



### WPA December Holiday Dinner

Join us for a WPA holiday dinner on Wednesday, December 6, at Maya Mexican Restaurant in Scotts Valley. We will meet for drinks and socializing at 1830 hours and for dinner at 1900 hours. Guests are welcome and a no host bar will be available. If there are fewer than twenty-five attending, we will order individually and split the check equally. Dinner prices range from eight to fifteen dollars. If more reply, we will arrange a buffet. We are limited to a maximum party size of 40.

Maya Restaurant is located at 3115 Scotts Valley Drive. Take Hwy 17 onto Mt. Herman Rd. Turn right at Scotts Valley Drive (the third traffic light). Make an immediate U turn at Bean Creek Rd (the first traffic light) and immediately turn right into the Restaurant parking lot. If you plan to attend, RSVP via email at [WatsonvillePilots@yahoo.com](mailto:WatsonvillePilots@yahoo.com) or call John Cowan. We will need an accurate count by Sunday, December 3.

We hope you will join us for this evening of celebration and conviviality. It's been a full and productive year. Now lets have some fun.

~ The WPA Board ~

### Paso Robles Fly-out

You are cordially invited to join us on a fly-out to the Estrella Warbird Museum at Paso Robles Airport (PRB). Watsonville pilots will rendezvous at PRB at 1130 hours on Sunday, December 10, 2006. We will have lunch at Matthew's at the Airport Restaurant and then be given a personal tour of the Museum. Both the restaurant and museum are located on the field. We are scheduling a departure from WVI at 1030 hours for those who would like to convoy. Otherwise, we will meet as scheduled at PRB. If the weather fails to cooperate, we'll meet instead for lunch at Zuniga's Restaurant at Noon.

If you plan to attend, RSVP via email at [WatsonvillePilots@yahoo.com](mailto:WatsonvillePilots@yahoo.com) or call Grant Wrathall at 831-662-3068. We will need an accurate count by Wednesday, December 6, in order to make reservations at the museum. Let's take this opportunity to add more flying, socializing and fun to supplement the aviation safety, education and public service we support each year. If things go well, we plan to schedule bi-monthly flyouts to interesting destinations in 2007, including the occasional overnight trip. We look forward to flying with you on December 10.

~ The WPA Board ~

### DEAR SUPPORTER OF CALIFORNIA AIRPORTS:

The City of Watsonville's City Manager and Development Department working with developers have plans to build in Watsonville Airport's runway protection zones. This will create new noise and safety problems. Building in these areas will cause severe restrictions, then closure of runway 8-26 (the east-west runway). The viability of Watsonville Airport will be permanently damaged by the proposed development in the Buena Vista area. But bad or no planning is not just involved with the Buena Vista area, but all around the Airport. The consensus is that the General Plan update just adopted (and future specific planning) is the beginning of the end of Watsonville Airport.

Watsonville Pilots Association (WPA) has participated in the "planning process" for a number of years. The goal of achieving responsible airport land use planning has been rejected. The City has adopted the developers' plans.

The final adoption of the EIR and updated General Plan 2030 by the City Council spelled the end of any more input on planning. Others who are objecting to the proposed Buena Vista development plans in the General Plan update are: the California Pilots Association, the Farm Bureau, a local resident organization called the Friends of Buena Vista, and the Sierra Club. California Pilots Association's opinion: "We are tired of your [City of Watsonville] bad decisions, and we are no longer going to stand by and let you make more". The Watsonville Pilots Association has initiated legal action to prevent building in the protection zones. The goal is responsible airport land use planning that complies with State laws and reflects the basic intent of the CA Airport Land Use Planning Handbook.

On behalf of the Watsonville Pilots Association we need your help to insure the future of Watsonville Airport. We now need your financial support for this worthy fight. We are asking for substantial contributions to our legal fund. Attorneys involved with the legal action estimate the chances of success are 90-10 in our favor. Your contribution will be posted onto a confidential list so that funds can be returned, if it is ruled that the defendant (City) must pay legal costs. Also, since this will be a 9 to 12-month fight we encourage a pledge so that we can plan our efforts. You may include a pledge with your check or a pledge can be e-mailed to:

[h.zamora@sbcglobal.net](mailto:h.zamora@sbcglobal.net) Contributions to the legal fund should be sent to: **WPA c/o Hal Zamora, 137 Falmouth Ct., Aptos, CA 95003.** Make check payable to: WPA. In the memo section of the

check, specify "legal fund". If you have any questions call Dan Chauvet at 831-724-8256 or Hal Zamora at 831-687-0719.

**Do we want an airport at Watsonville or not?  
Your contribution says-YES!**

Thank you ~  
~ WPA Member Dan Chauvet ~

### AOPA Expo 2006 -- Palm Springs

I'd always thought of AOPA Expos as being smaller, regional shows that wouldn't offer nearly as much as the large shows like Oshkosh and Sun-N-Fun, and I'd never attended one before. On the face of the numbers--typically 10,000 attendees versus more than half a million at Oshkosh--you might reasonably draw that conclusion. But the quality of the show far exceeds expectations based upon numbers alone. Being small, it's easier to talk to the Presidents of Columbia and Cessna without being a big wig, and you'll probably run into a lot more of your friends. Also, all of the major vendors are there, so you can still find most anything your want. What a great concept!

As you may know, AOPA Expo alternates coasts each year, and often alternates north and south, meaning that the show doesn't usually return to a particular area for four years. In California however, the show has remained in southern California for 10 years, alternating between Long Beach and Palm Springs every two years, due to the perception that the city of San Jose, where the show was last held in 1996, is "unfriendly" to General Aviation. Like most generalizations, this one was probably never more than 97% true. Funny how a city can acquire a reputation by forcing most of G.A. out of their international airport and then trying to close their closest reliever airport (Reid-Hillview)! But apparently all is forgiven (and Reid-Hillview is still open) and AOPA Expo 2008 will once again be held in "our fair city" San Jose. If you live in Chicago, however, I wouldn't count on this show coming to your area anytime in the next few decades! Or at least not until after the current mayor is out of office. But enough about politics.

### The Head Fed

FAA Administrator Marion Blakey spoke for an hour at the general session on Friday morning. She flew out of her way to get to Palm Springs, having started in Washington, D.C. immediately after her session; she was flying back toward the East Coast to get to India by way of Europe. It would have been easy for her to cancel coming to AOPA, but she made the commitment to come four years ago and she honored it. I talked with her at Oshkosh in 2005, and I think she's a class act.

The Administrator started by mentioning that the fatal accident rate, for the fiscal year just ended, was the lowest in history. She also cited the use of technology, particularly ADS-B, for reducing fatal accidents in Alaska by 50% since 1995, and Part 135 commuter accidents, which used to average six per year in Alaska, to zero accidents since 2004.

She also talked about the "Next Gen" for controlling airspace in the future, for which a blueprint is due out in the spring. With air traffic levels expected to rise by 3X in the future (in part due to the airlines use of more, smaller regional jets and the emergence of VLJ jets), she said that Next Gen is needed to keep General Aviation from being squeezed out of the system. Next Gen will probably recommend full-scale implementation of ADS-B, but at present the system isn't funded. She also pointed out that the FAA would be developing 300 new GPS approaches and, that as pilots, we needed to be "buying the WAAS boxes" to assure that the agency continues to invest in this area.

One urgent issue is future FAA funding. The current fee structure that funds the agency, based upon taxes added to airline ticket prices and to the price of avgas, expires in September 2007. Aviation Trust funds could keep the agency running for two more months, but after that they'd run out of money. The airlines have been pushing for G.A. to shoulder more of the cost through user fees; the Administrator said that there wasn't a need for "broad user fees" from G.A., though left open the possibility that there might be some "narrow" fees--whatever those are. A cost allocation study, currently under way, may shed some light on what level of fees are necessary to keep the agency running while allowing it to implement whatever Next Gen plan emerges.

The Administrator's position is limited by law to five years, so we may not be seeing her at future Expos unless she's reappointed. She did leave what may be her last Expo with a good send off, however. The many hundreds of people who attended the session gave her a standing ovation.

~ Max Trescott, Master CFI ~

**WPA meeting minutes of October 25, 2006**

John Cowan started the meeting at 7:11

**Minutes**

The September meeting minutes were accepted as published in the October newsletter.

**Treasures Report**

Sarah Chauvet reported that funds are sufficient for business and that there are no outstanding bills.

**Announcements**

- ◆ The first WPA Flyout is now scheduled. Please see article on front page for details.
- ◆ The WPA December Holiday Dinner was discussed and finalized. Please see the article on the front page for details.
- ◆ John Cowan passed an information sheet around in an effort to try and get a better response to a request for members email addresses. Please see article on this page for further details.

**New Business**

- ◆ Dan Chauvet reported on the up-coming WRAP-PAC Dinner and its importance to our aviation community.

~ Minutes by Bob Olmsted ~

**A Visit to the D-Day Landing Area**

John Cowan gave a short summary of a recent trip to the area in France where the D-Day invasion occurred in WWII. John remarked that Omaha Beach looks very similar to our own New Brighton Beach and it was difficult to visualize that such a peaceful place as this today was where so many Americans died in the effort to liberate France and Europe and ultimately save the world. Freedom is not free. The Americans who fought and died there paid the ultimate price for the freedoms that we enjoy here and now. Today Omaha Beach is a place where vacation homes are being built. Surprisingly, this area was not preserved as other WWII landing sites were.

**In-Flight Emergency Seminar**

Rayvon Williams gave another excellent Wings presentation on in-flight emergencies. Discussion ranged from decision making and common mistakes to local real-life situations that occurred here at Watsonville. As part of the presentation, Rayvon organized the attendees into groups to compete in a friendly knowledge game of Jeopardy. The competition was lively. It was a fun way to learn and apply knowledge.

**Next Safety Meeting**

The next WINGS Seminar will be on January 31<sup>st</sup> at the next scheduled WPA meeting. The topic will be Icing effect on Aircraft. For further information on upcoming WINGS Seminar's, go to the WPA Home page at <http://www.watsonvillepilots.org/> and press the [WPA "WINGS" Seminar Calendar](#) button.

**Please send us your email address**

Email is proving to be the most effective and the most cost-effective means for communicating important WPA information, but we have valid email addresses for about half our members. If you have an email address and are willing to receive occasional club related mail from WPA (typically one or two messages per month), please send your preferred email address to: [watsonvillepilots@yahoo.com](mailto:watsonvillepilots@yahoo.com)

We will, of course, respect the privacy of your email address and use it only for important WPA business.

Thanks  
~ John Cowan ~

*"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."*

Leonardo da Vinci

**A Call for Officers**

The WPA nominating committee has announced a call for officers in preparation for elections in April 2007. Here's your chance to become more active in your organization. The offices are President, Vice President, Secretary, and Treasurer. The term of office is two years, beginning in June 2007. All offices are available, but we especially need a President and a Secretary. Neither of these jobs requires a large outside effort, but rather the ability and desire to attend most monthly chapter meetings as well as several board meetings each year. The officers of Watsonville Pilots Association do for the organization what they are good at and what they enjoy. We welcome you whatever your interests and talents. If you are interested in becoming an officer, we would be happy to send you a copy of the bylaws, which lists the responsibilities for each office. Please contact Charlene McIntyre, chair of the nominating committee at 408-353-5969.

~ The WPA nominating committee ~

**WPA e-news**

The WPA newsletter is available on the WPA's web page at: <http://www.watsonvillepilots.org/>. If you would like a monthly e-mail with the link to the current newsletter when it's published, instead of a mailed hardcopy newsletter, please send your email address to me at [wpanews@yahoo.com](mailto:wpanews@yahoo.com). Your email addresses will be treated with strict confidentiality. I'll remove you from the monthly hardcopy mailing list and add you to the monthly e-newsletter list. They are both basically the same document. This is mainly just a matter of preference, email vs. U.S. mail.

~ Bob Olmsted (Newsletter Ed.)

**Fuel Prices**

At WVI Fuel Island, 100LL is **\$3.64** and Jet A is **\$3.03** (11/17/2006)  
At K301 (Gustine), SS 100LL is **\$3.49** (11/17/2006)

**WPA Airport Legal Fund**

Please Help WVI with Your Tax Deductible Contributions. Checks should be made to "WPA" or "Watsonville Pilots Association". On the memo line note: "legal fund". Send your contribution to: 137 Falmouth CT., Aptos, CA 95003  
**Thanks for Your Support**

**Local Events**

**WPA --** meet on the last Wednesday of each month beginning at 7:00 PM in the Watsonville Aviation Ed. Center, Watsonville Airport.  
**EAA Chapter 119 --** meet on the 1<sup>st</sup> Tuesday of each month beginning at 7:30 PM in the Watsonville Aviation Ed. Center, Watsonville Airport  
**Monterey Bay 99s --** meet on the 3<sup>rd</sup> Wednesday of each month beginning at 7:00 PM in the Watsonville Aviation Ed. Center, Watsonville Airport.  
**Civil Air Patrol Squadron 13 --** meet every Tuesday evening, beginning at 6:30 PM in the National Guard Armory, Watsonville Airport.  
**Northern CA Aerobatics Club IAC38 --** meet on the 2<sup>nd</sup> Sunday of each month at the Livermore Municipal Airport

**WPA Officers**

Mike McIntyre: Chairman  
John Cowan: Vice-Chairman  
Charlene McIntyre: Secretary  
Sarah Chauvet: Treasurer  
Hal Zamora: Secretary of Legal Affairs  
Dan Chauvet: As. Sec. of Legal Affairs

**Committee Heads**

Dan Chauvet: WAAG  
Richard Lippi: Web Site  
Randy Pesce: Field Security  
Bob Olmsted: Newsletter Editor  
Chris Olmsted: News Ed./As. Sec.  
Rayvon Williams: AOPA/WINGS  
John Cowan: Public Relations  
Brian Moffet: Video & Media  
  
Airport Manager: Don French  
  
Feedback: [wpanews@yahoo.com](mailto:wpanews@yahoo.com)

WPA Newsletter  
PO Box 135  
Brookdale, CA 95007-0135

**Next Meeting**

7:00 PM, Wednesday, **Jan. 31**  
at the EAA-WAEC Building  
60 Aviation Way, Watsonville Airport