

The Flight Line



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AUG-OCT 2006

www.saapa.org

A NOTE FROM THE EDITORS

The elections are coming up very quickly and we want to get the newsletter out before this event arrives. Jack Gorman and Buzz George are running again after serving us the last few years, which saw many important issues resolved to the benefit of not only all at the airport, but also the residents of St. Johns County. There is more important work to be done. Let's get behind them and make sure they are reelected so they can continue to serve our community and our airport.

Because Bob Cox is stepping down, a new SAAPA member, Kelly Barrera, is running to replace the vacant seat. Kelly brings with her a wealth of experience to the our airport, not only as a pilot, but a person who has been in the aviation industry all her life. She is running against an individual who dislikes SAAPA intensely and attempts to ridicule us by calling us "the rich Private Pilots' Club". Check out his website. Enough said.

Please read about our three candidates and let's get behind them at election time.

Your assistance is needed.

Jack Reilly and Warren RauHofer

KELLY BARRERA THROWS HER HAT IN THE RING

As an Air Force brat, Kelly Barrera lived in many different places while growing up. Her father was career Air Force, so she grew up surrounded by airplanes and was fascinated by them and all the aviation life surrounding them. Like most of us, she didn't exactly know what she wanted to do when she grew up, but she knew it had to be around aircraft and the aviation industry.

During her last year in high school, she searched for a college with an aviation program. She selected Jacksonville University because the School of Aviation was also in the Business College. Four years later, Kelly was the first woman to graduate from the School of Aviation with a degree in Aviation Management. Another very important event happened to her while at JU. She met her husband to be who is now a pilot with FedEx and they now live in Ponte Vedra with their two children.

After college, she took a position with American Airlines and worked at Jacksonville International Airport until American Airlines transferred their operation to their regional company American Eagle.

Desiring to stay in Ponte Vedra and St. Johns County, she switched over to American Eagle. She worked in management handling personnel and the business of the operating budget. When the children started to arrive, she left American to become a mom.

Asked why she wants to be elected to the Airport Authority Board, she explains, "I want to work in the aviation field, something that I know and love. Our airport is a very important source of income for the county and is our leading tax base. It is important that every St. Johns county resident knows and understands this. I will work hard for continued steady and controlled growth. I feel that with the ongoing expansion of the airport to the south and the increase in revenue that it will bring, the airport will be shortly dropped from the tax rolls."

Kelly has a wonderful freshness and excitement about being able to contribute her expertise to the health and well being of our St. Augustine Airport.

Warren E. RauHofer

AIRPORT AUTHORITY CANDIDATE PROFILES

SAAPA MEMBERS

Name: Kelly D. Barrera

Post: St Augustine, St Johns County Airport Authority Board Member Group 1

Hometown: Jacksonville, FL

Education: Bachelors degree from the College of Business at Jacksonville University, majoring in Aviation Management.

Experience: Includes both the commercial and the general aviation sides of the industry, working for 2 major airlines, a Fixed Based Operator and flight school. Has also taught travel and tourism courses for a business school. Strong management background, encompassing over 20 years of both aviation and business management experience.

Family: Married to FedEx pilot, two children

Web Site: www.kellybarrera.com

Statement: Growth has been a big issue for all of St. Johns County, and I want the airport to grow in harmony with the community. I believe that the airport is a vital element of our community, and needs to have Board Members who will work in a collaborative manner with the entire community, both inside and outside the airport boundaries. I have the leadership skills to be that person.

Name: John C Gorman (Jack)

Post: St Augustine, St Johns County Airport Authority Board Member Group 2

Age: 56

Occupation: Merchant Marine, Shipping Operations

Hometown: St. Augustine

Education: U.S.C.G. Masters License, Ltd.

Experience: Extensive World Wide travel, Airport Authority Board Member

Family: Wife Karen

Web Site: Aeroplane.com

Statement: Initiate and insist on Environmentally Intelligent Design- when projects are planned. Looking for and preserving stands of mature growth trees whenever possible- to save for our next generation.

Realistic budget reviews. Insist on comparative analysis of expenditures. Many times government wastes tremendous amounts of money just because there is no one to say NO!

Small Business center. Allow "Mom and Pop" size enterprise to grow by consolidating costly government mandates.

I am seeking a second and last term on the Airport Board. Very independent of special interest, I wish to simply serve our community in this unpaid position.

Name: M. Wayne (Buzz) George

Post: St Augustine, St Johns County Airport Authority Board Member Group 3

Age: 65

Occupation: Founder: Millard-Wayne Inc.

Hometown: St. Augustine

Education: Bachelor of Science in Industrial Management, Georgia Institute of Technology (Georgia Tech)

Experience: Longtime successful businessman, current Airport Authority Board Member

Family: Married, three children, three grandchildren

Statement: Term Objectives – Continue our focus on meeting the aviation needs of the St Johns County community and finish what we started 4 years ago – Run the Airport like a business –

Any business measures its future based on the demand for its products/services. We presently have the highest backlog of needed facilities that the Airport has ever had.

In the last 4 years the Airport Authority has made some tough decisions but the paramount direction has always been "if this were my business, what would I do." We have turned down some proposals that would not repay our investment and have approved others which provided for the growth of commercial ventures in St. Johns County. We will continue to make those hard decisions with the Airport's mission and the St Johns County residents in mind.

Get off the Tax Rolls – Unlike most of the other taxing districts, the Airport Authority has the ability to eliminate taxation and still meet the growth needs of the county. Since 1999, the biggest taxing agencies have seen increases of 125% - 135% while the Airport Authority has not duplicated that burden on the taxpayer (Airport – 89%). But, that's still not good enough.

During my first year in office, we developed the first long range Financial Plan in the history of the Airport. The next year, that Plan showed we could meet the increased needs of aviation in St. Johns County and build the necessary reserves in 7 years. We are now into the plan another 3 years and have made the adjustments to show we can still be off the tax rolls in the remaining 4 years.

The biggest thing that I personally can contribute is to continue with the goal of self-sufficiency and in 2010 be able to support a budget that requires zero Airport taxes.

MEETING HIGHLIGHTS

July

The July Meeting of SAAPA was held on July 8, at the clubhouse. Len Tucker reported that our cash balance was about \$5,200, with the only recurring expenses being in the areas of telephone and clubhouse cleaning expenses. The summer social was scheduled for Saturday 15 July.

August

The meeting was held at the clubhouse on August 11, and was called to order by Art Lancaster, Vice President, in Bill Pacetti's absence. John Roderick gave an update on Airport Authority matters, and Ed Wuellner added that an additional \$530,000 in project funding should be in place by the end of the month. The projects continue to proceed on schedule. Ed further reconfirmed the Airport Authority's intention to be off the tax rolls in six years, as opposed to seven.

Mike "Gunner" Thompson indicated that an airport watch video is now available, and can be obtained by calling 1-866-GAsecure. He further indicated that we are largely responsible for our own airport security, by being vigilant and reporting any unusual events.

It was emphasized in all reports that we, as pilots, should do everything we can to avoid unauthorized access to airport grounds. Notable among the tasks to accomplish this is for all of us to be sure that the gate closes behind us on both entrance and exit, so that unauthorized vehicles cannot slip in.

Kelly Barrera, a new SAAPA member and candidate for Airport Authority, gave us a briefing on her position on airport matters, and her quest for an authority seat.

After the meeting, Bob Cox, a SAAPA member, allowed us to inspect his L-39 jet in his hangar. Bob flies

this airplane in several shows annually, and was an active participant in our Air Show in May. We were all very appreciative of his taking the time to show us around the aircraft, and answer questions from the members. Thanks also to Dan Holiday for making the arrangements.

September

The September meeting was held at the clubhouse on September 9.

Member Bill Nesbitt introduced Alan Bossenger, CEO of St. Augustine Sailing and Sailtime. Alan gave a presentation on fractional sailboat ownership, which would enable a participant to use a sailboat for a fixed amount of time each month, whether he be in St. Augustine or elsewhere. More information is available from St. Augustine Sailing School (904-829-0648) or www.sta-sail.com.

Jack Reilly



Thank You to Contributors

Jack and Warren wish to thank:

Ken Harp
Dan Holiday
Milly Huggins
John Roderick
Mike Thompson
Len Tucker

and all the other SAAPA members that contribute to the success of the Newsletter.

Special Thanks to Bob Cox for allowing us a close up of his L-39 after the August meeting.



Security IS Important

“Why?” you might ask. I know you know all the obvious reasons; nobody wants to call the police, his or her spouse/significant other/life partner and insurance agent to say either “The airplane got stolen!” or “All the radios are gone!” And keep in mind one less obvious type of theft (of which you are probably aware by now) that involves radios being taken from airplane “A” -- the owner then reports the theft, complete with serial numbers (it is to be hoped). But the thief has gone to similarly equipped airplane “B” and put the radios from airplane “A” in there and then advertised the radios from airplane “B” on eBay, sold them to a used avionics mail-order operation, or delivered them to some other unsuspecting customer. Since the owner of airplane “B” doesn’t know his radios are gone, those serial numbers do not get reported as stolen so nobody is looking for them. There are variations on this scheme; sometimes radios are exchanged in a half-dozen aircraft before finally being delivered to their fate. I’ve talked to owners victimized by this scheme who thought the incorrect serial numbers on the equipment in their aircraft was due to an honest mistake on the part of a shop when the airplane was in for repair. Possible I guess, but not likely.

This is one of the reasons AOPA developed the Airport Watch Program. “Lock Up. Look Out” is the theme of the program and is good advice for all of us. Patterned after the successful Neighborhood Watch Program it gives law enforcement and other security personnel hundreds of additional eyes; the best kind of eyes – the eyes that know the airport, airplanes, and pilots and who can quickly recognize people who don’t belong. Of course the “Lock Up” part starts with your own aircraft. Lock everything you can lock... aircraft door, external baggage compartment access, hangar door, prop or throttle lock. Shucks... prop AND throttle

lock! Please consider also the little things like keeping your aircraft keys, hangar keys, and prop/throttle lock keys on separate key rings.

“Look Out” is the other part and is equally as important. As mentioned above nobody knows more about the airport than general aviation pilots. This holds true when we are at other airports as well. Odd behavior at SGJ is also odd behavior at CRG, GNV, OCF, and any where else you may land. Even at a fairly busy general aviation airport such as St. Augustine there are big blocks of time when none of the “regulars” are present. I know you would want a transient who stopped by to take advantage of our great fuel prices to report some person prowling around your hangar, trying various doors and obviously looking for a way in. That person would appreciate your reporting the same thing at his home drome. Obviously, for situations where you think somebody is up to something criminal, calling 9-1-1 is always the best response. If your observation is more along the lines of someone asking improper questions or maybe taking pictures of the fuel farm the best response might be to call 1-866-GA-SECURE (1-866-427-3287). May I suggest you add that number to your cell phone? This number rings at a desk that operates 24/7 and the operators are trained by the TSA to field aviation related calls. If they think you need to pass that information immediately to 911 they will advise you. Needless to say the more information you can provide, the better.

Speaking of the TSA <sigh> brings me to physical security at airports, specifically our airport. I’ve been coming to SGJ since 1981 when 3M purchased the Stormscope business from Paul Ryan and I was fortunate enough to move into that project from another business at 3M. I too wish things could be way they were “back in the day” but I’m afraid that’s not going to happen, at least in

my lifetime. For better or worse we’re in this for the long haul. I know the security precautions are a pain well south of our collective necks, but the facts are simple; either we cooperate with the few (and really, simple) requests airport management has made of us, or things will probably get a lot tougher and won’t be voluntary. We really do have it good here when compared to many other airports, especially when you consider the military business conducted on the field. I promise you there’s no comparison between SGJ and where I’m (temporarily) based at CRG and the other airports under the control of JAA. Yes, some other airports may have fewer restrictions, but let’s not forget to consider everything that goes on at SGJ when making comparisons. Please, don’t let people “piggyback” when either entering or leaving the airport gates. Pull far enough through so the detector loop in the pavement won’t sense you are still there then stop until the gate is closed behind you. If a pedestrian slips in call 9-1-1 and let them know immediately if you don’t know the person. If you do know them let them know they are putting themselves and you at risk with that behavior. At the very least it could lead to additional restrictions to airport access. He or she may have legitimate business on the airport, but entering improperly is a warning flag. Back in the SAC days on Air Force Bases there were red lines painted on the ramps with gaps in them. People who belonged on the ramp knew to walk through the gaps; anybody stepping across a painted line in the wrong place came to the immediate attention of the Flight Line Police. The service academy cadets have a saying “Cooperate and graduate.” Ours might not be a catchy, but let’s all cooperate and keep airport access problems to a minimum.

Mike “Gunner” Thompson

UPCOMING FLY-INS & AIRSHOWS

MONTHLY

EAA Chapter 866 holds their "first Saturday" breakfast at Dunn Airpark, X21, on the north side of Titusville. 8:00-9:45, \$4. www.eaa-chapter-866.org. If you care to hang around until lunchtime, the Dixie Crossroads Restaurant (famous for rock shrimp) is nearby. Ground transport from one of the local residents, or from the skydiving crowd, can usually be negotiated.

Oct. 21-22

St. Petersburg, FL. Red Baron Pizza Sqdrn., Otto the Helicopter, Patty Wagstaff, the Marine Amphibious Assault, and many others are appearing. www.albertwhittedairfest.com

Cedar Key Seafood Festival CDK
Oct. 21-22

Oct. 27-29

Naval Air Station Jacksonville open house with the Blue Angels. www.NASJaxAirshow.com

Deland Air Jamboree

Deland EAA Chapter and the Florida Chapter of the Commemorative Air Force host the Deland Air Jamboree. Camping with your plane or RV is encouraged. Motels are nearby. www.airjam.org

Nov. 4

Dunn Airpark, X21, Titusville first Saturday breakfast.

Nov. 5

Jumbolair "first Sunday" brunch.

Nov. 10-11

North Florida Airshow, Lake City

Dec. 2

Marathon EAA Chapter 1241 fly-in and cookout. 11:30 AM. www.eamarathon.com

Dec. 9

Flying Tiger Airport, FL54. Worthington Springs, FL. The biggest, best, free cookout in Florida. Whole roast hog, oysters, barbecue chicken, and everything that goes with it. 10:00 till?

Ken "Radar" Harp



St Augustine-St Johns County Airport Authority Meeting

Your Liaison Report to the Airport Authority

- Acknowledged the new fuel kiosk added safety, ease of use, and improved appearance.
- Reported fuel prices, drops, were aggressively marketed both locally and on internet sites.

The Boards decisions of 21 Aug 06 were well received by the membership at our monthly 9 Sep 06 meeting. Specifically approval to proceed with fixing/upgrading the seaplane ramp. But primarily approving a layout plan for the south expansion that saved the primary (oldest and biggest) old growth trees while maximizing T-hangers - about 60 - and squeezing in some box hangers. "Saving the trees and maxing the Ts"

Project Updates

- Taxiway F now fully funded by the FAA at \$4.3 million. This ties to the south development apron and will provide access to the new box and T-hangers. Engineering is finished and bids are out.
- Seaplane ramp finished about March 2007. Fixes erosion, adds fresh water, adds a lift, and most importantly makes it

safe for Galaxy to refuel.

- All hurdles - permits, power moved, etc - were jumped and the commercial hangers 8, 9, and 10 started in north forty.
- Airport Master Plan has been formally approved by the FAA.

Action Items

- Approved purchase of a specialty vehicle for Airport Rescue and Fire Fighting (ARFF).
- Minimum Commercial Aviation Operations Policy was tabled.
- Property damage insurance costs have dramatically escalated so different methods to control costs were requested by the board such as self insured risks.

FY 2006-07 Annual Budget, Final Public Hearing

- Adopted same millage rate as 2004 & 2005 at 0.2055 mills.
- Will bring in an estimated \$4,456,000
- Adopted the Budget at \$13,580,000.

John Roderick

Retirement

It has come to our attention that one of our friends and fellow SAAPA aviators is starting the process of retiring.

Dr. Bob Thousand is selling his practice and is going to spin his work week down. I am personally sorry to see him retire because Bob was the very best dentist I've ever been to.

We imagine that his co-captain, Jane, will also be following after Bob.

The good thing about this is that hopefully we will be seeing more of them around the airport and at the clubhouse.

Warren RauHofer



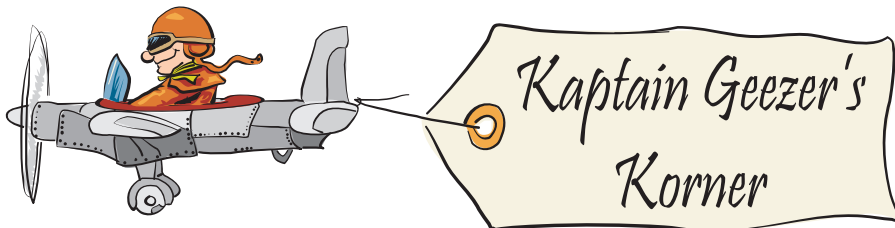
MS 150 Bicycling Event

Paul Huggins

Over 2000 cyclists rode the MS 150. Paul's team, the Prowlers from Northrop Grumman, had over 55 cyclists. It took Paul about 5 hours to cycle to Daytona Beach and about 4 1/2 hours to cycle back to St. Augustine Airport. It was a very exciting two days for all. Paul wants to thank all of his friends from SAAPA for their support.



Milly Huggins



NASA REPORT

Interrupted Checklists

Two factors, distraction and preoccupation, are common in most of the gear-up incidents reported to NASA ASRS. Both factors were present in this gear-up incident reported by a Lake Buccaneer pilot.

"I was on base leg to final, when a second aircraft called on the radio announcing its position on a practice VOR approach. The approach was to Runway 23 and the runway in use was Runway 05. I called the aircraft to verify that they had me in sight on short final. After a short exchange on the radio, they continued to fly a missed approach and I continued my short final to a gear-up landing. Contributing factors: The radio conversation and looking for traffic coming at me from the opposite end of the runway. Because of these events I lost track of my final check list... GEAR DOWN AND LOCKED."

Kaptain Geezer Sez:

If you are interrupted in doing any checklist you are performing, go back to the beginning and start again. If you are on short final and feel rushed, POWER UP, GEAR UP, FLAPS UP, execute a go-around and start over. Better safe than sorry ! It is easy to get distracted and have an interruption completing the checklist.

The chances of something like this happening at St. Augustine Airport is very remote. Our brave lads that operate our tower would not let two aircraft get into this type of situation. The aircraft shooting a practice VOR to 23 would be shooting a practice NDB to 05 instead.

BE SAFE, FLY SAFE, TAKE YOUR TIME, HAVE FUN !!!

Warren RauHofer

AIRPORT NEWS

Fly-By Café

St Augustine Airport's "Fly-By Café" is open for breakfast and lunch.

Breakfast:

Mon - Fri 6:30 am – 10:30 pm
Sat & Sun 6:30 am – 12:00 noon

Lunch:

Mon - Fri 10:30 am – 3:30 pm
Sat & Sun 10:30 am – 4:30 pm

Phone: 904-824-3494

FAX: 904-824-3495

They will also do catering for you, and prepare your in flight meals to go.

Hangar Lease Update

As a reminder... anytime you change aircraft, your lease must be changed. It is your responsibility to notify the Airport Authority so that the records properly reflect what is actually stored in your hangar. This is requirement of your lease agreement.

Gas & Lubricant Storage

Storage of hazardous or toxic materials, including paint, solvents and other dangerous materials in your hangar is prohibited. Please note that aircraft fuel and associated lubricants can be stored in your hangar.

Airport Authority

Phone Numbers

Main Telephone 904-209-0090
Fax Number 904-209-0528

Other Helpful Numbers

Fly By Café 824-3494
Galaxy Aviation 824-1995
Southeast Aero 824-1899
JAX Approach 904-741-0767
Flight Svcs. 352-373-0826

For other airport information, check the web:

www.staugustineairport.com

Classifieds

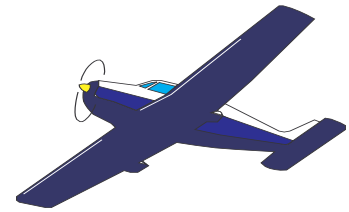
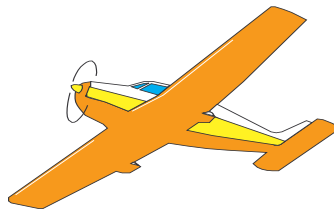
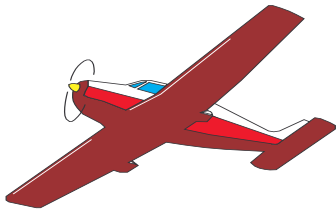
Do you have an Aircraft or Aviation related item
that you want to sell, rent, or participate in?

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Sensenich Prop. Overhauled twice but still in spec. 76EM8S5-0-62 from
Piper Archer II \$500 Contact: TJ Wagner
(904) 608-4161

WIDEBODY AIRLINER SEATS AVAILABLE

Uses include porch furniture, or a place to relax in your hangar. Price is \$200 per bench. Please give Charlie Willwerth a call at 904-819-0976, or contact him on the web at tail_dragon@bellsouth.net for further information and photos.



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To receive announcements about upcoming SAAPA meetings and events, send a BLANK EMAIL to list-subscribe@saapa.org. Members may send appropriate notices or requests to list@saapa.org.



MEETINGS *See you there!*

Our meetings are always on the
Second (2nd) Saturday
of each month @ 9:00a.m.

Nov 11 2006

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

2006 SAAPA Board of Directors		Email Address	Phone #
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Art Lancaster	Vice President		940-3336
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St. Augustine Airport Pilots Association

FIRST CLASS

c/o Jack Reilly/Warren RauHofer, Newsletter Editors
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FORWARD & ADDRESS CORRECTION