



Watsonville Pilots Association

"Serving Aviation and the Community"



Visit us at: www.watsonvillepilots.org

Incorporated in 1987

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End of Year Party

Scott Williams

This year ended with an exciting event. As many of you know, the various organizations affiliated with the airport end the year with individual holiday parties. Having been a member of the WPA for only a few years, I asked some of the WPA Officers if our organization hosted such an event. Out of these discussions came the idea for all the airport organizations getting together to end the year in the spirit of one. After all, regardless of our personal interests, we all share the same common goal of maintaining the Watsonville Airport in good health, and as a destination airport for pilots around the state to come and visit.

I made some phone calls, paid some office visits, and attended a CAP meeting with the intention of finding out if anyone else shared this idea. I was delighted to have received very positive feedback from everyone I talked to. Since the EAA seemed to be the group that had the largest and most consistent record for holding an annual party, it was decided that holding the party on the date of the EAA scheduled party made the most sense. In the end it was Tracy Laws and Sarah Chavet who put this event together. Here are the highlights from my perspective:

- The EAA opened the doors to their annual Christmas/holiday party to members of the WPA, CAP, RC Club, 99s, and airport staff
- It was potluck with many delicious contributions.
- About 50 people attended, comprised of members, family, and friends.

I apologize for not having any pictures to share, but I forgot to bring my camera. If anyone has any pictures to share maybe you could forward them to John Cowan and he could forward them to the membership.

Seasonal Safety Tip

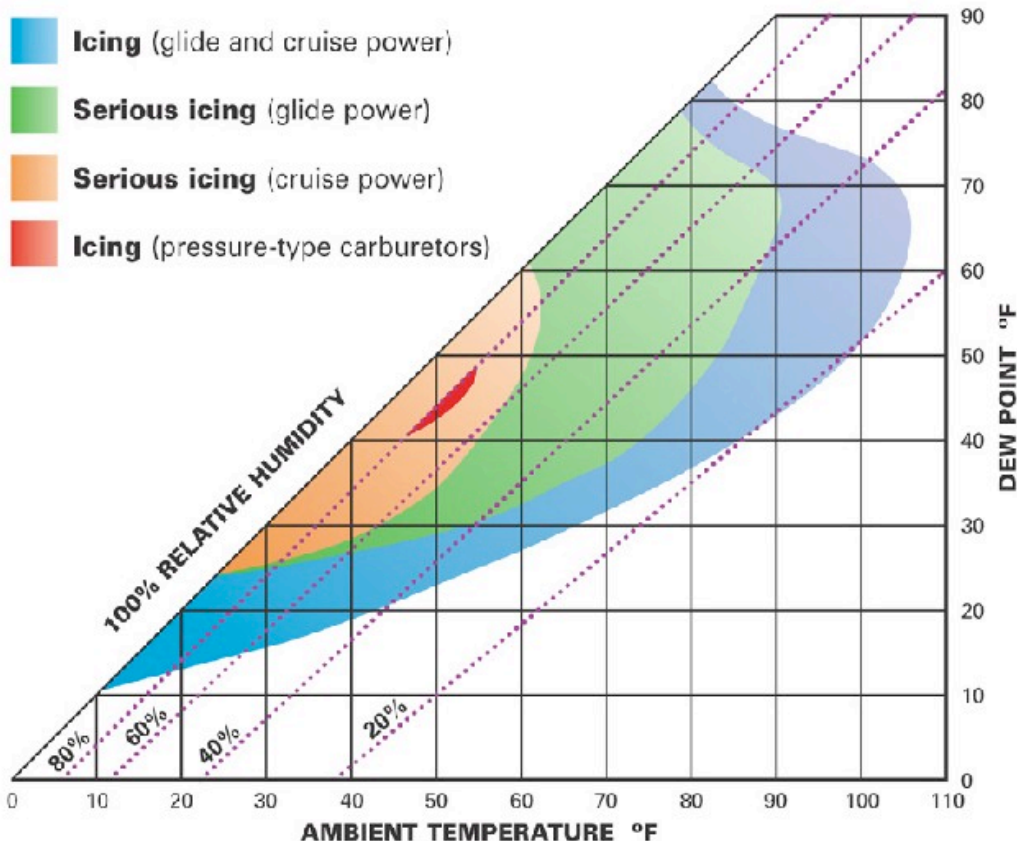
Marjorie Bachman

Editor's note: The following FAA Airworthiness Bulletin is forwarded to us from Marjorie. With the advent of winter, we theoretically expect to be encountering cold temperatures and visible moisture, i.e., icing and IFR conditions. Since Marjorie is the WPA Aviation Education and FASSTeam Representative, I asked her if she had any safety tips pertinent to the season.

Carburetor Icing Prevention

(From FAA Special Airworthiness Information Bulletin CE-09-35)

There were 212 accidents attributed to carburetor icing between 1998 and 2007. Of these accidents, 13 resulted in fatalities. The certification requirements for carbureted airplanes require that a heated source of air be provided as mitigation for carburetor icing. The FAA and the Aircraft Owners and Pilots Association (AOPA) have addressed the subject of carburetor icing several times in various forms. Despite the certification requirements, and the information provided by the FAA and AOPA, the accident trend has remained fairly steady throughout the years. Pilots should be aware that carburetor icing doesn't just occur in freezing conditions, it can occur at temperatures well above freezing temperatures when there is visible moisture or high humidity. Icing can occur in the carburetor at temperatures above freezing because vaporization of fuel, combined with the expansion of air as it flows through the carburetor, (Venturi Effect) causes sudden cooling, sometimes by a significant amount within a fraction of a second. Carburetor ice can be detected by a drop in rpm in fixed pitch propeller airplanes and a drop in manifold pressure in constant speed propeller airplanes. In both types, usually there will be a roughness in engine operation. The graph below shows the probability of carburetor icing for various temperature and relative humidity conditions:



Recommendations:

There are some steps a pilot can take to prevent, recognize, and respond to carburetor icing.

To prevent carburetor icing, the pilot should:

- Assure the proper functionality of the carburetor heat during the ground (Before Takeoff) check.
- Use carburetor heat on approach and descent when operating at low power settings, or in conditions where carburetor icing is probable.

To recognize carburetor icing, the warning signs are:

- A drop in rpm in fixed pitch propeller airplanes.
- A drop in manifold pressure in constant speed propeller airplanes.
- In both types, usually there will be a roughness in engine operation. The pilot should respond to carburetor icing by applying full carburetor heat immediately.

The engine may run rough initially for short time while ice melts.

The above recommendations are general suggestions. The pilot should consult the AFM or the pilot's operating handbook for the proper use of carburetor heat.

Included below are some references, and their associated links, for more information:

- **AC 20-113, Pilot Precautions and Procedures to be taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems**

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/F5BD7904E845409D862569AE00783347?OpenDocument&Highlight=carburetor%20icing

- **AC 91-51A, Effect of Icing on Aircraft Control and Airplane Deice and Anti-Ice Systems**

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/451296DBDF212C81862569E70077C8F9?OpenDocument&Highlight=carburetor%20icing

- **AOPA Safety Advisor – Aircraft Icing**

<http://www.aopa.org/asf/publications/sa11.pdf>

- **AOPA Safety Advisor – Aircraft Deicing and Anti-icing Equipment**

<http://www.aopa.org/asf/publications/sa22.pdf>

For Further Information Contact

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Pajaro Valley Aviation Academy Scholarship Award

Jacob Boracca Awarded Scholarship

Information provided by PVAA Board Members:
Marjorie Bachman, and Dan Chauvet

The Pajaro Valley Aviation Academy (PVAA) awarded Jacob Boracca an \$8,000 scholarship to obtain his Private Pilot Certificate. Jacob's scholarship is attributed to the Gabe Suarez permanent scholarship fund. Jacob lives in Corralitos with his parents Steve and Marlene Boracca and is a junior at Monte Vista Christian School.

At seven years old, Jacob started flying remote control aircraft and has traveled throughout California participating in R/C precision aerobatics competitions. He is a member of the EAA, EAA Chapter 119, AOPA, Academy of Model Aeronautics, National Society of Radio Controlled Aerobatics, R/C Bee's of Santa Cruz County and Santa Clara County Model Aircraft Skypark. He also enjoys designing, machining, and building his own remote control aircraft.

After Jacob took his first flight in a full-scale aircraft, he was hooked and set his sights on earning his private pilot license. He has taken a few flight lessons and completed a local ground school. Jacob started participating in the EAA Young Eagles rallies at Watsonville and was overwhelmed by the kindness and generosity shown by the members of Chapter 119. Jacob enjoyed the aviation community at Watsonville and the willingness of the local pilots to feed his keen interest in aviation. He shares his love of flying by giving remote control airplane demos at EAA Young Eagles rallies, at the Watsonville Fly-In, and at other community events. Jacob even started an R/C Flying Club at his high school.

Jacob is not only a very capable model airplane flyer and designer, but is an excellent student who also enjoys golfing, surfing and photography. He is a young man of integrity, self-discipline and strong moral character. Jacob dreams of studying aeronautical engineering, and working as a drone pilot or corporate pilot. The PVAA is pleased to help Jacob move forward with his aviation goals.

The PVAA was formed in 1999. Its sole purpose is to provide scholarships to local young people age 16 through 25. Since its inception the PVAA has awarded about \$130,000 in scholarships for ratings and certificates ranging Airframe and Power plant Mechanic, Private Pilot, Commercial Helicopter Pilot, Multi-engine, Instrument, Airline Transport Pilot (and Jet ratings), and Flight Instructor. To apply for scholarship applications are on the website: www.pajarovallyaviation.org.

PVAA is a 501c3, tax-deductible organization to full extent of the law. PVAA gets its funds from contributors and from investment earnings. A contributor can (1) make a donation to a named permanent fund, (2) set up a named fund, or (3)

simply contribute. The minimum contribution for a named fund is \$2000. The first named fund was the Louise Minniear fund. Since then other named funds have been established. The donated amount remains in the fund indefinitely. The invested proceeds provide for scholarships in the name of the person. Anyone interested in contributing can contact Alice Talnack Treasurer or Dan Chauvet (831-724-8256).

Airport Update

Editors note: The "Second Saturday" has been a successful event for the airport and the associated businesses. I decided to pass along the following "Survey request" just in case some of you are not on the KWVI Management email list.

NEWS!

As you may know the Municipal Airport is in the midst of conducting a survey relative to Second Saturday. The survey may be found on the airport website's home page at www.watsonvilleairport.com.

One of the survey questions related to "Second Saturday Improvements". Although the survey has been open for only a week the overwhelming response to this question has been to extend the fuel sales hours.

Effective January 11, 2014 the fuel sale will run for 24 hours; from 0800 Saturday morning until 0800 Sunday morning. Our desire is to offer the lowest fuel prices, as posted on AirNav, within 50nm of KWVI during this time.

If you have not completed the Second Saturday survey please help us improve this effort by logging on and answering the questions.

By reaching out with the survey and listening to your input we believe we can improve an effort that started just a year ago.

If anyone is to be thanked for the fuel hours extension it is those individuals who responded to the survey. The complete survey results will be posted in early February and we continue to encourage any comments, critiques or compliments.

Thank you for your continued patronage and support of Watsonville Muni.

~KWVI Management

Coming Events

WPA meetings & WINGS Seminars

The following WINGS Seminars are scheduled for the first quarter of 2014:

January 29 FAA Inspector discusses Ramp Checks

February 26 Formation Flying Safety

March 26 Bruno Martin discusses Approaching Unfamiliar Airports

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