DOCKET
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DATE JUN 27 2005
RECD. JUL 08 2005

BLYTHE AIRPORT
WOLFE ENTERPRISES

California Energy Commissioner

I'm writing you this letter because we have a very serious safety problem with the FP&L power plant here at Blythe. I will try to simplify this letter a much a possible. FP&L told all concerned parties that the plant was going to be built south of the runway but they did not do that. The plant was built directly at the end of the runway one mile out. The problem exists with the cooling towers. These numbers are from FP&L experts. Rising air from the cooling tower that is directly under a aircraft on short final is 1670 ft per minute or 19 miles per hour at 250 above the ground . See page 4.10-18 Blythe Energy Project Phase II (from now on as BPII). These numbers are devastating to an aircraft. This is confirmed by a number of professional pilots that have flown through the discharge plume from the plant and reported severe turbulence. As you can see the numbers FP&L gave are double the number that is considered significant by CASA. Check page number 4.10-40 of the BPII at the bottom of the page. The numbers that FP&L gave are above what is considered as wind shear. Wind shear close to the ground is very dangerous to aircraft. Wind shear brought down the commercial airliner in Dallas a few years back that killed all passengers and crew.

If you read BPII you will see that numerous agencies have all reported that the plant is unsafe to aircraft flying over the plant. The CEC sent their own pilot down to Blythe, a Mr. Bill Arnold, to investigate the turbulence from the cooling tower. His report said that the plant was dangerous and can cause an aircraft accident. See page 4.10-17 of BPII. This in most cases translates into a **pilot's death.**

I closed our landing system, at a significant cost to the airport, because it required aircraft to fly directly over the cooling towers to give the CEC time to correct the problem. After realizing that the CEC was not doing anything about fixing the problem I have now reopened the landing system. Mr. O'Brien said last winter that the license of the plant would be suspended if the landing system was in use. Well, it is and I still see the plant endangering pilots lives. There is a lot more to this problem. I do not know what the proper protocol is, but if you like, I will come to Sacramento and discuss it with you as there are pilots' lives at stake. I seem to be getting nowhere with the CEC or they are not informing me of the pertinent facts to correct the problem with the plant.

Also on June 21 Scott Galati, representing FP&L, Steve Dedina, my attorney, and myself had a conference call about the problem. During our conversation Mr Galati said, and I

quote, "FP&L and CEC are partners and the CEC will do nothing about this or even have a hearing on it". I thought that he might just be talking but looking at the all the data saying that the plant is unsafe from so many different sources and the CEC doing nothing about it, appears that he may be correct. This really upset me to think that a government agency that is supposed to be overseeing the public safety is in a conspiracy with a company that seems to be only interested in monetary compensation. I hope I'm wrong.

There is a lot more to this. If you are interested please contract me and I will come to Sacramento and go over it with you. THERE ARE PILOTS LIVES AT STAKE.

Thank you

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