Dave Ryan** has been on the job for a little while, we wanted to ask him a few questions, on behalf of the San Juan Pilots.

Q: What's your feeling after taking the helm at KFHR?

A: People have been really nice. I've made several pilot buddies. They've taken me in and made me feel welcome. I look forward to a partnership with the community.

Q: Is the situation at Friday Harbor Airport different that you thought it would be?

A: Not much. I had a good idea of the job from working with Pat Mayo. It's busier than I thought it would be. It is a small town airport, but it has a lot of projects to do in the next few years. And, that's good.

Pilots

Dave Ryan (Cont'd)

Q: How do you see the future of the airport?

A: In 2009, we are working on the following:

- Construction of two new emergency gates, which should be completed this summer.
- Drainage problem repairs.
- Design work for the 16 nested T-hangars, on the South end.
- Design work on a storm water retention pond.
- Runway protection zones from both ends of the runway. On the North end rocks are being removed and the terrain smoothed. On the South end, we propose raising and leveling the safety area, with fill dirt from the construction of the new hangars and retention pond.
- Terminal remodel work on restrooms, etc.
- New roof on A hangars.
- Moving NDB from its current site to the South end of the field.
- Getting quotes on insulating some of the Port hangars.

Q: Is there anything you'd like the San Juan Pilot members to know, or requests you might have of them?

A: I'd like them to know that I have an open-door policy. Call me at 378-4724, or email at daver@portfridayharbor.org. Feel free to call or write me any time, about anything. Or, just come by for a cup of coffee.

Dave is just the third airport manager at Friday Harbor, following Pat Mayo's long career as the only manager for the Port of Friday Harbor. The original manager (owner) was Roy Franklin.

Originally from Oklahoma, Dave earned his winter weather stripes. He also spent one winter in Friday Harbor a few years ago. So, when he departed his last assignment on Midway Island, Dave has re-entered winter with his eyes wide open.

He's in the process of acquiring both a home and airplane. Dave has agreed to be an occasional guest contributor to our Newsletter, with airport information.

SJPA Events –

2009 Annual Meeting and Potluck – Feb 10, 6pm, at the Mullis Fire Station. We will be electing the board members for this year. Lee Brewer has agreed to be the program. Among Lee's many accomplishments, he will talk about his time as a navigator in B-29's in WWII, as an F-86 pilot in Korea, as well as a couple of non-combat experiences, including a mid-air, and a forced landing on a residential street.

Remember to bring a dish to share, as well as your favorite beverage, plate and silverware.

Classifieds

SJPA member **David Pass** is looking for a partner to share a hangared 182 P – call 378-3587 for more details.



New Maintenance Shop at KBLI

Those of you who knew **Craig Scamehorn** at ViaJet at KBVS will be glad to know that he's opened his own shop in Bellingham. It's called Command Aviation. By the time you read this, he will have relocated to the High Five hangar, and is set up to service all types of aircraft. You can reach him at 360-840-6207 or 360-319-0625.

eAPIS!

Flying to Canada, eh? Well, starting this **May 18th**, US Customs and Border Patrol (CBP) will require on-line notification of departure and return, for any trips outside the US of A. Assuming you are leaving the US from somewhere with internet access and returning from Canada from somewhere with internet access, it should work well.

If you have not registered, one of these cold and wet days would be a good time to take the time to do so. The text below was lifted directly from the CBP web site. We signed up, and assuming you follow the directions, it's pretty straight-forward. Just make sure you activate within the time frame required (I didn't), or you'll have to do it all over again (I did).

U.S. Customs and Border Protection (CBP) has published the Advance Information on Private Aircraft Arriving and Departing the United States final rule.

Private aircraft pilots or their designees must transmit electronically via the Electronic Advance Passenger Information System (eAPIS) to CBP the following information:

- Traveler manifest information for each individual traveling onboard the aircraft;
- Notice of arrival information; and/or
- Notice of departure information.

This data must be received by CBP no later than 60 minutes prior to departure for private aircraft flights arriving in or departing from the United States. The Advance Passenger Information System final rule is available at www.cbp.gov/apis

A component within the CBP public web site, eAPIS, will assist private flyers with the requirements of the new final rule for private aircraft. The eAPIS Web site is available at <http://eapis.cbp.dhs.gov>.

The eAPIS site provides private pilots with all tools necessary to comply with the rule. Private pilots or their designees may enroll in eAPIS immediately. Persons seeking accounts should expect responses within five business days after submission of the enrollment request. For complete information on how to use eAPIS, there is an online tutorial available at <http://apps.cbp.gov/eAPIS-pa/>.

Here's a good link for FAQ's and other information:
http://www.cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/private_faq.xml

If, after researching the above, you think it's just too much to think about, just remember you haven't installed a 406 ELT in your aircraft. So, you won't be allowed into Canadian airspace anyhow.

Island Air Celebrates 15 Years



The Port of Friday Harbor Commission honored Island Air with a formal resolution congratulating SJPA member Jackie Hamilton and her crew for 15 years of service and their many contributions to the San Juan Island community. Island Air has provided, and continues to provide, daily on-demand flight services only closing on Christmas Day.

From a small beginning in 1993, the company now has six charter aircraft. The Company provides professional aircraft management services and operates Island Air Ambulance in partnership with San Juan EMS from its hanger facility at the Friday Harbor Airport, and even had a baby born in the back of one of its planes! Island Air pioneered a number of aviation firsts including development of its specialized IFR capability, fixed wing air ambulance program, and numerous safety awards. It's the largest air carrier in the U.S. that was started and is operated by a woman.



Only the legendary Roy Franklin has flown around the Islands longer than Jackie and her very accomplished pilot group. With a new generation of Island pilots on the horizon, SJPA members can share in tens of thousands of hours of flight experiences and a lifetime of local aviation adventures each day at Ernie's Café, where Jackie's crew and Roy are regulars. These two veteran pilots delight in the camaraderie of aviators' young and old, and their reserved style speaks to the wisdom that comes from experience.

The Thrifty Aviator

How to save a fast 5 bucks on your next oil change

We called Megan Robinson-Hoyt, at IPS in Friday Harbor, and asked the question, "How much could we save if we bought a case of oil by the gallon instead of the quart?"

Here was her answer, on a couple of popular products

	<u>Quart Case</u>	<u>Gallon Case</u>
Aeroshell w100	\$60.70	\$111.55
Aeroshell 15w50	\$81.00	\$148.40

A case of 12 quarts is 3 gallons. A case of 6 gallons is (um) 6 gallons. So, the resulting cost per gallon is ...

	<u>Quart Case</u>	<u>Gallon Case</u>
Aeroshell w100	\$20.23	\$18.59
Aeroshell 15w50	\$27.00	\$24.73

So, what's the cost comparison of three gallons (the equivalent of a case of quarts)

	<u>Per Gal Saved</u>	<u>Times 3 Gal</u>
Aeroshell w100	\$1.64	\$4.92
Aeroshell 15w50	\$2.27	\$6.81

That's almost the same as getting a free quart of oil with every case! Now, granted, you'd have bought 6 gallons of oil, but that's enough for two oil changes, and some top-off's. And, since you have bought 6 gallons, your total savings is twice the above comparison.

And, how about Phillips x/c 20w50? They only sell it by the quart case. But, it's only \$49.45, and that's \$16.48 a gallon.

2009 Dues to Stay at \$20

Your San Juan Pilots Board has elected to keep this years' dues at the same rate as last year. That's less than 5 gallons of 100 low lead. And let's face it, if you bought another 5 gallons, would the FBO from whom you bought it buy you a hamburger next summer in Dodie's hangar?

Fuel Update – The latest local pump prices as of January

Friday Harbor	5.00	Orcas	5.94
Anacortes	4.20	Skagit – Viajet	3.77
Bellingham – Texaco - SS	4.21	Port Angeles	4.30
Seattle – BFI Wings Aloft – Full Service!	4.32	Arlington – Castle & Cook	3.91
Everett – Castle & Cook	3.62	Port Townsend	3.99



San Juan Pilots Association 2008 board : President – Tom Schramm, Vice President –Bob Brunkow, Secretary –Tom Eades, Treasurer – Dan DeShon, Jonathan Taylor, Fred Schumacher, Bob Miller, Mike Taylor, Stuart Hansen.