



Watsonville Pilots Association

"Serving Aviation and the Community"



Visit us at: www.watsonvillepilots.org

Our 24th Year January –March 2011

HAPPY NEW YEAR

FAA Safety Team Seminars Schedule 2011

FAAST members from Instrument Flight Solutions, Ocean Air Flight Services, Santa Cruz Flying Club, Straight-and-Level Aviation and United Flight Services present WINGS seminars. Seminars posted on FAASafety.gov, held last Wednesday each month @ 1930, Watsonville Aviation Education Center.

January 26	Part 43...Owner Performed Maintenance
February 23	It's Not Your Father's IFR...GPS, WAAS, LPV
March 30	Engine Management, New and Improved ...OWTs?
April 27	Flying the Pattern: the Good, the Bad and the Ugly.
May 25	Stalls, Spins and the Impossible Turn?
June 29	Taildraggers are Fun. Taildraggers are a Challenge!
July 27	An Evening with NorCal TRACON
August	PREPARATION for WATSONVILLE FLY-IN & AIR-SHOW SEPT 2-4
September 28	National Weather Service...Internet as a tool
October 26	The Icing Season is Upon Us...what's your plan?
November	No Seminar Fly safely, enjoy the Holidays
December	No Seminar Annual dinner meeting

Looking Back and Forward--2010 and 2011

No problem can be solved from the same level of consciousness that created it— Albert Einstein

2010—a year of sadness and progress

In 2010 we lost some great people from our pilot community that we will forever miss. It was a tragic year marked by heartbreaking accidents and sadness.

But there was some progress. On April 12th, 2010 the 6th Appellate District Court ruled in favor of the Watsonville Pilots Association (et al) in the litigation with City of Watsonville involving the General Plan 2030 update. In its precedent setting decision the appeals court went further than the Santa Cruz Superior Court, ruling that there was a misrepresentation of factual information. In other words, facts and/or data were adjusted in an effort to make the general plan update fit.

During the December 2, 2010 city council meeting, councilman Mr. Manuel Bersamin stated to new council members that “the elephant in the room is the airport” and that “there will be a big fight in 2011 [over the airport]”; and he referred to the airport as a “private airport for individuals” (not factual). It’s an indication that he has learned nothing from three significant proceedings:

- (1) the Grand Jury report, “*Watsonville Municipal Airport: Headed for a Crash?*” published in 2005. The report was very critical of the City of Watsonville’s stewardship in protecting the airport from development encroachment and contained suggestions for improvement. The city’s response was defensive and not constructive. One response was that building houses off the ends of runways did not create safety problems, defying common sense, sad history around airports, the State Aeronautics Act, and the intent of the California Airport Land Use Planning Handbook.
- (2) the Superior Court decision and
- (3) the 6th Appellate District Court decision.

2011—a year with more progress?

2011 could be a year of constructive and cooperative efforts that will avert future land use conflicts. The courts ruled that general plans cannot deviate from the Handbook. The pilot community is moving forward with a positive solution. They are preparing a document, General Plan Details and Specifics, to augment the Handbook and to facilitate local decisions. The detailed content is digital in nature—YES-NO—to avoid ambiguity, “interpretations” and manipulations. The goal: city and county general plans that will “...prevent the creation of new noise and safety problems.” In other words responsible and legitimate airport land use planning that will permanently protect the airport from development encroachment. It will be content that will insure long-term airport viability. It will be consistent with signed Federal-City contracts that prohibit any actions on or off the airport that would “diminish” the operational capability of any runways. As in the lawsuit, the WPA and others in the pilot community need to verbally and actively back this endeavor.

The City Manager says he wants to resurrect General Plan 2030 with only minor changes. It’s the same kind of thinking that created the original problem. The focal point of the source of problems is now evident. It’s a nucleus consisting of a developer and some downtown staff stuck on building in Buena Vista.

Times have changed. Severe fiscal constraints prevail nationally, statewide, and locally. The impacts of limited water supply, infrastructure limitations, and air pollution constraints highly discourage more urban sprawl. And there is that requirement to protect the public health, welfare, and safety. Responding to new realities requires pragmatic changes in thinking.

It’s possible and appropriate that the new general plan content reflect a cooperative and constructive effort. It does not have to be contentious. It requires new thinking and new viewpoints—a new consciousness.

No problem can be solved from the same level of consciousness that created it.

Dan Chauvet

INSPECTIONS OF EMERGENCY LOCATOR TRANSMITTERS

JOAN LOWY Associated Press

WASHINGTON (AP) — Federal safety officials investigating the Alaska plane crash that killed former Sen. Ted Stevens called for the inspection of emergency locator transmitters on planes to ensure they are properly mounted and will function after a crash.

The National Transportation Safety Board's Deborah Hersman said in a letter Wednesday to Federal Aviation Administration Administrator Randy Babbitt that the transmitter aboard the plane carrying Stevens, several friends and their children last Aug. 9 failed to function after the single-engine float plane slammed into a remote southwest Alaska mountainside. Stevens and four others were killed. Among the four survivors was former NASA Administrator Sean O'Keefe.

The transmitters are designed to transmit a plane's identification and location upon impact. But the transmitter on the Stevens party's de Havilland Dash-3T became dislodged from its mounting tray and its antenna broke off, Hersman said.

It was nearly five hours after the accident before airborne searchers located the crash site, which was only 19 miles from where the plane originated, Hersman said.

The flight was on its way from a corporate-owned lodge on Lake Nerka near Dillingham to a sport fishing camp on the Nushagak River. Poor weather and darkness prevented the removal of survivors until the next morning.

Rescuers found the Artex 406 megahertz emergency transmitter on the floor of the plane, where it apparently fell during the crash. It was switched on but wasn't transmitting a signal. The transmitters are supposed to send a radio signal that is picked up by satellites and relayed to search-and-rescue organizations and should be able to be heard by other aircraft in the area.

A strap that was supposed to hold the transmitter in place was in the wrong position, the board said. It's possible the transmitter was installed improperly, although an inspection three months before the accident didn't note a problem with its position, the board said. Had the transmitter remained attached to the mounting tray, it is likely that the signal would have been detected soon after the accident, and rescue personnel dispatched directly to the crash site hours earlier, Hersman said. "This vital, life-saving technology won't do anyone any good if it doesn't stay connected to the antenna," she said in a statement. Hersman expressed concern that since many other transmitters use similar means to secure them to mountings that others could also come loose in a crash and fail. She urged FAA to require detailed inspections of all emergency locator transmitters during annual aircraft inspections of "general aviation" aircraft.

There are about 300,000 planes that FAA classifies as "general aviation," said Laura Brown, a spokeswoman for the agency. General aviation planes range from small, single-engine propeller planes used by recreational fliers to multiengine private jets. It's unclear how many general aviation planes have emergency locator transmitters since they aren't required.

The recommendation doesn't apply to airlines, charters or planes for hire that transport passengers. NTSB also recommended FAA reevaluate the design and certification of the means by which transmitters are held in place.

FAA will review the recommendations and respond within 90 days, Brown said.

January 6, 2011

Coming Events 2011

Jan 26 WPA Meeting 7:00PM
Feb 1 EAA 119 meeting 7:30
Feb 23 WPA Meeting
April 16 Day in the Sky
Sept. 2,-3 -4, WVI Fly-In & Air-show
Oct 16 WVI Open House
November 5 WRAP Dinner

DUES

DUES

WPA Dues are now due.
Please send your check for \$20.00 to:
WPA
PO Box 2074
Freedom, CA 95019

Thank you to those members whose checks have
come in already!!

WPA Officers

Mike McIntyre	President
John Cowan	Vice-Pres
Charlene McIntyre	Secretary
Sarah Chauvet	Treasurer
Hal Zamora	Sec. Legal Affairs
Dan Chauvet	Assist. Sec. Leg. Affairs.

Committee Heads

Dan Chauvet	WAAG
Richard Lippi	Web Site Editor
Randy Pesce	Field Security
Rayvon Williams	AOPA/WINGS
John Cowan	Public Relations
Brian Moffet	Video & Media
Airport Manager	Don French

Feedback---jpax@pacbell.net

WPA
PO Box 2074
Freedom, CA 95019

NEXT MEETING

7:00PM Wednesday,
Jan. 26, 2010 at EAA-WAEC Building 60
Aviation Way, Watsonville Airport

Part 43...Owner Performed Maintenance