

San Juan

September 2006

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 – September 29, 1 pm Golf Course.

Board Mtg – October 3, 5:15, FHR Unicom Building.

Pot Luck – October 10, 5:30, Fire Station on Mullis.
Program – Ken & Suzanne Franklin and the film, "Terminal Velocity". (See story page 2).

Juan

Pilots



A San Juan Sunrise

The ferry lanes are wrapped in a cool white blanket.
Mt. Baker peers under the mid-level cloud deck.
At 2,000 ft, over Mt. Dallas, the air is still, and 128.25 is eerily quiet.
These are the moments for which we pay the high cost of admission.

San Juan Island's Newest Pilot

Dan DeShon of Westwind Aviation reports the certification of **Carl Schmidt** on September 2. A recipient of an Air Hawk scholarship, Carl started his training in March of last year, and soloed just a month later. He had logged 46 hours when he passed his private check ride, on the first try. Carl, a 2005 graduate of Friday Harbor High School and a current freshman at Eastern Washington in Cheney, is the son of Carl and Andrea Schmidt of Shaw Island

As noted in last month's newsletter, all new island pilots get a year's free membership in the San Juan Pilot's Assn. So, Carl, welcome aboard!



San Juan Pilots Events

Pot Luck - October 10, Fire Station on Mullis. In 1999, National Geographic shot an incredible 25-minute film on San Juan Island called, "**Terminal Velocity**", starring Ken Franklin (Roy's son), and his Peregrine Falcon, named Frightful. The footage of Ken and Frightful skydiving together, won the Best Shot Award at the 2003 Jackson Hole Wildlife Film Festival, and has received an Emmy nomination. It's producer, Martin Dohrn, won an Outstanding Achievement Award from the Royal Television Society, in Bristol, England. This film has not been commercially released, so this is a rare opportunity to see it. Both Ken and Suzanne will be on hand to answer questions.

In a related story, their son Cole, (Yes, Roy's grandson) has soloed in a Robinson R-22, and is soon to take his Private Pilot check ride. You may recognize his name as the quarterback of the Friday Harbor High School football team.

Pictured at right are three impressive generations of Franklins, Ken, Cole and Roy. Cole displays his shirt-tail, following his solo in the R-22.



Christmas Party – December 8, Peppermill Restaurant. Cocktails 5:30, Dinner 6:30. Program to be announced.

New Member Profile – Chris Wilson

Chris and Janet live in Scottsdale, AZ. From their first trips to the island about 20 years ago, he and Janet have gained a tremendous fondness for the island life and the people. Several years ago they acquired some property at Mineral Point and look forward to building their dream home there. Chris says, "We try to spend most of our free time in the islands, summer and winter."



Regarding his flying, Chris said, "I started flying when I was in high school and worked as a flight instructor and pilot until I finished college with a

business/finance degree. I went on to fly corporate in several business jets, mostly Lear jets and Falcons. Then I did a stint flying checks and night freight. I decided I needed to do my part for Uncle Sam so I volunteered to do military charter operations in Europe and the Middle East for in the early 90s. I started with America West airlines, currently US Air about 20 years ago. Most of my experience in commercial aviation has been in B737, B757, B747 and Airbus aircraft where I have spent the last 10 years as a captain on the Airbus family of aircraft. Recently I have been trying to get back to my roots in general aviation flying mostly single engine Cessna's and Pipers. and generally just getting reacquainted with the true joy of aviation. When I am not flying, I enjoy playing golf (or at least trying to) and fishing, and just spending time with my family."

Classifieds

If you're in the market for a 1962 Cessna 210, **Sid Smith** ran into one, last week, at Felts Field in Spokane. The owner's sheet says, "very good paint, no damage history, always hangared, IFR. 260 HP Gami injected Continental with 284 hrs SMOH, and 3,570 TTAF." He's asking \$53,000. email frank_marie@comcast.net or call him at 509-456-3234.

Save Some 100LL -

With avgas prices at dizzying heights, a little power reduction can result in some serious long-term savings.

Here in the San Juan's a typical trip to Seattle's Boeing Field takes about 45 minutes. Using an average altitude of 5,000 feet, and an average airplane (Cessna 182N), and flying 75 miles, at the higher power setting below, it's .48 hours and 6.43 gallons. At the lower power setting, it's .52 hours and 5.72 gallons.



The logged time is rounded to .5 hr in each case, with the fuel savings of .71 gallons. If the fuel price is \$4.35, you have saved \$3.09, for each 75 miles flown, at the cruise settings listed below. For the round-trip, you'd save over \$6, or enough to buy an entire cup of coffee at Starbuck's.

Owner's Manual - Cruise Performance				
RPM	MP	% BHP	TAS (MPH)	GAL/HR
2300	23	73	157	13.4
2200	21	60	144	11.0

Add to it the ability to lean to peak (on this normally-aspirated, carbureted engine) at the 60% power setting, and the savings are likely more pronounced, not only in fuel consumption, but engine life.

Fuel saving steps do have their limits, however.

NOT RECOMMENDED:

No run-up

No tank-sumping.

Take-offs at 50% power.

Climbing to 7,500 feet over Oak Harbor and dead-sticking into Boeing.

Fuel Update – The latest local pump prices

Friday Harbor	4.58	Bellingham – Air BP (SS)	4.36
Orcas	4.59	Blaine	4.42
Anacortes	3.96	Paine – Fliteline (SS)	4.55
Skagit	4.56	Lynden	4.05
Oak Harbor	3.75*	Arlington – Fliteline (SS)	4.52

*Not confirmed.

Note: Some places have special weekend prices. For example, Galvin at KBFI offers a full dollar off on the weekends. Arlington sells Mogas for about \$3.50.

Safety Concerns

SJPA board member **Dick Babbitt** points out the August issue of **Callback**, the newsletter of NASA's Aviation Safety Reporting System. Its topic, **Interrupted Checklists**, points out that distractions during checklists have caused many accidents and near-accidents, including countless gear-up landings.

Callback is the monthly newsletter of ASRS. Email subscriptions can be made at their web site, <http://asrs.arc.nasa.gov/>.

We'll Leave a Light On For You - As discussed in last month's newsletter, full-time landing lights in our dense traffic environment add greatly to the goal of see-and-be-seen. Dick's recent response to an ATC traffic call, "We're looking for the traffic, with our lights on," got a response from the other aircraft, "We're looking, too, and will turn on our lights."

Up, Up and Awaay ... Uh, Oh! - We all know that, if the fire goes out on take-off, we're going to land on something straight ahead. Yet, accident reports are full of those of us who instinctively do a 180 at about 300 feet agl. Don't forget. Physics are unforgiving, and your best body-english will not reduce the 600 (or so) feet lost during a no-power 180. Dick explains, "In a turn, your wing becomes smaller, relative to gravity, and the stall speed goes up." Next time you're out boring holes in the sky, you may want to practice it at altitude.

Through the Lens of Tom Eades

Just in case you've been looking for some place to fly, with a really easy walk to town, may we present **Davenport (68S)**. County seat of Lincoln County,

Davenport is home to some 1,700 people, and a casino.

It's about 200 miles East of here.



San Juan Pilots Association board President - John Volk, Vice President - John Geyman, Secretary - Bob Tauscher. Jonathan Taylor, Richard Babbit, Tom Eades, Fred Schumacher, Pat Mayo, and Arthur Miller.