

WATSONVILLE PILOTS ASSOCIATION

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CONTACT US

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CALL FOR DONATIONS

Protecting the Watsonville Municipal Airport and its land use is the primary tenet of the WPA. Small incremental illegal encroachments spanning over many years go largely unnoticed at many GA airports. Santa Monica and Reid Hillview airports are the perfect examples what happens when development and politics go unchecked.

As you know, the Watsonville Pilots Association is currently in ongoing settlement talks with the City of Watsonville to follow several court orders from previous lawsuits spanning over a decade. The court has mandated that they must incorporate the strictest interpretation of the California Division of Aeronautics (CDOA) handbook into its general plan, as all cities with airfields must do. Until this is complete, the City does not hold authority to grant land use within the airport safety zones.

Taking legal action is not cheap, and it is our members' money we are spending! Our Board and Committee chairs carefully deliberate every issue that comes to the table. When we do take action, it is not a frivolous, unjust, or unsympathetic decision. We respect and understand the needs of the City and the general community, but at a minimum, we must hold our local governments to simply abide by the law.

Donations from our membership and pilot community abroad are essential to fund our ongoing efforts. We appreciate your continued support!

Please consider a generous donation to support our legal fund as we continue settlement talks with the City. Donate an independent amount at the link below.

<https://www.watsonvillepilots.org/joinwpa>



-WPA

NEWSLETTER

WPA LAWSUIT

As you are well aware, the WPA filed a lawsuit against the City back in September of 2021. We are currently engaged in continued settlement discussions. Although we cannot discuss details, we can say that we are encouraged by the progress so far. We will keep you apprised of any updates as they become public.

We are also looking for generous donations to support our legal fund as we continue settlement talks with the City. Donate an independent amount with the link below.

<https://www.watsonvillepilots.org/joinwpa>

SUPPORT WPA

Good news. Our membership is growing!

For those that have renewed your membership and donated to the WPA, we thank you. As of the end of May, we have 90 paid members.

If you have not yet renewed or are thinking of joining, please make a donation today. It's easy from our secure website and is fully tax deductible.

PVAA SCHOLARSHIPS!

The Pajaro Valley Aviation Academy awarded four scholarships for 2022. Brooke Beetham, Ben Gomez-Villafane, Drew Dudek, and Zoe Freilich all received their private pilot certificate with excellent reviews from their instructors. All recipients plan on continuing their training towards additional ratings. These scholarships were all made possible from a generous contributor, investment earnings, and many additional donations from the local community.



The PVAA assists local Santa Cruz County residents aged 16-26 achieve their aviation goals and dreams for pilot certificates ranging from private to ATP along with aviation maintenance such as Airframe and Power Plant. All scholarship proceeds are dispersed to local Watsonville Municipal Airport flight schools, thus reinvesting into our local aviation community.

Additional information can be found on our website:

www.pajarovalleyaviationacademy.org

Anyone interested in making a 501c3 tax deductible donation to the Pajaro Aviation Academy can contact the PVAA Chairman: Jeanne Hendrickson at flyjaba@sbcglobal.net

-WPA Editorial

NEWSLETTER

THANK YOU!

Your dues and donations are critical to help us continue to protect the airport.

A portion of your membership dues are used to maintain a legal reserve fund, critical for enabling current and future legal efforts. Dues are also used to fund board meetings, member meetings, social events and upcoming services.

SIGN UP

www.watsonvillepilots.org/joinwpa

Signing up through the website will give you access to our new online Members Forum among many other great features.

Or, send a check for \$35 or \$65 to:
Watsonville Pilots Association PO
Box 2074, Freedom, CA 95019

Please indicate on your check if you are renewing or newly joining.

EDITORS NOTE

Tell us what you think at
mail@watsonvillepilots.org

FOG FLYERS FLYING CLUB

Looking to join a group of like minded pilots, Want to stay current, split time, get a new endorsement, Build time, Or plan an adventure with a new friend, Join the Fog Flyers Flying Club!

Visiting or hosting Fly ins, Pancake breakfasts, Seminars, Formation flights, Backcountry experience, Community outreach.

This is a call for founding members, we are looking for a finance chair, a legal chair, Membership chair, Maintenance, instructors, membership and Aircraft! We want to hear from you! What do you have to offer? We are open to all and want to build a group of like minded individuals ready to take flight!

Reach out to Fogflyers@gmail.com for more information

-Connor Goure



ELECTRONICS CORNER

To commemorate the fifth anniversary of the initial certification and shipment of the Evolution E5, Aspen Avionics today announces it is rolling back the pricing of the low-cost, highly capable primary flight display by \$1,000 to just \$4,995. Introduced in 2018 as electronic flight instrument (EFI), the E5 has gone through number of improvements including modifying the certification to a TSO'd Electronic Flight Instrument System (EFIS) with full HSI with the option of adding advanced features for just \$495. The advanced features software includes true airspeed, outside air temperature, wind direction and speed, and WAAS GPS mode annunciations.

-Aspen Avionics

NEWSLETTER

NOISE ABATEMENT POLICY

Please note that Watsonville Airport is surrounded by noise sensitive areas. To learn and follow the best practices for noise abatement at Watsonville please visit the Whisper Track Website.

<https://whispertrack.com/airports/KWVI>

Airport Management requests pilots fly safely and with as little noise impact on our neighbors as possible.

Runway 20 is the preferred calm wind runway. During late Spring, and throughout the Summer, daylight hours coastal stratus may preclude the safe VFR only use of Runway 2/20. Under these conditions pilots should consider a right hand pattern for Runway 9/27 to avoid stratus.

Safety always supersedes noise abatement procedures. Always comply with air traffic control instructions and other safety considerations caused by weather or emergencies.

REPAIR PARTS RUNNING OUT FOR GNS 430/530

Garmin says those who still rely on its early-generation navigation products should start planning a panel upgrade. The company says “multiple component availability limitations” mean the parts needed to fix the devices that heralded a revolution in aviation navigation and in-flight information are fading away. “First introduced in 1998, Garmin has offered repair service for the GNS 430/530 series for 25 years,” the company said in a brief service advisory issued March 14. “Garmin plans to continue offering repair service when the components required for a specific repair remain available. Database updates and technical support will also remain available.”

But the company said that starting in 2024, it will no longer be able to fix some issues with the early devices, which include “all WAAS and Non-WAAS GNC® 420, GNS 430, GNS 530, GPS 400, and GPS 500.” The company said now is the time to think about an upgrade. “We encourage GNS 430(W)/530(W) series owners to begin considering their transition strategy to newer generation products,” the advisory said.

-AV Web



NEWSLETTER

EXPANSION OF NORCAL AVIONICS PRODUCTS AND SERVICES

NorCal Avionics, an FAA part 145 repair station located at KVV is expanding and establishing a full-time presence, offering even more products and services to our customers

In addition to our extensive range of products, we are thrilled to announce that we are now an authorized dealership for Garmin Ltd. and Aspen Avionics. As a result, NorCal Avionics can provide you with an expanded range of choices for upgrading your avionics panel.

Garmin Ltd. stands as a prominent manufacturer of state-of-the-art avionics systems, offering comprehensive solutions to fulfill all your aviation missions.

Aspen Avionics is a leading manufacturer of cutting-edge avionics displays, offering reliable and innovative products that meet the needs of today's pilots.

With Garmin and Aspen Avionics products now available through NorCal Avionics, you can rest assured that you are getting the best products and services available.

At NorCal Avionics, we pride ourselves on our commitment to providing the highest quality service to our customers. With our expanded services and dealerships, we are confident that we can meet all your avionics needs.

Thank you for your continued support, and we look forward to serving you soon.



-NorCal Avionics

OUR LEADERSHIP TEAM

Officers

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Vice President: Barry Porter

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Treasurer: Jeremy Lezin

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AOPA ASN Rep.: Glynn Falcon

Aviation Education: Open Position

Editorial: Samantha French

FAA Team Rep: Mike Baker

WAAC Rep.: Orry Korb

PVAA Rep.: Marjorie Bachman

Website Editor: Ryan Ramirez

NEWSLETTER

WPA HISTORY

Learn about the full and storied legal history of the WPA and its quest to bring the City into compliance with the law to protect our historic, valuable and treasured airport.

This document was written over several years and tireless research by Marjorie Bachman and Sarah Chauvet. They have recorded the critical history that often gets forgotten and overlooked as city officials and WPA officers change hands across the years.

The WPA has also converted hundreds of legal docs, court decisions, email chains, and other important references dating back to 1987 into digital format.

www.watsonvillepilots.org/history

SPECIALIZED AVIATION UPDATES

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SP Heli's newest Instrument training Ship:

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\$470/hr wet + instruction

Ready to add to your ratings list add instrument helicopter

With an Aspen evolution, Garmin 430!

Come take a ride in our newly outfitted Robinson r44 Cadet!

For Sale: American Champion Decathlon 8KCAB

1976 Low time Airframe 80 SMOH, Engine 525 SMOH -complete INSPECTION AND REFAB of airframe. New wiring throughout, Electronic ignition, New fabric and paint (2021) Wood Spare completely gone over and varnished. LED nav/landing lights, Garmin G5 Horizon. An Amazing airplane for the price.

This 8KCAB has the fuel injected 160HP engine with constant speed prop that has the capabilities you're looking for. 2 Parachutes available at additional cost. \$114k

-Specialized Aviation



NEWSLETTER

G100UL IS COMING TO WATSONVILLE

GAMI's G100UL unleaded avgas is set to revolutionize the aviation industry, and Watsonville, California is going to be one of the first airports in the United States to receive this new fuel. For over a decade, GAMI has been working on a drop-in replacement for 100LL avgas that would improve engine performance and reduce maintenance costs. Soon, the new fuel will finally arrive, and it offers a much-needed solution to the environmental and economic implications of leaded avgas.



One of the key benefits of G100UL avgas is that pilots do not need to modify their engines or aircraft to use it. A small placard is attached to the engine, and "stick-on" placards are applied to refueling ports. In addition, a short POH supplement is added to the AFMS. This means that aircraft owners and operators can start using G100UL avgas without any major modifications, making the transition to the new fuel a straightforward process.

While the initial cost of G100UL avgas may be higher than 100LL, the long-term cost savings are expected to outweigh the difference. Current estimates suggest that G100UL avgas could cost 60-85 cents/gallon more than 100LL until it becomes more widely available. However, this could be offset by lower maintenance costs for the aircraft, making G100UL avgas a cost-effective choice for aircraft owners and operators. GAMI has made sure that the production of G100UL avgas is as competitive and accessible as possible. Any qualified producer blender can get a license from G100 UL US and GAMI, who holds a unique position as a production approval holder with the FAA. The authority to produce the fuel is critical, as selling aviation products without the proper authority is illegal and could lead to jail time. This means that any qualified producer blender can produce the fuel on the same cost and licensing basis as any other, creating healthy competition and driving down costs.

As G100UL avgas becomes more widely available, we can expect to see more and more airports adopting the new fuel. With Watsonville, California leading the way as one of the first three locations in the United States to access it, it won't be long before G100UL avgas is available at airports across the country. This new fuel is a game-changer for the aviation industry, offering an environmentally-friendly and cost-effective alternative to leaded avgas.

-WPA Editorial

NEWSLETTER

COMPASS ROSE RELOCATION

The airport manager has made the decision to relocate the compass rose to the intersection of Taxiway Alpha and Taxiway Charlie. This relocation necessitates the removal of tiedown spots in that area.

The remaining tiedowns in that nearby area will not be allowed to park cars there, due to the new compass rose certification requirements.

UPCOMING EVENTS

For all event details, go to:

<https://www.watsonvillepilots.org/upcomingevents>

- Watsonville Airport Advisory Council meeting - **August 30th @ 7:00pm - City Council Chambers**
- 75th Anniversary Airport Dinner - **September 1st @ 5:30pm**
- 75th Anniversary Airport Open House - **September 2nd @ 5:30pm**
- Special Advisory Council meeting - **Sept. 27th @ EAA (WAEC) Hangar**
- WPA Members Meeting - **September 16th @ 10:00am - EAA Hangar**

FAA UPDATES NONTOWERED FLIGHT OPERATIONS AC

ACs are not regulations, but rather guidance to help pilots comply with regulations. This one, re-published June 6, aims to mitigate midair collisions with new advice on straight-in approach procedures at nontowered airports.

The preceding version (90-66B) encouraged pilots use the standard traffic pattern approach but recognized that pilots might execute a straight-in approaches on certain occasions, such as landing while performing “a visual approach executed as part of the termination of an instrument approach.”

The FAA now cautions pilots to avoid straight-in approaches altogether when there are other aircraft in the traffic pattern.

“To mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing, when there are other aircraft in the traffic pattern,” the updated AC states. “The straight-in approach may cause a conflict with aircraft in the traffic pattern and on base to final and increase the risk of a midair collision.”

The update follows a pattern of fatal midair collisions including accidents in Winter Haven, Florida, Dallas, and Las Vegas.

The AC also covers communications procedures and general operating practices for pilots flying around an airport without a control tower, or a control tower that only operates part time.

If you're flying in or around nontowered airports, be sure to familiarize yourself with these best practices and take the opportunity to refresh your memory on nontowered airport operations and procedures by revisiting the Pilot's Handbook of Aeronautical Knowledge and the Aeronautical Information Manual.

-AOPA