



San Carlos Airport Association, a chapter of California Pilots Association, is the AOPA Airport Support Network representative for SQL, and represents pilots, tenants, businesses and other supporters of San Carlos Airport.

New Skyway Center Takes Flight

Anyone who's flown into or out of San Carlos in the past couple years has probably noticed the handsome new building and hangars which have slowly arisen on the site of the former Skyway Center, which used to be an aging building with small offices and some rusting T-hangars alongside the airport's southeast perimeter.



Skyway Center façade at 655 Skyway Road

The new facility is also called Skyway Center, but the identical name is where the similarities end. The new facility combines about 18,000 square feet of leasable office space with a sort of luxury FBO/aviation lifestyle club, and includes an event space for use by local nonprofits and others seeking a place to host small and medium events. It's a unique facility that's very different from anything that's ever existed at San Carlos Airport or even in the Bay Area.

The new Skyway Center is the dream of the Levin family, who have owned the property since the 1950s, and their attorney, Martin Eisenberg, who has spearheaded the project on behalf of the family. By the time you read this, the facility should be open and

ready for occupancy.

On entering the facility, the first thing you see is a desk made from the polished stainless-steel wing of an old aircraft, rivets and all. With soaring ceilings and an abundance of light, it's as different from the old building as it could be. On the ground floor, there are offices available for lease, and a spacious aviator's lounge, complete with replica of the neon sign of the Carlos Club, a historic venue on El Camino Real which was owned by the Levin family during the 1940s and '50s. Appropriately, the neon cocktail glass of the real sign has been replaced by an airplane! On the walls are historic photos of Levin family members and some of their roles in the history of San Carlos and the airport.



Entrance to the "Carlos Club" flight lounge

The lounge has comfortable seating, a giant-screen TV, a galley for snacks and beverages, and a flight planning area, as well as showers and lockers for aviation tenants. An exterior patio area will provide seating and a nice view of the central taxiway between the hangars, and the runway beyond. The lounge is available 24/7

to hangar tenants of the Skyway Center.

Upstairs, a large mezzanine serves a variety of purposes. Collapsible and moveable walls allow the creation of a large conference room, or the area can be opened up as an event space, complete with a catering space for food service and beverages. The event space will be provided, free, to local nonprofit organizations at least twenty times annually, and may also be leased for corporate and private events.

Behind the lounge and office areas are the two huge hangar buildings, designed with flexibility to be configurable as up to twelve individual hangars ranging in size from 2,000 to 9,000 square feet. As initially configured, there are three private hangars, two of which are capable of housing a light twin or VLJ, and one is suitable for a more modest single engine plane. All three private hangars face the runway. All hangar doors open and close under electric power.



The alley between the hangars looks out onto the runway.

There are three semi-private hangars which are capable of housing the largest turbine aircraft which can land at San Carlos, such as the Pilatus PC-12 or King Air. These hangars are ideal for owners with multiple aircraft, or can be shared (Skyway Center offers a matchmaking service.) Finally, there are three enormous community hangars, which, at more than 9,000 square feet each, can accommodate an entire flight department, fleet, or other aviation activity base. (However, businesses and aircraft operating under Parts 119, 121, 125 or 135 are not permitted at Skyway Center.) The community hangars open on both of their sides, allowing a great deal of flexibility for moving aircraft in, out and around.

Put away that towbar: In cooperation with Rabbit Aviation, Skyway Center provides a valet service to pull aircraft in and out of shared hangars, and Rabbit Aviation will also have access to the hangars to provide fueling services. Pilots in private and semi-private hangars will have 24/7 access to an electric tug. All the hangars are ready to go, but can be further built out to suit for tenants, and have accessible plumbing connections should restrooms or other facilities be desired. There's even a generator on site, to provide emergency power to operate hangar doors in the event of an outage.



One of the new hangars awaits its first occupants.

In a nod to aviation history, all of the hangars at the Skyway Center are named after famous, but sometimes overlooked, female aviators who were pioneers of aviation. You could store your airplane in Bessie (Coleman), Jeana (Yeager), or Amelia (Earhart), not to mention Francis, Gina, Harriett, and the other aviatrixes recognized with namesake hangars.

Skyway Center intends to be the hub for pilots who live an aviation lifestyle, who are passionate about flying and want to base their plane in a facility that is worthy of that passion. It will provide a new level of services, facilities and quality that have previously been unavailable at San Carlos Airport. Check out their website, which features a great short video on the history of the site and the Skyway Center itself, at skywaycentersql.com. Both hangars and office space are now leasing.

Additional photos of Skyway Center are available on the following page.



The reception area features an aluminum aircraft wing repurposed as a desk.



Lockers adjacent to the showers and restrooms are provided for all Skyway Center tenants.



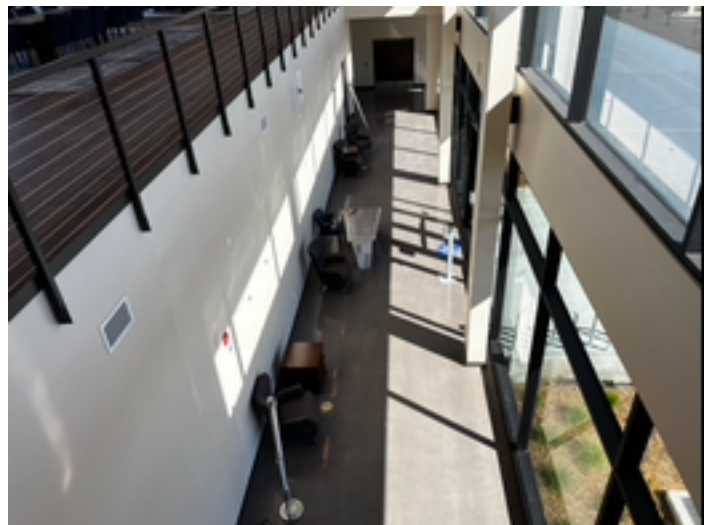
A comfortable lounge is provided for pilots and their families / guests.



Many of the hangars are "pull through" with doors which open on both ends.



A variety of hangar sizes can accommodate any plane capable of flying into San Carlos Airport.



Looking down on the building entrance from the mezzanine level.

Get the Lead Out! Unleaded Avgas is Here

Did you know that about two-thirds of piston-engine aircraft are eligible to use UL94, an unleaded aviation fuel that's better for your engine, better for the environment, and is comparable in price to 100LL? Even better, did you know that UL94 fuel has been available at San Carlos for the past several years? If this all comes as a surprise, read on, because every pilot or owner of a plane that can use UL94 should consider switching to it.

For years, a number of aviation fuel companies have been working to create an aviation fuel to replace 100LL (the LL means "low lead") which eliminates the lead which it contains. Tetraethyl lead is added to 100LL to increase its octane rating and prevent engine knock and wear in high-performance engines. But lead is a toxic substance which has a myriad of bad effects when it gets into humans; especially concerning are its impacts on brain development in children. There is disagreement on how much impact leaded aviation fuels actually have on children living near airports, but there's no disagreement that we should work to reduce and ultimately eliminate the use of lead in aviation fuels, much as we eliminated lead from automobile fuels and paints in the 1970s.

It turns out the designing a fuel that will provide the 100 octane (needed by some high-performance engines) without adding lead is a tall order. Several fuel companies have been working on this for many years, and the first unleaded 100-octane avgas was certified just this year for a few aircraft models. That fuel – called G100UL – was recently approved by the FAA, but is not yet commercially available and it will probably be a few years before it is in wide distribution. There is a second unleaded 100-octane fuel from a different vendor, Swift Fuels, reportedly also nearing FAA approval. One or both of these new fuels may – eventually – replace 100LL, but that is likely still years away.

But the majority of small planes – about 65% – have engines which do not require 100-octane fuel, or the lead used to boost its octane level. Most of our planes were originally certified to use 80/87 octane or 91 octane fuel, and can use Swift Fuels' UL94, which, it turns out, has been available from Rabbit Aviation at SQL for the past several years. Examples of planes

which can use the 94UL fuel include many Cessna models (152, 172, 182, 210 and more), many Piper, and Grumman models, as well as a huge list of other aircraft.

Why would you want to switch to UL94? Well, first, it's unquestionably better for the environment, and it makes our airport less vulnerable to the kind of anti-lead backlash which is currently threatening the very existence of Reid-Hillview Airport, just a few miles southeast of SQL. If anti-lead activists, with land developers hiding behind them, are successful in closing RHV, we may be one of the next airports to be targeted for closure. (For more information on how to help save Reid Hillview Airport from closure, visit caapso.org or savereidhillview.org.)

But beyond that, there are tangible practical benefits to switching. At the top of the list: eliminating lead is good for your engine. No more lead-fouled spark plugs, no more extra wear caused by lead. Longer oil change intervals are possible, and spark plugs will last longer. And unleaded fuel leads to engines that live longer. The engine manufacturers agree, and both Lycoming and Continental have endorsed unleaded aviation fuel use in a long list of their engines. There is speculation that switching to unleaded fuel may eventually allow engine time-before-overhaul (TBO) hours to be doubled from current levels. Imagine that one of these days – a 4000 hour TBO!

What does it take to switch? First of all, 94UL is completely mixable with 100LL in any proportion. So you can buy 94UL at airports which sell it (in our area, that currently includes SQL, RHV and WVI) and buy 100LL when you want or need to, and your plane will run just fine. 94UL fuel is slightly heavier than 100LL (6.3 lbs/gal instead of 6.0 lbs/gal) but contains slightly more energy per gallon. It is not tinted and so is a straw-like color. 94UL contains no ethanol or anything else that would cause problems with hoses or gaskets.

Many planes will need a one-time Supplemental Type Certificate (STC) in order to legally use 94UL. The easiest way to see if your plane can use 94UL, and whether it needs the STC, is to look up your make

and model at swiftfuelsavgas.com/stc/. If you need the STC, it's \$100 – one time – and that price includes any future STC that might be required for Swift's upcoming (but not yet approved) 100R fuel, which is designed to replace 100LL for all piston aircraft.

The STC includes everything you'll need, included new placards to be placed near your fuel ports to indicate that the aircraft is approved for 94UL. If you need the STC, an A&P will need to sign the included Form 337 and return it to the FAA, along with a logbook entry. That's it; aside from the placard, no change to your plane is necessary.

Swift Fuels has a website where you can find answers to most questions you may have. It is important you

check to be sure you can legally use 94UL in your plane, and to obtain the inexpensive STC if necessary, in order to be legally compliant. The website is at swiftfuelsavgas.com. There you can also find lists of Lycoming and Continental engine models which are approved for UL94.

This is that rare example of a new aviation product that's good for you, good for your plane, good for the environment, good for our neighboring communities, and it even may even save you money! Hopefully we'll soon see a 100 octane unleaded Avgas that can satisfy the most powerful of piston engines, but until then, UL94 is a great solution that can help make many of our planes, and our airport, cleaner, greener, and a better neighbor.

Control Tower Updates

Summary of a discussion between Orlando Felix (Tower Manager, San Carlos Tower) and Bob Kearn (SCAA Board Member)

In general, the staffing levels in the Control Tower are better than last year, when staff shortages resulted in temporary reductions in tower service hours and limitations on certain operations.

It is really important that IFR clearances are obtained prior to engine start from ground control. The reason for this is that we have limited ramp space at SQL and we cannot fill up the runup areas with IFR traffic waiting for their clearance and blocking other traffic waiting to depart. Currently approximately 30% of IFR clearances are requested after engine start and, as a result, aircraft are left idling while waiting for their clearance and burning expensive fuel unnecessarily.

IFR releases that are routed over the Woodside

VOR (OSI) are usually quicker for release than those over SJC or OAK. The reason for this is SJC/OAK departures have to be coordinated with those facilities. Consider this when you file your routing. However, NorCal Tracon has "canned" routings/altitudes to certain airports in the region. For example if you file IFR to SCK you will get: SJC V334 SUNOL MOD Direct...; filing over OSI in this instance will not work. The tower will check every five minutes for your IFR release, but all releases are controlled by NorCal Tracon and they are the boss.

A reminder to all pilots that pattern work is discouraged before 8 am Monday thru Friday and 9:30 am on weekends and after 6 pm on weekends or when the Tower is closed.

**DON'T MISS OUT!
ANNUAL BARBECUE,
SUNDAY, OCTOBER 16, 11:30 AM-1:30 PM
HILLER MUSEUM, BACK PATIO
SEE BACK COVER OF NEWSLETTER FOR DETAILS**

Residential Development Raises Concerns

Redwood Shores Project Would Be Directly Under Runway 30 Short Final

Your Airport Association board members are concerned about a new development which is planned for 557 E. Bayshore Rd., directly under the SQL traffic pattern short final approach for Runway 30 (which is also the takeoff course from Runway 12.) The development site is less than ¼ mile southeast of the Runway 30 threshold.

Currently the site of a long-closed movie theater and a large parking lot now used by a nearby auto dealer, SyRes Properties LLC proposes to build two residential buildings with a total of 480 rental apartments, and a 151,423 square foot fitness center, plus a parking area.

Redwood City released a Draft Environmental Impact Report (EIR) on August 11, 2022, and will be accepting public comments on the report and its findings until September 26. The report general finds the project to be appropriate for the site and finds that significant environmental impacts can be mitigated in various ways. The report concludes that there is no impact from San Carlos Airport as the property lies outside of the areas in which aircraft noise is expected to exceed 60 decibels.



Rendering of proposed development ¼ mile from, and aligned with, Runway 30

Yet while the Redwood City has no apparent worries about the airport's impact on this project, your Association board worries about the opposite: adverse impacts on the airport from this development and its 1,000 or so future residents. It has been our experience that residents who live under aircraft flight paths often find noise objectionable even when the noise does not reach the 60 db which is considered significant by the EIR. Residents who are annoyed by noise often complain, often frequently and repetitively, to county officials. That, in turn, leads to increased pressure to eliminate or reduce noise, which raises the specter of curtailments on airport operations or discussions of closure.

Most people recognize that we have a shortage of housing, especially affordable housing, in the Bay Area and in California, and this project would provide much-needed homes, both market-rate and below-market-rate. There is

great pressure from the State of California on counties to approve and build more housing.

Should this project be built? That's a difficult question to answer, but organizations like the Sierra Club have gone on record with concerns and objections based on the environmental impact of the project and its proximity to the shoreline and sensitive marshes, as well as increased traffic congestion and other factors. We at the San Carlos Airport Association have serious concerns about the project's impact on the airport.

One alternative to complete opposition to the project is to demand that Redwood City require the creation of an Avigation Easement or Overflight Impact Notices for this property. These are legal documents which are recorded against a property, requiring that current and future

owners of the property be put on notice that air traffic regularly flies directly above and in the vicinity of the property and has a continued right to do so. It potentially heads off complaints from future residents or owners. While Redwood City has been reluctant to use these formal notification tools in

the past, it is conceivable they might consider doing so in this case, especially if doing so were to turn opponents of the project into supporters.

Your airport association board supports the construction of more housing, but believes it is not wise to do so in a location which conflicts with our airport. We urge you to familiarize yourselves with this project (see the link at the end of this article) and consider submitting comments before the September 26 deadline to Senior Planner Ryan Kuchenig of Redwood City's Planning Department, whose email is rkuchenig@redwoodcity.org.

Full details on the project and the downloadable Environmental Impact Statement can be found at <https://www.redwoodcity.org/city-hall/current-projects/development-projects?id=67>.



Annual Barbecue
Sunday, October 16, 2022
11:30 am – 1:30 pm
Hiller Aviation Museum Patio

Mark your calendar and plan to attend our annual barbecue! Come join your fellow San Carlos aviators from 11:30 am to 1:30 pm behind the Hiller Museum and enjoy an afternoon of good food and great camaraderie.

Admission (and food) is free for paid-up members. Guests, including spouses and non-members, are \$15 each. Like last year, we plan to have tasty barbecue and all the fixin's. We can definitely use help from volunteers; it's a

great way to meet other members of the Association. If you'd like to volunteer, please send an email to John Rohrer at treasurer@sancarlosairport.org.

To help us better estimate the number of meals we need to prepare, if you plan to attend, please send an email RSVP to: treasurer@sancarlosairport.org.

Check out sancarlosairport.org for the latest information. Don't miss it!