

# San Juan Pilots

September 2007

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, September 28, 1:00, Golf Course.

**Golf Outing** – Sunday, September 30, Golf Course, Lunch at 12:30, followed by golf.

**Board Mtg** – Tuesday, October 2, 5:15, FHR Unicom Building.

**Potluck** – Tuesday, October 9, 5:15, Fire Station on Mullis



## Here's Looking at You!

Want to see where you're going, before you fly there?

Well, now you can, at lots of places we frequent, thanks to well positioned live web cams.

Roche Harbor Airport just got one, thanks to SJA board member **Bob Brunkow**, and this humble scribe. **Pat Mayo**, Friday Harbor Airport Manager and SJA board member reports that a new cam is coming to KFHR soon, too, thanks to a WDOT grant, which will provide a pan/tilt camera, located on the tower building, with a 340-degree pan capability, showing weather at both ends of the runway.

The Washington State Dept of Transportation Aviation Page has a clickable list of Washington State Airport Cam's. And, there are plenty more to give you clues as to enroute weather.

WSDOT Aviation Airport Cam Page – This page has links to cameras from Roche Harbor, Port Townsend, Arlington, Olympia, Skykomish, The Dalles, Easton and Yakima.  
<http://www.wsdot.wa.gov/aviation/WebCam/default.htm>



WSDOT's Jeff Kvamme visits the Roche Harbor webcam and weather site, prior to including them on the WSDOT page.

*If you want to do your own links to Roche Harbor, without using the WSDOT site, here are the addresses for the camera and weather station.*

Roche Harbor Airport – Located on the East end wind sock, it looks West, showing the airport and incoming weather from the west. <http://www.rockisland.com/~freds/image.jpg>  
Roche Harbor Airport Weather Station - <http://www.rockisland.com/~freds/rocheweather/wx.htm>

**Listed below are some good cams for viewing sky cover. Unless otherwise noted, they are not airport cams.**

Friday Harbor – Looks northeast, showing 2,500 ft Mt Constitution, on Orcas Island. If you can see the top, you know you have 2,500 feet. <http://www.islandcam.com/fridayhrbr.html>.

Orcas Island – Looks Northwest over Rosario Resort and gives a good sense of the weather over Orcas Island Airport (KORS). <http://www.islandcam.com/rosario.html>.

Anacortes – Looks west, from a position South of the airport. This one gives a good view back toward the San Juans. [http://www.islandcam.com/anacortes\\_east.html](http://www.islandcam.com/anacortes_east.html)

Bellingham – Looks south, showing weather over the bay, and on out toward Skagit. <http://www.bellcold.com/images/latest.jpg>

Everett – Looks west, from downtown Everett. <http://www.heraldnet.com/section/NEWS0102>

Snohomish - Harvey Airfield - <http://www.harveyfield.com/wxcam.jpg>

Seattle – A 360-degree view from the top of the Space Needle. Just click on the direction you want. <http://www.spaceneedle.com/webcam/>

Snoqualmie Pass – Hyak at Snoqualmie I-90 looking West. <http://images.wsdot.wa.gov/Snoqualmie/HyakWest/HyakWest.jpg>

Portland – Airport [http://www.kgw.com/livecams/popup\\_pdx.html](http://www.kgw.com/livecams/popup_pdx.html)

Ashland, OR – Airport <http://www.ashlandoregonairport.com/webcam.htm>

## FORE!!



**Art Miller** and **John Geyman** are heading an ambitious project to resurrect SJPA Golf Day. Four foursomes have been reserved for Sunday, September 30, at 1:30pm at San Juan Golf and Country Club.

The outing will be preceded by lunch at 12:30, at the club house.

If you're feeling way too confident in yourself, having just passed a big check-ride or some other ego-builder, come on out for a round of "Pasture-Pool". It's guaranteed to cut you down to the size that your spouse knows you are.

To put your name on the list, email Tom Schramm at [trs@rockisland.com](mailto:trs@rockisland.com).



## New Members

Our ranks have swelled to 120 aviators. This month, we welcome –

**Loren DeShon**. Otherwise known as Dan's dad, Loren learned to fly in 1963, and has 20,000+ flying hours. He and wife Kathie live in Sammamish, but spend plenty of time on the island, helping out at Westwind Aviation, and doing a little grandparenting.

**Christopher Marsden** is an ATP with 12,000+ hours, and owns a Cessna 172, based at Friday Harbor, in which he offers air tours.

**Jim Gruneisen** is an ATP, CFII/MEI. He and wife Julie have a Beechcraft BE55, based at Friday Harbor, and they also have a home in Northern California, where the Baron parks at Palo Alto.

**Harold Harrison** and wife Shari have a JetProp based at Friday Harbor.

**Bill Crouss** lives in Friday Harbor and flies a twin Aero Commander.

**Sarah Hauschka** is an instrument-rated pilot. She and spouse, Steve, live in Seattle.

**Larry Pentz** has an instrument rating and a 114TC Commander. He's based at PAE and FHR, and lives in Duvall.

**Brian McGlynn** is a Friday Harbor local, and has just added to his collection a Mooney M20E, to go along with his Cessna 150.

**Ray and Bettye Hendrickson** live in Friday Harbor and have a Mooney M20K, in which Ray commutes to the Seattle area. Bettye runs Boardwalk Bookstore in Friday Harbor.

**Christopher Blaine** and wife Anita live at Roche Harbor and are the proud owners of a Meyers, based at Creswell, just south of Eugene. Chris works as an airline pilot and has racked up 11,000 hours of flight time.

**Susan Nelson**, and husband Dan, live in Kirkland. They own a Cessna 182T, based in Renton. Susan received her license in 2005, and is working on her instrument rating.

**David Pass** spouse, Anna Marie de Freitas have had Harrison House and Tucker House in Friday Harbor for two years. Dave got his license in April this year, and promptly bought a great 182, formerly owned by Marty and June Stewart.

**J.M. Allen** and wife Sandy live in Seattle, and fly a Turbo Skylane based out of Boeing Field.

## 2007 Summer Picnic Wrap-Up



Thanks to all the members and donors who made this year's event the biggest ever, with an estimated 200 people attending. The silent auction at this year's picnic brought in \$4007 for the John Volk Memorial Fund. **Mike Taylor** reports that all money is in from the auction, with 100% payment received.

As noted last month, our hostess, **Dodie Gann**, has already committed her hangar for next summer, saying she welcomes the annual chance to get it cleaned out.

## Roy Franklin Museum

**John Geyman** reports that the design is finished on the wall panels, and they are now in the hands of Seattle Sign for completion. The first panel will be of Roy Franklin's piece "Why Build an Airport." The second will show the history of aviation in the islands during the '40's and '50's, and the third will be a profile of Roy Franklin—the first of an ongoing stream of local pilots to be profiled.

The glass case still needs to be finished, to hold memorabilia. **Roy Franklin** has donated a steel sculpture of his Bushman for inclusion in the display.

## Want to talk to the new flight service?



*If you've used the new flight service, you may have some questions or comments about your experience. Here's your chance.*

**"Seattle Lockheed Martin Flight Service"**

Topic: Services provided by the Seattle Lockheed Martin Flight Service Station.

On: **Saturday, September 29 at 10:00 AM**  
 Location: Regal Air – Payne Field  
 10217 31st Ave West  
 Hangar C-51  
 Everett

A program to make pilots aware of the services that Lockheed Martin Flight Service provides, as well as IFR/VFR flight planning procedures. **Tanner and Jack Perrizo** will present information on the services now offered by Seattle FSS and how that facility will look in the future. Please bring questions you might have about the FSS procedures and Scott and Jack will try to get the answers.

## Goodbye 121.5, Hello 406



On **1 February 2009**, the International Cospas-Sarsat **will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs)**. This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

### Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure.

### Is there an alternative?

Yes, the Cospas-Sarsat System has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation).

Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)



Fuel Update – The latest local pump prices as of September

Friday Harbor	4.99	Orcas	4.99
Anacortes	4.45	Skagit – Viajet	4.28
Bellingham - Texaco	4.55	Blaine	4.92
Lynden	4.68	Arlington - Fliteline	4.55
Everett – Fliteline	4.59	Port Townsend	4.70



*Note: Dave Ross at Aeronautical adds that private card holders save an additional 8 cents at KFHR and KORS.*

**Stop the Presses!** A last minute note from Westwind Aviation. Ground School starts Tuesday 9/25, and runs Tuesday and Thursday nites 6-9, for four weeks. They are also planning an instrument class in mid-late October Tue/Thurs evenings



**San Juan Pilots Association 2007 board :** President – Tom Schramm, Vice President -John Geyman, Secretary –Tom Eades, Treasurer – Bob Brunkow, Richard Babbit, Fred Schumacher, Pat Mayo, Mike Taylor, Art Miller and Dan DeShon.