



Size doesn't matter when it comes to assessing flight skills

~ PRESS-BANNER ~ JULY 25, 2007 ~

I rarely wake up before the buzz of my alarm clock. But this morning was different. Long before the alarm had a chance to rattle my teeth, I jumped up out of bed full of energy. I was going flying. A few days earlier, I'd learned that Rayvon Williams of Scotts Valley had just become one of fewer than 600 "master certified flight instructors" in the U.S. This accomplishment was similar to having the words "summa cum laude" emblazoned on an instructor's certificate, according to the news release. This sparked my interest, because I graduated from college two months ago and am acquainted with the magnitude of being the "best of the best." Nonetheless, I was a little skeptical at the high praise leveled on Williams. Yes, I admitted, he must have done something good, but flying out of the Watsonville Municipal Airport was small beans compared with San Jose International, Phoenix or LAX.

What happened to me on the Saturday I met Williams was that I realized it is not the size of the airport or the size of the plane that makes a great pilot, but the size of his heart and passion for teaching others. The moment I met Williams at the 150-hangar Watsonville airport, I knew I would not have to ask a lot of questions. This 51-year-old man was a teacher, and he was going to teach me anything and everything I wanted to know about flying.

I turned on my ears and started learning. It turns out the value of the Watsonville airport is far more than transportation. "I think people fail to see that this is a job generator," Williams said. Mechanics, air traffic controllers, fuel workers, administrators and flight instructors are just a few of the jobs the airport offers, he said. Williams also said that he is worried that as the city grows, builders will want to use the land around the runways to build houses and businesses. That would shrink the safety zones around the runways that can be used in case of emergency and allow pilots some wiggle room on the elevation of their take-offs and landings. Williams, though, is a proponent of working with Watsonville to figure out how to balance the land needs of the airport and the needs of the city.

As Williams and I walked to the airfield, he explained that the flying lesson I would get was very similar to an introductory flight for a first-time student. We would fly a Cessna 172 four-passenger aircraft with 160 horsepower — one of the most commonly flown single-engine aircraft in the world. Before going out to the airfield, we stopped at the hangar where Williams' personal plane is kept. He owns a beautiful, red-and-white 1964 Bonanza, which was owned by a former Mayor of Santa Cruz. I looked up the name later and found out it was Mayor Raymond Goodrich, who held office from 1968 to '69. Williams, needless to say, was very excited to tell me about the beauty and power of Bonanza aircraft but warned me that all airplane owners probably argue that they have best models. "We like what we like," he said. That is the plane he uses to fly Angel Flights, which I'll explain later.

We stopped briefly at the classroom in the nonprofit Santa Cruz Flying Club office, where Williams teaches. He used a 3D diagram to show me the different shapes of airspace over airports and explained how important radio communication is when flying near an airport, all the while answering my questions with exact detail.

I didn't know what to expect as we walked up to the blue and white Cessna, but just listening to Williams put me at ease. We walked through the list of pre-flight checks, making sure the rudder and flaps were working, and manually checked the fuel level. "I guess somebody knew you were coming, because they filled up the plane," Williams said. We climbed in and checked to make sure the radio was working. I could hear Williams in my headset, explaining the use of every dial and gauge in front of me. After firing up the engine, it was my job to taxi along the runway using foot pedals to steer. The plane was squirrely and kept drifting from side to side. I was unable

Angel Flights are volunteer flights where pilots fly people with medical needs who otherwise could not afford the trip to their destination. Williams told me about flying a burn victim to a summer camp for burn victims, and the impact it had on him and his son, who was helping with the flight. Williams has flown 66 Angel Flights and has another coming up soon. In fact, he donates 10 percent of his time in the air to Angel Flights. "There are a lot of things you can do to help other people," he said.

So that was it. I understood why he deserves the Master CFI certificate. It's because of his teaching ability and passion for service in the aviation community. Williams has applied his famed Embry-Riddle flight school education and his love of flying to the pursuit of helping others by volunteering his time, financial resources and skills to people who need it the most. In the words of airport manager Don French, "I don't know anyone who doesn't respect him and appreciate what he does."

We flew over Hollister, turned around — the bank turns came naturally to me, somehow — and flew over Scotts Valley Drive before heading to the coast, where we flew over the Boardwalk and down the coast to Moss Landing before turning back to Watsonville.

Williams landed the plane with ease and chatted for a while longer before I thanked him and said goodbye. The next morning, I woke up to the teeth-rattling buzz of my alarm clock with a smile on my face, after a beautiful day in the sky.

~ Peter Burke is a Press-Banner reporter intern who had never before flown in anything smaller than a Boeing 727. ~

California Flying

Aug 24 - 25 - Santa Ana, CA. John Wayne - Orange County Airport (SNA). The iFly Open House will take place August 24th and 25th at Atlantic Aviation at John Wayne Airport, Santa Ana (SNA). For more information contact us. 866/463-5946. [Website](#).

Aug 25 - Big Bear City, CA. Big Bear Airport (L35). Wings Over Big Bear 2007/Honoring Those Who Serve. There will be vintage Warbirds, antique aircraft and many others. We will also have many aviation booths, and souvenir and food vendors. Contact Nancy Jones, 909/585-3219; [Email](#). [Website](#).

Aug 25 - South Lake Tahoe, CA. Lake Tahoe Airport (TVL). Lake in the Sky Airshow. The 18th annual Lake In The Sky Airshow will include an exciting air show, military and general aviation aircraft displays, a warbird fly-by, the Flying 5k Run and many other exciting events. Warbirds, homebuilts and experimental aircraft. Contact Krista Eissinger, 530-541-0480; [Email](#). [Website](#).

Sep 1 - Chico, CA. Chico Municipal Airport (CIC). Chico AirFest 2007. Saturday September 1, 2007 Chico AirFest 2007. Twilight preview show dinner/dance Friday night August 31st. 5:30-10:30. Contact Linda Patrick, 530-891-5556; [Email](#). [Website](#).

Sep 8 - Jackson, CA. Amador County Airport (O70). 7th Annual Gold Country Mooney Fly-In. Pancake breakfast 8a-10a, BBQ lunch at 12:30. Great times, fast planes! Hot Rod/Muscle car show this year, too! Contact Chris Floyd, 209-256-1056; [Email](#). [Website](#).

Sep 8 - Livermore, CA. Livermore Muni (KLVK). Young Eagles Rally #5. The Young Eagles Program has been developed by the EAA Aviation Foundation to welcome young people into the world of aviation. Young Eagle flights are free and available to children and young adults, ages 8-18. Space is limited for this event. Contact t. Contact Eric Helms, 925/784-7128; [Email](#). [Website](#).

Sept 15 - Watsonville, CA. WVI Airport Open house Saturday. EAA Chapter 119 will have aircraft on display and the 99s will be doing Dime-A-Pound rides. Also this year the car club "Cool Stangs" (as in Mustangs) will be showing off their stuff along with

Watsonville Pilots Association Minutes

The July WPA business meeting was called to order at 7:05 by vice president John Cowan.

Minutes

- ✂ The minutes of the last meeting (as published in the WPA newsletter) and the treasurer's report were formally accepted by the member attending.

New Business

- ✂ Dan Chauvet reported that the upcoming court case between the City of Watsonville and WPA/Caltrans Aero and the Friends of Buena Vista has been postponed till October 12 or later at the request of the Court.
- ✂ The Friends of Buena Vista are hosting a silent auction fundraiser on October 7, 2007 and have invited WPA members to participate. After much discussion the members decided to have a FBV member address our August meeting with more details. Several members offered to donate silent auction items or services.

Announcements

- ✂ Jeannie Hendrickson and Jack Roberts reported on the July 14th fly-out to Petaluma and Santa Rosa. Members of WPA, EAA 119 and 99s were involved. Every one had a good time. John Cowan suggested the next combined fly-out might be to Atwater (Castle).
- ✂ John Cowan suggested we contact all the instructors on the field and ask them to remind their students of the Safety Seminars at our monthly meetings. He also mentioned FAA's proposed user fees for General Aviation and suggested we contact our legislators and let them know how we feel about this. Jim Carter mentioned that Mike McIntyre would report on this issue at our August meeting.

The business meeting adjourned at 7:35.

Using Internet Weather

Rayvon Williams, FAA Designated Safety Program Presenter and Instructor Extraordinaire, Presented "Internet Weather" and showed us how to access weather information via the Internet. Before he got going on the actual program, Rayvon spent some time discussing the upcoming changes in the FAA WINGS Program that will start in January 2008. He hopes that Jack Hocker, from the San Jose Flight Standards District Office will be able to address our August meeting on this subject.

The key to getting weather information you need from the Internet is "know what you want" before you go on-line. Remember also that 99% of all weather information comes from one source--- NOAA.

Ravvon's favorite sites

<http://www.weathermeister.com>

NOAA --- <http://www.weather.gov>

<http://adds.aviationweather.noaa.gov/>

Other sites favored by members

DUAT ---- <http://www.duat.com>

AOPA --- <http://www.aopa.org>

<http://www.enflight.com>

Respectfully submitted

Sarah Chauvet for Sec'y: Charlene McIntyre

Next WINGS Seminar

There will be no WINGS or Safety Seminar at our August WPA meeting but Jack Hocker from the San Jose Flight Standards District Office will be there to address upcoming changes in the FAA WINGS Program. The next WINGS Seminar will be on Sept. 26th at the WPA meeting. The topic will be: **Emergency Procedures**. For further information on upcoming WINGS Seminars, go to the WPA Home page at <http://www.watsonvillepilots.org/> and press the

[WPA "WINGS" Seminar Calendar](#) button.

Watsonville Airport Open House

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User Fee Petition Online

There's no place for user fees in the world's largest, safest, most efficient air transportation system. So far nearly 60,000 pilots agreed when they signed AOPA's petition against general aviation user fees. You can help by signing this same online petition by going to https://www.aopa.org/aaafundingdebate/petition_form.cfm. For complete coverage of the FAA Funding Debate, please see <http://www.aopa.org/aaafundingdebate/>.

FAAS Team ~ FAA Safety.gov

Notice Number: *NOTC0932* (Have A Current Airport Diagram and use it.)

Line Safety Audits completed by the airlines revealed "23% of errors and 38% of the threats occur before ever leaving the ground." A crucial part of the flight process is pre-flight planning. Accident analysis reveals that preflight planning is often inadequate or entirely ignored. An important part of this flight process is the obtainment of information for your departure, arrival, AND alternate airports. This should include utilizing a current Airport Facility Directory, obtaining current NOTAMs, AND having a current Airport Diagram. Airport Diagrams are readily available at www.naco.faa.gov.

It is not only important to have a current airport diagram, but to also use them. You should review the airport diagram before taxi while stationary; and then after receiving your taxi clearance, review the diagram again to ensure that you are familiar with the taxi route and any hold short instructions. If there ever is a question. **STOP and ASK**. See the link below for more information:

Fuel Prices

At WVI Fuel Island, 100LL is **\$4.07** and Jet A is **\$3.34**
(08/05/007)

At K301 (Gustine), SS 100LL is **\$3.96** (08/05/007)

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 1st Tuesday of each month beginning at 7:30 PM in the Watsonville Aviation Ed. Center, Watsonville Airport
Monterey Bay 99s -- meet on the 3rd Wednesday of each month beginning at 7:00 PM in the Watsonville Aviation Ed. Center, Watsonville Airport.
Civil Air Patrol Squadron 13 -- meet 2nd & 4th Tuesday, beginning at 7:30 PM in the Watsonville Aviation Ed. Center, Watsonville Airport.
Northern CA Aerobatics Club IAC38 -- meet on the 2nd Sunday of each month at the Livermore Municipal Airport

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

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