

**1967****CESSNA 150****1/5 share of a Cessna 150.**

Good flying aircraft.  
 Bottom cost for flying low cost 2 place aircraft.  
 Hangared at F-2 SGJ . 1967 with transceiver, transponder.  
 Fun flying!

**Contact Henry Warner:**  
**461-3245**  
**\$2500 or best offer.**

**Fyi****INFO UPDATE**

I would like to request old and new members to submit current info and a picture for the next SAAPA directory. We would like to have a new directory by July 1, 2003. They can e-mail it to me at [phale175@aol.com](mailto:phale175@aol.com) or mail to me at 175 Inlet Drive, St. Augustine, FL 32080.

The info should have: *Names, Address, Phone Numbers, Aircraft Type and Tail #, and Pilot Ratings, etc.*

*Thanks! Pat Hale*

**CONTRIBUTORS**

Allen Arnold  
 Robert Fleming



**HAPPY  
 FLYING!**

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St. Augustine  
 Airport

**Pilots Association**

c/o Robert Fleming/Allen Arnold, Newsletter Editors  
 147 San Marco Ave • St. Augustine FL 32084

FIRST CLASS



FORWARD &amp; ADDRESS CORRECTION

# The Flight Line

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MARCH 2003



## 2003 POMONA LANDING FLY-IN

On Saturday the 15th of February, the annual FSAACA sponsored Pomona Landing Fly-In was held. SAAPA showed up in force with 7 members and 4 aircraft. Pomona Landing is a private 2,700 ft. turf field located about a mile east of Pomona Park, FL owned and operated by John Brewer. Departure was at 10:30, and as we got closer could hear the bustling skies over Pomona Landing. I glanced at Tobe's GPS and noticed we were about 8nm out and I started looking in the general direction to pick out the airstrip. All I saw were trees, trees, and more trees. If not for Bob Cox buzzing the field in his Beautiful T-6 Texan I don't think I would have seen the strip until we were landed and tied up.

Pomona Landing had a makeshift control tower in operation (Official looking guy sitting on cherry picker with a handheld navcom) and they advised us to enter left downwind for runway 20 and cleared us to land. After a soft turf landing I got out and was hit by a beautiful sight! 75+ aircraft ranging from a

Dehavilland Beaver on floats to a show quality Fairchild. I made my way through the maze of aircraft, turning around every few minutes to watch another aircraft land or takeoff.

It was about 11:30 when I caught my first whiff of delicious food. I went to investigate and found a line of about 50 people outside a hanger. I took my place in line and about 20 minutes later it's my turn to get some grub. Laid out in front of me were 5 tables packed with every type of southern cooked food you could imagine. I look around to see where

to pay and found only a sign-in book and donation basket. I throw in \$20, grab a plate, and fill it up with corn, ham, and chicken. As I sit under the shade of a palm tree and eat my lunch, a good 15-20 aircraft land and takeoff, including multiple RV-4's that buzzed the field in formation and did a few aileron rolls. I spend an hour walking around, looking at aircraft, and talking to fellow aviators. Around 2:00pm, we said our goodbyes and headed for the beautiful blue skies. I have never been to a Fly-In quite like this. It was large enough to keep you entertained and at the same time small enough to make it feel like a family gathering. If you get the chance next year, fly to 29-30-7.89N 81-34-42.27W and prepare for a wonderful day under the sun surrounded by aviation.

*Keep The Blue Side Up!*  
Allen Arnold





## AIRPORT AUTHORITY MEETING FEBRUARY 10, 2003

The meeting had an extensive agenda so this report will be in a concise format to be able to cover the basic issues. Format - Agenda Title, Issue, Discussion, AA Decision.

1. Master Plan Update - The contract fee is \$200,000. Earthtech has been currently working on the project. FAA will fund 90%. The AA and FDOT 5% each. The FAA has time requirements to be met (i.e., grant completed and first billing within 15 months). Motion Passed Unanimously (U) - solicit RFP for firm to do both planning and engineering, full scope of project. Limit solicitation length, short and concise. Full board will review solicitations (Earthtech can choose to submit).

2. TVOR Relocation - The proposed site affects signal from west and northwest. There is a need to submit to the FAA for certification based on modeling. Location could affect other construction; longterm. Motion Passed (U). Consider relocating portion of Taxiway B. Mr. Wuellner is to set up a meeting with the FAA to discuss alternatives. AA attorney is to discuss a delay with construction contractor. If there is a possibility of liability in delaying Taxiway B, chairperson is to call a separate AA meeting to avoid the problem. In addition, AA member "Jack" Gorman and a knowledgeable member of the public are to evaluate TVOR location options.

3. Ponce de Leon Property - If the big picture of the county is to acquire the entire property, the AA will not be involved. If just the north end is to be acquired, there will be extensive study

for noise abatement and mitigation. The AA has no funds for this type of land purchase. There is going to be a need to work with city on public relations for noise abatement.

4. Airport Attorney Contract Status - The contract has expired and arrangement is month to month. Concern was expressed by some AA members of changing attorneys while litigation is underway with Earthtech. Others felt there should be a solicitation for the new 3 year contract. Motion Passed (3/2). Bid the contract with bids to be submitted by July. Put the issue on the May agenda.

5. GA Airport Entitlement Grant - The AA has done 2 grant projects in the past. The airport is eligible for \$150,000 FAA Funds. Funds cannot be used for capitol projects and must be ALP eligible. Projects need to be submitted by Feb 15th. Mr. Wuellner presented a list of possible items based on the current Master Plan (MP) - sea plane ramp, TVOR, crash and fire rescue. The AA (especially the new members) felt there was a need for a different consideration - heavy jet apron, sea plane ramp, repave new hangar road. Motion Passed (U) Mr. Wuellner is to propose the new priorities even though they are not in the MP.

6. Executive Directors Employment Contract Renewal - The contract is approaching renewal and there is a 180 day window for action. The evaluation needs to be impartial. Motion Passed (U) the chairperson should use current documents for evaluation and come back to the AA for discussion.

7. AAAE Annual Meeting - The meeting will be in Los Angeles April 27-30. Attendance at past meetings has been very beneficial. Motion Passed (U) AA members who express interest are encouraged to attend.

8. Property Purchase Authorization - 417 Indian Bend Road - The Property owners have expressed willingness to sell to the AA. Previously the issue had been considered for Eminent Domain. The property was appraised 2 years ago and current appraisal is \$426,500. Because ED was a possibility the law allows the purchase price to be appraised plus up to 10% increase. Motion Passed (U) Purchase at \$426,500 plus up to 10%.

9. Hangar Row I - No paint shop has expressed a willingness to pay the market value for the space. It can be leased for \$3.50-\$4.00 sq/ft. Motion Passed (U) - Temporarily lease for plane storage for 30 day periods with 60 days notice to vacate.

10. Project Update - For Phase 2 at construction. The option chosen by the AA was to have Mr. Wuellner get with the design team and Aerosport (their needs have changed in 2 years) and get cost figures for using funds currently available. Move ahead even before the litigation funds are in hand.

11. Public Comment - CAP Squadron Commander, Rus Miller presented a letter to the AA related to the CAP needs and the Master Plan being developed. He requested that he be put on next month's meeting agenda for a formal presentation.



## DOESN'T GET ANY BETTER THAN THIS

Wednesday 2/19 dawned with weather that challenged pilots to fly. After several rainy days, Henry Warner and I decided to accept the challenge and fly our Cherokee 140 N6962W to Brunswick, McKinnon (SSI). The airport is 72NM and a GPS heading at 358° from SGJ with military restrictions at Mayport and Kings Bay, GA. A few clouds in the JAX area had us test our tuned exhaust system and climb to 4500' (no problem at Vy - 85 mph and 100 H/min.) There was a brisk tail wind and ground speed kept close to 125kts for the flight north and pegged at 95 kts return.

SSI has 2 nice paved runways 4/22 (5421') and 16/34 (3313'). The fields uses CTAP U 123.05 and ASOS 118.525. The staff at the FBO Gulf Isle Aviatim (located at the ends of 16 and 22, by the abandoned control tower) was extremely nice. They let us use a recent model courtesy car for 1.5 hours to tour the quaint town. Ms. Susie Clay at the counter was very helpful with a map and recommended several nice eating establishments. We chose Barbara Jeans by the waterfront. The open for lunch at 11 AM and have outstanding

crabcakes and chowder. The restaurant is small and very popular. So we suggest you arrive early.

We highly recommend the trip, the FBO and the restaurant. The scenery was gorgeous. Henry saw a nuclear sub leaving the channel in front of Ft Clinch. Quite a contrast with modern technology and civil war history opposite each other. Flying conditions were superb, almost CAVU.

*Robert Fleming*



## THE LIGHTER SIDE OF FLYING

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quickwitted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo crosscountry flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff"

Taxiing down the tarmac, the DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "and it took us a while to find a new pilot."

"Flight 2341, for noise abatement turn right 45 degrees."

"But Center, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

## MEETINGS

Our meetings are always on the

**Second (2nd) Saturday of each month @ 9:00a.m.**

at the SAAPA Clubhouse.  
Join us for our next meeting.

**MARCH 8, 2003**



## PILOTS DINNER

**Mark your calendars!  
March 22 Saturday**

*(Skeet Club)*

6:30 to 7:30 cocktails,  
hors d'oeuvres (BYOB)

7:30 Dinner ; Steak or Chicken  
Speaker our own ; Bjorn Ottesen  
Owner Florida Aviation  
Career Training  
Stay Tuned For More Info.



## PROGRAMS OF INTEREST

Sun 'N' Fun EAA Fly-In  
April 2-8  
Lakeland FL Airport