



The Airport Runway is the most important Main Street in any Town

-Norm Crabtree

Current General Plan Draft Needs Revision

April 4, 2006

The Watsonville General Plan 2030, February 2006 draft, contains development plans for Buena Vista (Concept A) that will impair the safety and utility of Watsonville Airport and create noise and safety problems for proposed future residents of the area. Runway 26 is the second most heavily utilized runway at the Airport. The area proposed for development lies immediately under the flight path of aircraft departing this runway. The proposed development also underlies the approach path of aircraft landing the opposite direction on runway 8. (Runways 8 and 26 are the same pavement, runway 26 facing west and runway 8 facing east.)

The Airport has a good safety record because aircraft with emergencies now have open areas on which to land, providing relatively safe options for pilots to avoid hitting structures. A Watsonville pilot with an engine failure landed with little damage to his aircraft (none to structures) in the open area on the south side of Buena Vista Drive.

The California Department of Aeronautics, the Watsonville Pilots Association, and others have provided airport land use planning information to the City that would allow lesser development to avoid creating hazards. The City has continually rejected these recommendations. In fact, on April 12, 2005 the City Development Department presented a proposal to delete airport safety planning criteria from the Airport Master Plan so as to allow development off the end of east-west runway 8-26. The proposal was accepted by the City Council on a four to three vote. To enable this action, some mislead Council members voted to designate runway 8-26 "low use" (defined as less than 2000 operations per year). In actuality, runways 8-26 support over 13,000 operations per year, some 10,000 operations on runway 26 and some 3,000 on runway 8. Intentionally not counted are the 10,000 operations from the same pavement going the other way on runway 26, overflying the Buena Vista area. Aircraft depart runway 26 under maximum power. Takeoff and climb power puts more stress on engines and makes considerable more noise. Discounting operations on runway 26 defies common sense and can only be seen as a baseless rationalization for decisions favoring unsafe development.

The California state law says, "it is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports...and to prevent the creation of new noise and safety problems." How do you build houses off the end of runways without creating new noise and safety problems?

Runway importance

How important are the east-west runways 8-26? They are vital to the safe operation of the Airport. The potential for, and danger of, accidents increases with increasing crosswind. Strong winds frequently blow out of the west and during "off-shore flow" conditions, strong winds blow from the east. The maximum published allowable crosswind component for various aircraft ranges from 7 to 28 miles per hour. Crosswinds cause aircraft to land faster and put more stress on the aircraft. Without runway 8-26, aircraft attempting to operate on runway 2-20 would face unmanageable crosswind conditions.

Stratus or fog conditions can prevent use of the north-south runway 2-20. Many pilots and aircraft do not have capability to fly in clouds. For days at a time, especially in summer months, east-west runway 8-26 allows pilots to depart clear of clouds and remain in visual conditions. The north-south runway is closed sometimes because of runway maintenance, aircraft mishaps, and roosting seagulls. The east-west runway is vital for keeping air transportation moving and for airport located businesses.

Revise General Plan 2030

The housing section of the latest General Plan 2030 draft states that a goal, where appropriate, is to remove "constraints" on development (pages 7-1.4). Nowhere in the General Plan does it say explicitly that there are legitimate constraints or limitations to development. The plan contains a transportation goal: "Maintain or improve the Airport's safety and functionality." Not stated is the goal to insure the long-term viability of the Airport, part of the national transportation infrastructure, an irreplaceable transportation resource that supports large and small business--and 1650 jobs. Safety for people residing around the Airport and people traveling by aircraft must be permanently protected. To achieve these goals, responsible airport land use planning involves objective, legitimate, and appropriate constraints on development in Buena Vista. As some on this Council know, when a city has an airport, the Council persons not only represent their districts, but the interests of the whole city; they also

represent the county, state, and country.

Existing housing west of the Airport now exceeds safe density by 10 dwelling units in the gross acreage of the 4 runway safety zones. To prevent creating a future hazardous situation, no more dwellings should be built in those 4 zones. If more growth in the Buena Vista area can't be done responsibly -- don't do it. Many people and organizations agree with the pilots association in its position: either revise General Plan 2030 substantially or delete the Buena Vista development from the Plan, and from any future specific plans, so as to prevent deliberate creation of new noise and safety problems.

Dan Chauvet and John Cowan

Contact information for Santa Cruz County Supervisors

Santa Cruz Board of Supervisors

701 Ocean Street
Santa Cruz, CA 95060

Supervisor Jan Beautz, District 1 (Live Oak, Capitola)

Supervisor Ellen Pirie, District 2 (Soquel, Aptos)

Supervisor Mardi Wormhoudt, District 3 (City of Santa Cruz, North Coast)

Supervisor Tony Campos, District 4 (Watsonville, South County)

Supervisor Mark Stone, District 5 (Scotts Valley, San Lorenzo Valley)

One Six Right

Recently I borrowed a DVD from a friend titled "One Six Right". It was so well done that I bought my own copy from Sporty's. It is the story of the Van Nuys Airport as told by its local pilots, mechanics, controllers and student pilots. Their ideas and concerns are very similar to our ideas and concerns here at the Watsonville Airport and it seems to be the same throughout General Aviation. The speakers are very eloquent; their passion is truly infectious. It will remind you of why you fly and why we are WPA members. If you are interested, they do have a website. It is: <http://www.onesixright.com/>

Bob Olmsted

California Flying Events

May 5 - 7 -- Groveland, CA. First Annual Central Sierra Helicopter Meet. Experimental helicopter will be primary focus.... Contact Nancy Miller, (707) 833-5905.

May 6 -- San Jose, CA. Reid-Hillview (RHV). Flying Companion Seminar. All-day seminar for right seat passengers who would like to learn more about general aviation airplanes, be more comfortable in the cockpit contribute to the planning and safety of the flight. Preregistration is required, as seating is limited. \$60. Contact Candice (510) 673-4505

May 11 - 14 -- Sequoia National Park, CA. Flying Physicians Western CME Spring Meeting. CME and aviation safety lectures and group activities. Contact Ronald Slaughter, MD

May 13 -- Modesto, CA. Modesto City/County Airport (KMOD). Modesto Airshow/Airport Appreciation Day. Airshow, aircraft display, airplane and helicopter rides, rides for children, law enforcement display and demonstrations. Contact Jerry Waymire, (209) 529-8254

May 13 -- San Martin, CA. South County (E16). Wings of History Fly-in. EAA Chapter 62 Young Eagles will provide free plane rides for kids. Biplane and hot air balloon rides. Antique aircraft display. Free admission. Contact David Jones, (831) 663-6935

May 18 - 20 -- Hayward, CA. Hayward (HWD). Hayward Proficiency Air Race. A proficiency air race from Hayward California to Laughlin Nevada via Bakersfield California. Scoring is based on actual time and fuel against your estimate. Contact Tony Flusche (510) 247-3225

May 25 -- Concord, CA. AOPA Pilot Town Meeting. Join AOPA President Phil Boyer for this free, interactive multimedia presentation. You'll hear the latest news that affects GA and what AOPA is doing to keep flying safe, fun, and affordable

May 27 - 28 -- Llano, CA. Brian Ranch Airport (CL 13). The twelfth annual "World's Smallest" Air Show will be held at Brian Ranch Airport on May 27 & 28, 2006 from 8 AM until 2 PM. There will be ultralight demonstrations and competitions, skydivers, radio-controlled airplanes. Contact Felice Apodaca (661) 261-3216

May 26-27-28 -- Watsonville, CA (WVI) 42nd Annual Watsonville Fly-In & Air Show. You'll see antique aircraft, war birds and experimental aircraft on display; three world-class air shows; military exhibits and fly-bys, Parades of Flight; aviation competitions; food and commercial booths; aviation exhibits; a car show; and a booming fireworks show. Don't forget to plan on a ride in a vintage biplane or helicopter over the Pajaro Valley. We'll have plenty of activities for the kids at our Kid's Zone, too.

WPA meeting minutes of March 2006

John Cowan called the meeting to order at 7:14 PM

General Announcements

- ◆ John Cowan gave a short introduction of himself, how he got into flying and of the cost of flying many years ago.
- ◆ Hal Walters of the Pajaro Valley Arts Counsel spoke of the mission of his organization "Bring the Community together through Art" and where it should go in the future. They are having an event on Fathers Day and he is asking for some sort of WPA participation, for as he says "Flying is definitely a form of art".
- ◆ There is a need for content on our WPA web site. Anyone that has or would like to add information that would be of interest to our WPA members please contact Richard Lippi.

Minutes

- ◆ The February meeting minutes were accepted as published in the March newsletter.

Treasures Report

- ◆ Sarah Chauvet reported that funds are sufficient for business. There have been a good response from new and renewing members. Thank you very much for your support.

New Business

- ◆ Dan Chauvet reported that the New General Plan Draft 2030 has not changed and that the City Counsel tried to solidify their position. He went over the document that will be presented in April and asked for suggestions. There were several good ideas from the attendees with a main concern of Safety both for the unsuspecting folks that would be buying the new houses and also for the pilots themselves.

Old Business

There was no old business at this time.

Security

- ◆ The last month has seen three more hanger break-ins. Tools were stolen along with some non-aviation items.

Be a High Profile Pilot

Dan Chauvet recently wrote an article for IFR Magazine titled "Be a High Profile Pilot". He presented this article and asked for ideas and comments from his highly experienced audience. Some of Dan's points were:

- Next to safety, speed at one time was the most important thing to consider when planning a flight. Now with the price of fuel, efficiency is important.

- High altitude flying generally helps with efficiency.
- Rule of Thumb "Depending on your trips length and aircraft type, about 10% of your trips estimated length should be in the climb"
- There are several on-line and stand alone computer programs that can make planning a flight for fuel efficiency easy. Paper charts and tables also can be used but do take longer.
- Consider "Power Soaring" (a great way to conserve fuel)
- Old axiom: "The only time that you really have too much fuel is when your aircraft is on fire."

Next Month Jim Young will give a presentation on leaning your fuel.

Minutes by **Chris Olmsted**

Fuel Prices

At the WVI Fuel Island, 100LL is \$4.09, 80/87 OCT is \$4.09 and Jet A is \$3.15 (04/18/2006)

At Gustine (301), SS 100LL is \$3.35 (4/18/2006)

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

April 26, -- WPA regular Wed. night meeting begins at 7 PM.

April 30, -- Pacific Coast Dream Machines, Half Moon Bay

May 2, -- EAA Chapter 119's regular Tuesday night meeting starts at 7:30 PM. Regular meeting place: the WAEC Building, 60 Aviation Way, Watsonville Airport

May 6, -- Young Eagles Rally, Saturday between 10AM & 1PM

May 14, - Northern CA Aerobatics Club IAC38 Chapter meeting 2-4 PM at the Livermore Airport.

May 17, -- Monterey Bay 99s Chapter Meeting starts at 7pm at the EAA Hanger, Watsonville.

Civil Air Patrol Squadron 13 -- meet in the National Guard Armory at Watsonville Airport every Tuesday evening, beginning at 6:30 PM

May 26-27-28 - Watsonville, CA (WVI) 42nd Annual Watsonville Fly-In & Air Show. You'll see antique aircraft, war birds and experimental aircraft.

WPA Officers

Mike McIntyre, Vice President
408-353-5969
Charlene McIntyre, Secretary
408-353-5969
Sarah Chauvet, Treasurer
831-724-8296

Committee Heads

Dan Chauvet, WAAG
Richard Lippi, Web Site
Randy Pesce, Field Security
Bob Olmsted, Newsletter Editor
Chris Olmsted, News Ed./Sec.rep
Rayvon Williams, AOPA/WINGS
John Cowan, Public Relations
Brian Moffet, Video & Media

Airport Manager: Don French

Feedback: rolmstud@yahoo.com

WPA Newsletter
PO Box 135
Brookdale, CA 95007-0135

Next Meeting

7:00 PM, Wednesday, **April 26**
at the EAA-WAEC Building
60 Aviation Way, Watsonville Airport