

Chairman's Message

By Kathy Dannecker

If you missed the January meeting, you missed a good one! Dylan Krassensky, SBP tower manager, was on hand to talk about the latest news from the tower, but mostly to answer questions from our members. And there were lots of questions! Everyone who was there, without a doubt, learned a few new tips and tricks. And there were a lot of laughs to go with it. Thanks, Dylan, for a fun evening. *(cont. on page 2)*

Inside This Issue

Chairman's Message.....	1
Drones in San Luis - Talk at the next meeting	1
Dates and Schedules	2
Minutes of General Meeting.....	3
Flyout pictures.....	3 + 4



Drones in San Luis? Yep!

Hear the talk at the next monthly meeting

Over a decade ago, in a nondescript building off Buckley Road, a company called AME Unmanned Systems began developing and manufacturing unmanned aircraft systems (drones!). Their original model, the Desert Hawk III, was used for surveillance in Afghanistan by the UK Ministry of Defense. They later created and built a model called the Fury UAS, a tactical warfighter.

Want to know more about the drones on Buckley Road? Paul Kendrick, EAA President, is also a business manager for the company now known as Lockheed Martin Unmanned Integrated Systems. At the next meeting, he'll tell us everything we want to know about drones in San Luis Obispo or as much as he can without having to kill us!

That's coming up on Wednesday, February 4, at 6:00pm. Social 1/2 hour from 5:30-6:00pm. See you then!

Dates and Schedules

Comments, corrections, and suggestions are welcome. Fly-outs: dates are flexible and we will confirm plans and set times at the chapter meeting before the scheduled fly-out. Seats will be available for non-pilots, students, and pilots without wings. We want every seat to be filled, so let us know if you want to come along.

-
- Feb 4 Chapter Meeting at the Spirit of San at 6 pm, social gathering, 5:30: **Talk about Drones by Paul Kendrick, Business Manager at Lockheed Martin** (see page 1)
- May 16 AOPA Fly-in in Salinas
-

(cont. from page 1) We haven't had a flyout for a little while, but got the 99s back in the air as a group in January. Camille, Erin, Jody, Dave, Jim, & I planned to head to Los Banos for lunch, but fog in the valley nudged us towards Salinas instead. Everyone was just as happy with the backup plan and enjoyed a beautiful day of flying and a chance to get caught up with each other over lunch at the Landing Zone restaurant (Congratulations to Jody on passing her written test!) [photos on pages 3 and 4]. Have someplace you'd like to fly? Suggest a fly-out and you're bound to have a few people jump on board!

But that's all in the past! Coming up at the February 4 meeting: Drones! Paul Kendrick is the President of San Luis Obispo's chapter of EAA. He also works at AME Unmanned Air Systems (now a Lockheed Martin company.) He'll tell us everything he can tell us about drones without getting fired! So mark your calendars and we'll see you all in February!



Q&A with Dylan Krassensky, SBP tower manager, at last month's meeting (see minutes on next page)

Minutes of General Meeting

By Grace Crittenden

The guest for the meeting [January 7] was the manager for the air traffic controllers for the SBP Control Tower, Dylan Krassensky. He covered a number of interesting topics and shared some informative details and facts about the air traffic rules. Here are a few of the points he covered.

- Sometimes it is possible to have an opposite approach on 11 and departures on 29 if there is “operational necessity” even though practice approaches are not allowed on the ILS. Tracking the ILS inbound is allowed if you are more than 10 miles to the west, and we can practice the VOR approach all the way to the minimum altitude.
- The warning “hold for turbulence” after departure of a larger plane can be waived by the pilot of a plane waiting for departure.
- There must be 3’000 foot separation if more than one plane is on the runway.
- There are two ATIS transmitters – one on the Cuesta Grade for the north and one on top of the control tower.
- Dylan explained the standard procedures and who is notified when a pilot announces an emergency.
- After an emergency involving a damaged aircraft, the runway is disabled, and control of the runway is transferred to airport operations. The runway technically becomes a ramp and cannot be used again until it is cleared by the NTSB. Photos are used to document the scene, personnel statements are taken, and the recordings of the audio are also sent.



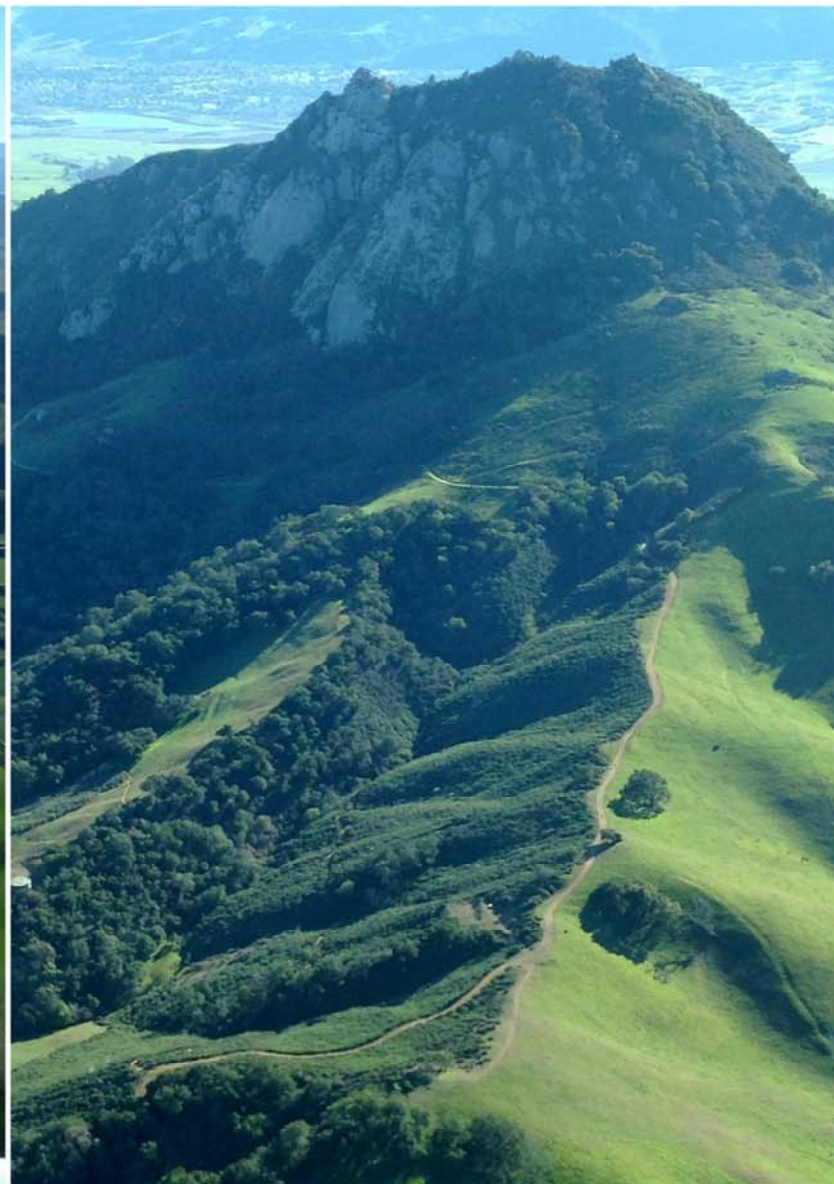
The female part of the fly out crew: Jody, Erin, Camille and Kathy (see chairman's message on pages 1 and 2)

- There have been a number of new controllers training in our tower in the past 2 years. There is an opening again now, so we can anticipate a new voice.
- The term “separate” or “separation” is used in IFR and “Sequence” is used in VFR.
- Though we have radar coverage of the airport, there is a radar shadow in the vicinity of the airport below 800 feet.
- Whenever there is an infraction of flight rules, the tower must complete a mandatory occurrence report. Sometimes there are several in one day. Remember that everything you say on frequency is recorded. The goal for the tower staff is to educate – not to issue violations.

If you have any questions, problems or concerns relating to the tower or air traffic control, Dylan asks that you contact him by phone at 781-8753 or 541-1161 or by email: Dylan.krassensky@serco-na.com

The business of the meeting was focused on discussion of activities that can qualify for the Air and Space Award. Anele Brooks will post a list on the group email. We want to document all the fun aviation events and activities we have done in 2014.

There was lots of enthusiastic response when Kathy proposed a fly-out to Los Banos for Saturday, January 24 [they ended up in Salinas, see photos page 3 and 4].



Aerial photos from the fly-out on the way back from Salinas. The Salinas River valley south of San Ardo (left photo), and Bishop's Peak (right photo)