



The 42nd Annual Watsonville Fly-In & Air Show May 26-27-28

The first night of the Fly-in should be rockin' with the debut of The Joe Sharino Band, followed Saturday night by Johnny Reyes and the Rockers and Vintage, the highly-talented group that has played the Monterey Blues Festival for years. The three-day schedule is jammed packed with aerial performers, such as Eddie Andreini Air Shows, John Collver Air Shows, Hang Glider Dan Buchanan, The Showcopters, and the U.S. Coast Guard performing in its C-130 airship. On the ground, Kelvin Ramer returns with his Monster Truck and the Bay Area Sundowners precision kite flying team will dazzle the crowd. You'll see antique aircraft, war birds and experimental aircraft on display; food and commercial booths; aviation exhibits; and a booming fireworks show. You can also take a ride in a vintage biplane or helicopter over the Pajaro Valley. There's plenty of activities for the kids at the Kid's Zone, too.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward; for there you have been and there you will always long to return.

-Leonardo da Vinci

State agency lands hard on Watsonville airport decision

WATSONVILLE — A year-old decision to change the designation of a runway at Watsonville Municipal Airport isn't flying with the state Division of Aeronautics. The state agency, part of Caltrans, is calling for the City Council to overturn its contentious decision to designate the so-called crosswind runway as "low activity." The redesignation resolution cleared the way for future housing and commercial development in the rural Buena Vista Drive area, north of the airport. "We do have a strong objection to the resolution related to public safety, pilot safety and compliance with public utility codes and state law," said Mary Frederick, acting division chief. The aeronautics division is weighing in now as part of the environmental review of the city's general plan update, which is a blueprint for development during the next two decades. The runway landed in controversy in 2004 when city officials, as part of the general plan process, began to look for ways to increase the potential for development on 400 acres they have targeted for annexation in the Buena Vista area. If the crosswind runway, a secondary strip used under certain wind and fog conditions, remained unchanged, plans to build as many as 2,200 homes in the area would be slashed in half due to safety zones. City officials considered shortening or eliminating the runway, but they met with opposition from pilots and foes of the proposed annexation. Redesignation was designed as a compromise. The designation "low usage" allows for the elimination of some safety zones. City officials contend the designation is valid because the runway is used in only about 2 percent of the roughly 100,000 annual takeoffs and landings at the airport. But pilots criticized the change as unsafe and said it would set up conflicts over noise with future neighborhoods. Dan Chauvet of the Watsonville Pilots Association said Friday he felt vindicated by a letter Frederick sent to the city April 21. The letter details the state agency's concerns that the city did not follow criteria spelled out in the state Airport Land Use Planning Handbook. The criteria relates to "height, use, noise, safety and density." "It supports exactly what we've been saying about legitimate land-use planning and 'fakeroo' land-use planning that is really developer land-use planning," Chauvet said. "It supports it 100 percent." City Community Development Director John Doughty stands by the council's decision. He said the city conducted an "exhaustive process" involving all stakeholders, including representatives from the state aeronautics division and the Federal Aviation Agency. "It's safe to say state and federal representatives hoped we would leave it as is, but they acknowledged the council had the authority to do what it did," Doughty said. But the state agency's former director, who consulted with the city back then, retired soon after Watsonville leaders made the change, and the new chief is taking a different and harder line. Frederick said the city's interpretation of the handbook rules as guidelines is incorrect. Because Santa Cruz County was exempted from having a state-mandated airport land-use commission, the handbook must be followed, she said. Frederick is also recommending a county commission be established to oversee decisions about development around the airport. Doughty said he would share Frederick's letter with the council on May 9, when council members are scheduled to vote on adopting the general plan and its environmental review. Frederick said the state agency has enforcement powers, but that's not a route she wants to even think about right now. "We are interested in working cooperatively with the city to resolve these issues."

- By Donna Jones - Sentinel Staff Writer

Careers Launched

On Saturday, May 6, many people gathered at United Flight Services at Watsonville Airport. They were there to honor the life of Bill Cleverdon. Bill experienced an aneurysm at his home in Watsonville and died at Stanford Hospital.

United Flight Services was started by Bob and Carole Carlton in the 1960s. Bob was then a United Airlines captain. Bill, the cousin of Carole Carlton, acquired the United Flight business in 1973. What's interesting is that the business is now owned and managed by a retired United Airlines mechanic.

Attending the gathering were flight instructors from the 1960s to the present. These flight instructors became pilots for American Airlines, United Airlines, Delta and other airlines. Others became corporation pilots and one is Chief Pilot for the State Fish and Game Department. Others went from professional pilots to other successful careers, one owning a fast-food restaurant chain and another, John Biddick, went from commuter airline pilot to bilingual teacher in Aromas. United Flight instructor, John Hanney, became a helicopter test pilot for Bell Helicopters, and then went to Singapore marketing jet powered helicopters. The fact that these people and others came great distances is a tribute to Bill Cleverdon's personal relationships with these people and the connection he had with their futures and lives. His feelings of appreciation and respect for his employees always crept through his gruff, brusque manner. He could not hide from his customers this same feeling of concern for their safety and success.

Prior to Bill becoming owner-manager, he purchased a Cessna aircraft. I was involved in teaching him to fly. He acquired his Private Pilots and Commercial licenses in that aircraft. He was never that comfortable as a pilot and knew that his greater talent was, (like his businessman-father), a bean-counter. Over the years similar aviation business all over the Country went broke. Bill survived by running a tight ship, keeping the overhead down, keeping people paid up, and except for one year, made a profit. Although I, like others, moved on, I remained in contact as a close friend, on-occasion United Flight instructor, and advisor. Other people who have recently "gone west", like John Cooper, former Watsonville City head of Public Works, and financial news pioneer Louis Ruckysyer had that same personal concern for the individual.

United Flight Services now has competition from Ocean Air, Pacific Aircare, and others on the Airport. They have similar career launching stories, just not for such a long time.

An aircraft towing a banner above the gathering on Saturday said it all: "Bill we love you; I'm paid up."

- Dan Chauvet - Watsonville

4 arrested for airport thefts

Police arrested two men and two women Tuesday in connection with a rash of burglaries at Watsonville Municipal Airport. Police also recovered property taken from the airport, as well as a stolen Volkswagen Passat, during a search of a Nona Avenue residence late Tuesday morning. Arrested were Anthony Lee Baldwin, 32, Ryan Hoffman, 26, Jesse Jones, 24, and Trisha Baer, 27, all of Watsonville.

Airport General Manager Don French said during a six-week period in March and April there were 15 break-ins, including one at the airport office where computers were taken. One hangar was broken into twice. In all, French estimated burglars made off with \$100,000 in tools and other equipment.

Capt. Kim Austin said police found hand-held electronic gadgets used by pilots, as well as items ranging from a bicycle — which had been repainted — to a rollaway bed. But since police were still cataloging the recovered property Austin couldn't say whether missing pilot and airplane logs were found.

The loss of the logs, worthless to thieves but priceless to their owners, was particularly disturbing, French said. "People underestimate the value of the logs," French said. "A pilot's log is what certifies your status, your eligibility to fly. It costs lots of money to redo."

Airplane logs are issued when planes are first sold and provide an aircraft's history. Without that documentation, a plane can drop 20 percent in resale value, French said.

The airport doubled security after the break-ins started, police launched an investigation and a reward was offered.

- By Donna Jones - Sentinel Staff Writer

WPA meeting minutes of April 26, 2006

John Cowan called the meeting to order at 7:11 PM

General Announcements

John Cowan announced that the web site is doing better now and is up to date with articles of interest. Please check it out.

Minutes

The March meeting minutes were accepted as published in the April newsletter.

Treasurer's Report

Sarah Chauvet reported that funds are sufficient for business.

New Business

Dan Chauvet reported on a Register Pajaronian article saying that the New General Plan Draft 2030 did not reflect any real change and that "they need a new plan". The Sierra Club and The Friends of Buena Vista say that the ERA is inadequate. This continued disregard of safety and the environment might eventually lead to legal problems. Dan went on to say that the City of Watsonville received a letter from The Department of Aeronautics that they were not happy with. *(News on front of page)*

Security

The last month has seen several more hanger break-ins but four people were arrested for this rash of airport burglaries. (See news article on front of page) More tools, electronic devices, and non-aviation items were stolen. Especially disturbing were the thefts of one pilot's aircraft logs and his pilot logbook.

WVI History in WWII

Don Wollesen presented a history of the Watsonville Airport in the World War II area. His dad, David Wollesen, served here when WVI, MRY, and Hollister were Auxiliary Naval Air Stations (NAAS) to Oakland (NAS). There were pictures and items of interest including a captured Japanese flag. Don finished by telling how his dad David continued with his love of flying after the War.

Leaning without Fear

Jim Young gave an interesting presentation on the best ways to lean your aircraft engine. This is a subject that a pilot can easily spend several days learning, as there is a lot of information on the subject. Many pilots differ in their approach to leaning. There seems to be many opinions and some misconceptions on how to lean and why it's done that way. Included in the presentation were handouts of notes and articles from Mike Bush who writes for CPA Magazine and is the editor in chief of AVweb, an Internet aviation news service.

Graphs illustrated the relationship between EGT, CHT, BHP, and BSFC (Brake Specific Fuel Consumption). Leaning consideration included Best Economy mixture, Stoichiometric mixture, and Best Power mixture.

Some items of interest included:

- Burned valves can be caused by anything that prevents the exhaust valve from seating firmly against the valve seat and therefore causing the valve to endure combustion without proper heat sinking. This condition can be caused by excessive valve guide temperature or excessive buildup of deposits on the valve stem.
- Excessive buildup of deposits on the valve stem are generally caused by over-rich operations
- Many pilots have been taught to adjust the mixture by leaning until EGT peaks, then enriching until EGT drops 25 to 50 °F. on the theory that the engine runs cooler that way. A look at engine graphical data shows that CHT is highest between 25 and 50 °F. rich of peak.
- There is no truth whatever that running lean of peak is harder on valves than running rich of peak. Lean of peak provides lower CHT and EGT.

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 \$3.39 (05/16/2006)
At KOAR (Marina Municipal Airport), SS 100LL is \$3.43 (5/082006)

Local Events

May 26-27-28 – Watsonville, CA (WVI) 42nd Annual Watsonville Fly-In & Air Show. You'll see antique aircraft, war birds and experimental aircraft.
June 3 -- Young Eagles Rally, Saturday between 10AM & 1PM
June 6 -- EAA Chapter 119's regular Tuesday night meeting starts at 7:30 PM. Regular meeting place: the WAEC Building, 60 Aviation Way, Watsonville Airport
June 10 -- Northern CA Aerobatics Club IAC38 Chapter meeting 2 – 4 PM at the Tracy Flight Center. (TCY)
June 21 -- Monterey Bay 99s Chapter Meeting starts at 7pm at the EAA Hanger, Watsonville.
June 28 -- WPA regular Wed. night meeting begins at 7 PM

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

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, 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, **June 28**
at the EAA-WAEC Building
60 Aviation Way, Watsonville Airport