

San Juan

October 2008

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, 31, 1:00, Golf Course

Board Meeting – Tuesday, November 4, 5:15,
Whidbey Island Bank Conference Room.

Christmas Party – Saturday, December 6, Friday
Harbor Yacht Club

Juan

Watch Out for the Dreaded SIDA Line!

...or YES you DO need a “stinking badge”.

...or don't end up, “SIDA but Wiser”.

Pilots

It's a beautiful fall day, and you and the family get in the Cessna and hop over to Yakima. You tie down and walk to the terminal. The next thing you know, you and the family are face-down, in a pool of Jet-A, with your hands zip-tied behind your backs. You have, unknowingly, crossed into the Security Identification Display Area (SIDA). That's the area reserved for commercial passengers who have been security-screened, and for employees wearing a SIDA badge.

If the SIDA is new to you, you are not alone. As pilots, we are accustomed to fairly unlimited access, when we land somewhere. SJPA Board Member, and Friday Harbor Airport guy, **Stuart Hansen** points out that TSA has designated areas of airports as the Security Identification Display Area. That's the secured area meant for the active loading and unloading of passengers who have gone through security. If you are not one of those passengers, or someone wearing a SIDA badge, you will become very popular with a LEO (Law Enforcement Officer).

Here's a description of it, from Eagle County (Colorado) Airport, “*Commercial airlines have an area designated specifically for their operations. All commercial aircraft are required to park and enplane and de-plane passengers from this area. This area, directly adjacent to the terminal, is outlined with a bright yellow line and has a traffic cone line and sign marking the eastern boundary of the area. This area is called the Security Identification Display Area, or SIDA. The SIDA encompasses the commercial aircraft parking apron/ramp, baggage make-up area (area where luggage is kept after it is checked through for travel) and the baggage claim area (area where luggage is placed on the carousels).*”

You won't find anything about this in the FAR/AIM, or any charts or FAA publications that we know of. It's a TSA thing. And Stuart also points out that there is not a standard for the marking. It can be different at every airport.

So, the best guidance is to avoid commercial aircraft parking areas at all costs. Nothing good can come from getting up-close-and-personal with a big guy with a hand-gun. Gone are the days of flying to and airport to pick up grandma on the tarmac, as she deplanes the TWA 727. It's gone the way of the \$100 hamburger, \$200 annual, and kids hanging on the fence watching planes land, and dreaming of trading flying lessons for sweeping out the hangar.

Classifieds

Ken Nilsson is selling his Tow Buddy

"I have a battery-operated, adjustable Tow Buddy in excellent condition that I will no longer need as I am relinquishing my hangar lease. I'll accept any reasonable offer. It will be a bargain for someone who wants one. I'll deliver it in my Jeep."

Ken
ken@nilsson.com



Chris Teren – is a new member you'll hear about next month, but in the meantime he says, "I'm looking for winter hangar space for my Cherokee 180. Someone, anyone, might have room? My email is the best way to contact me. Chris Teren christeren@gmail.com



New Hangars at Skagit

Just after the new year, Skagit Regional will be finishing their new hangars. And, at press time there's no wait list. Here's a brief example of what's currently available for rental, by size and price.

1,128 sq ft for \$365/mo
1,327 sq ft for \$398/mo
1,600 sq ft for \$442/mo

For more information, call 360.757.0011.

Welcome New Members

Dave Ryan - The new Manager of Friday Harbor Airport, Dave arrives from another island, Midway, where he managed that airport for two years. Originally from Tulsa, he's also logged a year on San Juan Island, as a consultant. According to Dave, "I got the flying bug when I was about twenty-five years old and took a few lessons. I was hooked. I decided to change careers (I was a film and video technician) and began attending classes at night and after only twelve short years, two beautiful children, and many late nights, I earned a Bachelor of Science in Aviation Sciences degree from OSU. As to flying...well, once the kids came along the flying went out the window.



I've had my Private Pilot's license for over fifteen years and only have 120 hours. I plan to remedy that here at Friday Harbor! My kids are grown now (Erin, now a Doctor of Physical Therapy in Tulsa, and Alison, a social worker that just moved to Portland) so I really look forward to completing my BFR and getting back in the air!"

Look for a complete story on Dave in a future newsletter.

Vince Dauciunas (pronounce Du-Q-Ness) and his wife Vikky moved to San Juan Island in 2002, after a thirty year career in Silicon Valley. Both Vince and Vikky worked for Hewlett Packard for a combined 47 years! Vince spent an additional 2 years as Vice President of Business Development at Symyx Inc, a contract research company, where he got to explore everything from DNA to fuel cells to liquid metal golf clubs and new pharmaceutical research tools.



Vince's first log book entry goes back to 1957 with 30 minutes in a Piper Tri-Pacer. After a little bit of delay, he got his Private Pilot Certificate in 1994. He enjoyed flying out of Palo Alto for a couple of years, but then the responsibilities of his job put him on airplanes so often he had little time left to fly!

New Members (Cont'd)

After moving to San Juan Island, Vince took advantage of more free time to get back in the air. With a lot of dual time with Dan DeShon at Westwind Aviation, Vince got back behind the controls, getting his Instrument Rating in September 2005, and his Commercial Certificate in 2007. He's currently flying a 1971 Cessna 172 with his other 5 partners. Their pride and joy sports an original Bendix ADF-T-12C analog ADF, with manual tuning and a signal strength meter. Vince claims he can pick up the Friday Harbor NDB from the vicinity of Mt Baker!

Vince serves as the Treasurer of the Friday Harbor Animal Shelter, and tries to keep up with his three rescued Greyhounds on their daily walks. For reasons he can't explain, he remembers Calculus and Physics well enough to tutor a student now and then. He is called on to use his Electrical Engineering background to help his wife Vikky as sound boy on some of her video productions. Vince is also currently pursuing a research project on the feasibility of supplying a portion of San Juan County's fuel needs through oil derived from algae.

Kent Howell – “I have spent most of my 61 years in Nevada. I discovered San Juan Island about 35 years ago when my parents would come here and spend the summer on a 22' cabin cruiser. I would come up and visit them for a week or two each year. The first time I saw Roche Harbor I vowed that one day I would retire and live on a boat there. I have always loved the ocean but circumstances conspired to keep me in the desert. I have lived on my boat in Roche Harbor since bringing it up the coast in 2004.



I retired from the Nevada Highway Patrol on the 4th of July, 2004 after 33 years of service with the last 18 years flying for them. I was the Senior Pilot and had acquired about 9,400 total hours, most in a Cessna Skylane RG. I don't own my own aircraft but I occasionally rent one, and I have recently started flying part time for Island Air. I thought I could get by with flying every few months when I retired, but I found the urge to get off the ground became unbearable after a very short time.

I share my life and my boat with Barbara, another retired NHP Trooper. I look forward to gaining new friends with similar interests through San Juan Pilots Assn.”

Mark Your Calendar

Saturday, December 6 – **SJPA Christmas Party**, Friday Harbor Yacht Club. This year's guest is **Mike Lavelle**, Director of Development for the Museum of Flight, at BFI. Mike has over 46 years of aviation/aerospace industry experience, including 11 at Cessna Aircraft, and 24 at Boeing. His logbook totals more than 7,000 hours in a variety of aircraft. He's also an A and P.

According to SJPA President, **Tom Schramm**, "Mike will share with us a presentation on The Wright Brother and Powered Flight. He describes it briefly here:"

'The Wright Brothers and Powered Flight presentation discusses their personality, problem solving approach and early flying machines the Brothers used to successfully achieve heavier than air controlled powered flight from 17 December 1903 to 1905. The presentation will focus on what factors contributed to their success.'

Watch your mailbox for the invitation and reservation form.

Northwest UFO's Meet in Friday Harbor



As previously mentioned, there's nothing to fear. This is the United Flying Octogenarians.

BJ Craddock sends along this photo of the Northwest Chapter of the UFO's meeting, last month in Friday Harbor. Pilots from Spokane, Bellingham, Lynden and Bremerton joined our local members for lunch at Downriggers. In the picture are **SJPA members Frank and Sandra Brame and Don Craddock**. Visitors were Paul Cullman, Harvey Browne, Bill Webber, Doc Fowler, Skeeter Carlson, Jack Herrick and Bob Barnes.

Fuel Update – The latest local pump prices as of October

Friday Harbor		Orcas	5.94
Anacortes	5.99	Skagit – Viajet	5.45
Bellingham – Air BP Self Serve	5.75	Port Angeles	6.11
Boeing- Clay Lacey – Full Service!	5.60	Arlington – Castle & Cook	5.60
Everett – Castle & Cook	5.76	Port Townsend	5.60



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.