

March 2008

The Monthly Newsletter of  
 The San Juan Pilots Assn  
 P.O. Box 874  
 Friday Harbor, WA 98250  
[www.sanjuanpilots.com](http://www.sanjuanpilots.com)

**Mark Your Calendar**

**Monthly Luncheon** – Friday, March 28, 1:00, Jimmies Paradise (Bowling Alley).

**Board Meeting** – Tuesday, April 1, 5:15, Whidbey Island Bank Conference Room.

## To NDB or Not to Be



**It's a dark and stormy night.** On the approach to Friday Harbor, you reach up to program your IFR certified GPS, for the approach. Then, you realize you actually don't have one. You elected to send the kids to college instead. So, you do the REAL Northwest pilot deal. You switch on the ADF, and by way of the twitching needle, you are safely beneath the 1,200 ft layer.

At a time that NDB approaches are categorized with AM radio stations, now known as "ancient modulation", Friday Harbor Airport is stuck in the time warp between the 1930's and the 21<sup>st</sup> century. Without an ILS or VOR approach, our approach choices are NDB or GPS.

At this writing, the Port of Friday Harbor has plans to build a hangar at the current location of the NDB station. They have entertained decommissioning the NDB, and applying for a new one at another location. SJPA President, **Tom Schramm** sent each of us a memo of information regarding the plan. A great many of you responded to Tom and/or the Port Commission, with your comments.

Among the comments, board member **Bob Brunkow** wrote, "If the existing NDB approach is decommissioned prior to establishing a new location it is highly unlikely it will be permitted and reactivated. If the NDB is to be moved, it must be done only AFTER a new location is established, approved, and ready for use."

The Port meeting, held March 12<sup>th</sup> was attended by Tom, as well as **Mike Taylor** and others. According to Tom, "By the time of the meeting it was already clear to everybody that there was a lot of resistance to tossing the NDB. Airport Manager, Pat Mayo clearly laid out the input he received from local commercial operators."

**NDB (cont'd)**

“A few members spoke briefly, but it was quickly apparent that the Port now understood that they will need to install a new NDB at a new location, and complete testing and certification prior to turning off the old NDB. This process was estimated to take about 18 months, possibly as long as two years. The Port stated that they would pursue this approach.”

**The Great Canadian Airspace Grab:**

Just in case you haven't heard yet, there's a Nav Canada Service Proposal that shows, among other things, extension of Victoria's Class C airspace over San Juan Island. It's titled 'VFR Service Proposals, YVR and Lower Mainland Aeronautical Study', and dated November, 2006. Shown below is one of the slides, showing a request to extend the 2,500 foot floor of the Victoria Class C to mid-San Juan Island, and the 1,500 foot floor to about Roche Harbor.



If enacted, pilots transiting San Juan Island would be required to obtain a clearance from Victoria Terminal, or remain clear (below) Class C. Practically speaking, it would likely create plenty of traffic down low over San Juan Island.

SJPA board member **Bob Brunkow** has done some investigation and found that it may not be an easy task for Nav Canada to accomplish. Bill Buck, Special Projects Manager of the FAA's Western Service Center told Bob that a staff study would need to specify problems with the current airspace, and if there were any non-rule making procedural changes that could solve them. Once a staff study is submitted, it would be reviewed by the Airspace and Rules Group and they would make a decision. If airspace changes were needed, it would be handled like a normal Class C airspace action. The FAA would need to hold Public Meetings if a decision is made to proceed. Regardless of who wants the change, due process would likely extend over several years and it would not be a simple matter. The staff study has not been initiated.

## Airspace (cont'd)

In this week's Port of Friday Harbor meeting, the subject was introduced, and according to SJPAs **Mike Taylor**, "The Port Commissioners really had a level of shock about all the implications of this issue. While there is some fundamental support to the safety concerns relating to compressed traffic corridors, the same holds true with the Canadian fee structure for services. However I think the primary issue for the port will be noise abatement. Just the idea an Airbus turning in-bound at Sportsman Lake and dragging up the island for runway 27 (YYJ) turned them white. I suppose the IAF could be named DCKSP (Duck Soup)."

They quickly understood if this did happen, the avenue for appeal or relief would be to a foreign government. (Remember how responsive they were to our concerns about Victoria's sewage discharge?). Port Commissioner **Barbara Marrett** suggested we get our concerns heard up front regarding TFR's for the Olympics and any proposed permanent changes. The spirit of her argument is to address the issue early on in the process so they have a chance to accommodate our concerns in the solution.

And finally, this airspace proposal would affect Bellingham and environs, as well.

## How's Your ELT, eh?

Beginning February 1, 2009, the NOAA SARSAT, [www.noaa.sarsat.gov](http://www.noaa.sarsat.gov) will stop monitoring our old 121.5 mhz ELT's. Ground stations will still monitor, but we are strongly advised to update to the new 406 mhz ELT's (About \$1,500 plus installation). They are 5 watts vs .1 watt and are encrypted to tell the satellite who you are. They are a vast improvement in our ability to be rescued in a timely manner.

Under a plan currently under consideration, we may be required to have a 406 ELT installed in order to transit Canadian Airspace, although it is not mandated in the United States.

According to Canadian Owners and Pilots (COPA) President/CEO Kevin Psutka, Transport Canada currently has a draft requiring 406 ELT's on all aircraft entering Canadian airspace, beginning in February, 2009.

This will be an interesting development for those of us who fly in, across, or near Canada. For the latest from the COPA point of view, you can visit their website at <http://www.copanational.org/non-members/index.htm>

## Hangar Talk

**Meanwhile, back at the Port meeting**, There is a new proposal for executive hangers S-SW of the tower--essentially on the hill above the FEDEX off-load.

In a discussion of hangar types and use, commissioner **Barbara Marrett** raised the importance of trying to make sure that at least a portion of the new hangars was available to local pilots in the community, and she cited the Eagles and how they contribute to the community, and we should keep them in mind. Port Commissioner **Greg Hertel** responded, saying, "You can't designate who the hangars are for."

SJPA President, **Tom Schramm** confronted him on this, saying that you clearly can designate who it's for: "You want to create hangars for local community pilots? Build inexpensive closed T-hangars and rent them on a monthly basis. Then your clientele is guys like me. You want to designate the hangars for the part time resident from Santa Barbara who flies in here in his TBM? You build what we did last time - enormous hangars that cost over \$150,000. That's how you get him as a customer."

Also it's clear the Port is reviewing lease rates. Stand by for a rent increase.

*Editor's note: This is in no way an indictment of SJPA member **Greg Simon**, who does fly a TBM, but actually has a place in Santa Ynez, as well as San Juan Island.*

## Ed Hartz Goes West

Lori and Bob Miller pass on word that Ed Hartz, whose Roche Harbor Airport hangar was often the host to many neighbors, passed away on February 7, at the age of 92.

Ed, a retired Boeing test pilot, had a lifelong love of flying. During WWII he trained B-17 pilots for the war effort. Afterward, Ed went into work for Boeing as a test pilot. He was considered the grandfather of in-flight refueling, flying B-29s. He was appointed Chief of Flight Test, Wichita, from 1950 to 1953.

After returning to the Seattle division of Boeing, he continued in-flight testing, was chief instructor pilot, and enjoyed teaching pilots from all over the world to fly Boeing's fleet of airliners, beginning with 707s and into the 747 era.

He had a 31-year career in the pilot's seat at Boeing, and at his retirement at the age of 66 was considered the oldest test pilot in the world.

Here on the Island, exceptional pilots spend more time helping other pilots than talking about themselves. Here is a great story about Ed, taken from Air Force Magazine.

<http://www.afa.org/magazine/july1957/0757sacmuscle.asp>

# Future Events Mark Your Calendar

Two **Potluck events** have been scheduled, both at the Fire Station, and starting at 6pm. Agendas TBD.

Tuesday, May 13  
Tuesday, Aug 12



Gathering of Warbirds, Olympia, Fathers Day, June 14-15



Arlington Fly-In July 9 - 13

## Fuel Update – The latest local pump prices as of February

Friday Harbor	5.20	Orcas	5.20
Anacortes	4.89	Skagit – Viajet	4.79
Bellingham – Air BP	4.85	Blaine	4.92
Boeing-Wings Aloft	5.52	Arlington - Fliteline	4.79
Everett – Fliteline or Jet Center	4.83	Port Townsend	4.77



*Dave Ross at Aeronautical adds that private card holders save an additional 10 cents at KFHR and KORS.*



**San Juan Pilots Association 2007 board :** President – Tom Schramm, Vice President –Bob Brunkow, Secretary –Tom Eades, Treasurer – Dan DeShon, Jonathan Taylor, Fred Schumacher, Bob Miller, Mike Taylor, Stuart Hansen.