



We need your email address!

Email is proving to be the most effective and the most cost effective means for communicating important WPA information. But we have valid email addresses for only about half our members. If you have an email address and are willing to receive occasional club related mail from WPA (typically one or two messages per month), please send your preferred email address to:

watsonvillepilots@yahoo.com

We will, of course, respect the privacy of your email address and use it only for important WPA business. Many thanks.

Which Runway?

Watsonville is now experiencing our familiar weather pattern of stratus night and morning covering the airport and indeed the whole valley. It usually burns off by noon, sometimes earlier. On occasion it burns off to just south of the airport and hangs around all day. A couple of days ago I observed an aircraft departing Watsonville on runway 20. The stratus was over the freeway with fingers onto the airport. Runway 8-26 was clear. The aircraft made a climbing right turn about 1/2way down runway 20 climbing out over the houses on Manfre road and departed the area to the north.

What's wrong with this? This pilot demonstrated very poor judgment. First, runway 8-26 was clear and so there was no need to climb out over a residential area at high power and lots of noise. Second, if the engine quits, there is no place to put it down safely.

This leads to the question, how do you decide which runway to use if you are returning to the area and the stratus is obscuring runway 2? If you land on runway 20 you will have no problem, as that runway is clear. But what about the aircraft departing on runway 26? I witnessed this problem just recently. An aircraft was departing runway 26 when a student pilot with an instructor on board taxied across runway 26 enroute to runway 20. The aircraft on 26 had to abort the takeoff and there could have been an accident.

What's the solution? Watsonville Airport is in Class G airspace. Communication is the key to safety. Another is looking carefully for traffic both on the ground (taxiing) and in the air. It is the responsibility of the pilot to see and be seen.

In stratus situations we have an excellent alternative here at WVI, runway 8-26. Why don't more pilots use it? Remember the old saying that if you don't use it you'll lose it? The powers-that-be downtown are working on just that.

Let's go flying and see and be seen.

Sarah Chauvet

WPA vs. City of Watsonville

The Watsonville Pilots Association (plus others) are involved in legal action against the City of Watsonville over the update of General Plan 2030 and the associated faulty EIR. The General Plan update provides for development encroachment in runway safety zones at Watsonville Airport (WVI). There is a lot at stake in this legal action. First is the viability of WVI. And second is the airport protection mechanism in California.

The EIR associated in the City General Plan update does not see any problem with noise or safety in planning development off the ends of runways. Ignored is the history of such development. And the EIR does not see any problem with building high occupancy dwellings, such as schools, assisted living care facilities, and sports fields under aircraft arrival and departure paths in airport zones.

My image of the California airport protection setup is a four-legged stool. The first leg of airport protection is the state law (P.U.C. Sec. 21670) requiring airport land use planning. The second leg is the California Airport Land Use Planning Handbook (January 2002) which defines airport land use planning. The third leg is the local airport Compatibility Plan, described in the Handbook's Chapter 2. The Compatibility Plan applies the law to a local airport, with specific planning criteria. And the fourth leg, is an Airport Land Use Commission (ALUC) which uses the Compatibility Plan for making decisions on planned development around an airport.

In the early 1990's, local politicians avoided forming and ALUC and got a Santa Cruz County exemption. In 1996 the City rejected a Comprehensive Land Use Compatibility Plan (CLUP) and again in 2002 rejected the Compatibility Plan. The Airport Master Plan consultants included airport land use planning to try to substitute for a Compatibility Plan. The Council approved the Master Plan in July 2004. Nine months later, downtown City Staff got the Council to remove airport land use planning from the Master Plan. So at Watsonville two legs of airport protection have been sidestepped. Here "airport land use planning" has become "developer land use planning". So at stake in the legal action is WVI viability, plus the validity of the State's airport protection system.

This legal action needs our financial support. You can support

WVI and the State's airport protection by sending a check made out to "WPA". In the memo section write "legal fund". Send it to Hal Zamora, 137 Falmouth Ct., Aptos, CA 95003. If you have already contributed, many thanks.

Dan Chauvet, WPA

WPA e-news

For several months now the WPA newsletter has been available on the WPA's web page at: <http://www.watsonvillepilots.org/>. The current, and many past issues can be found here under the "Newsletter Archive" button. This web-based newsletter uses an Adobe-acrobat reader, which most folks already have. If not it can be obtained free through a link on the web site. If you would like a monthly e-mail with the link to the current newsletter when it's published, instead of a mailed hardcopy newsletter, please send me your email address to wpanews@yahoo.com. Your email addresses will of course be treated with strict confidentiality. I'll remove you from the monthly hardcopy mailing list and add you to the monthly e-newsletter list. They are both basically the same document. To those that prefer a real paper newsletter I will certainly still mail these to you. This is mainly just a matter of preference, (e-mail vs. U.S. mail), but it is also an opportunity to operate more efficiently and reduce costs.

Bob Olmsted (Newsletter Editor)

Fun Flying

The Watsonville Pilots Association is long on education, flight safety and protecting both the safety and utility of Watsonville Airport. But we've been a bit short on flying, socializing and just plain having fun. At our last meeting, we decided to remedy this by organizing an occasional group fly-out to an interesting destination.

The first excursion is planned for a weekend day in October, and the destination has yet to be chosen. Suggestions so far are Half Moon Bay, Columbia and Delano. Additional destinations visited by the Santa Clara County Airmen's Association are Concord, Clear Lake, Auburn, Santa Barbara, Georgetown and Harris Ranch. They also fly out of state, but we should wait before considering that.

We would expect to leave by late morning (VFR weather permitting) and have lunch at the destination. Grant Wrathall has generously offered to organize this outing.

Suggested dates are: October 7, 8, 14, 15, 21, 22 and the 29th. If you are interested, please email Grant with a list of the dates when you are available, as well as your favored destination (even if it is not listed above). This is a new undertaking for us and as such, a bit of an experiment. If you have any suggestions for interesting destinations or for making this excursion more enjoyable, please email them to Grant. Many thanks, fly safely.

John Cowan

Airport Supporters

Ed Rosiak, President of the California Pilots Association (CPA), will be the speaker at the Watsonville Region Airport Promotion (WRAP-PAC) dinner on Saturday Nov.4, at 6:00 p.m. It will be held at the Green Valley Grill banquet room on the 4th floor, located on Green Valley Road, Watsonville. Anyone who has attended a buffet in the banquet room at Green Valley Grill knows that they are in for some good eating. This is the Saturday before the election. The dress will be the usual, for men sport coat and tie, and for women—anything they want.

Mr. Rosiak's program is a PowerPoint presentation he calls "Saving Your Airport." In addition, we expect he will be addressing current legal actions, possible formation of an Airport Land Use Commission (ALUC), and other actions to prevent Watsonville Airport from "Crashing." The Q & A at the end gives will give you chance to bring up any other points. The CPA indicates the WVI situation is a line in the sand in California.

WRAP has been supporting sensible candidates for Watsonville City Council. The present City Council majority, with the help of certain downtown staff, has taken actions that endanger WVI. Five of the Council seats are up for grabs in November. The PAC supports again the one Councilman who has voted to protect the Airport. And we are supporting Edward Din, District 6, for the Council. If other sensible candidates decide to run we will support them. For the last two years we have been working with our principle, but now the fund needs replenishment. Please attend this November 4 dinner.

To get on the dinner list, send a check made out to "WRAP" and send it to Dan Chauvet, 147 Mesa Verde Drive, Watsonville, CA 95076-0949. The dinner costs \$50.00 per each. Thanks for your past support.

*Dan Chauvet, WRAP-PAC Chairman
Grant Wrathall, Vice-Chairman
Hal Zamora, Treasurer*

WPA meeting minutes of August 30, 2006

John Cowan called the meeting to order at 7:13 PM

Minutes

The July meeting minutes were accepted as published in the August newsletter.

Treasures Report

Sarah Chauvet reported that funds are sufficient for business and that there are no outstanding bills.

Announcements

- There will be a Watsonville Airport Open House on October 28th, between 9am and 3pm. There will be airplane rides offered for 10 cents/lb. Participation by WPA members is encouraged. The local chapter of the 99's sponsors this event.

Old Business

- John Cowan brought up the subject for a WPA fly out and it was well received. He will send out emails asking for our thoughts and destination ideas. Grant Wrathall will be organizing these events. Please see article on front page.

New Business

- Dan Chauvet reported on the progress of the Watsonville Airports lawsuit to this point. Attorneys representing the interests of the development planned for the departure end of Runway 26 dismissed pilots concerns for safety and state that the 2250 buildings scheduled for development will not be changed.
- Dan Chauvet reported on the up-coming WRAP-PAC Dinner, and is encouraging all airport supporters to attend this event. For more information please see front page.

Minutes by Chris Olmsted

Fog Cycles

John Cowan gave an informative presentation on the fog cycles common to this area. The presentation was very timely. This is the time of year that VFR pilots on the central coast are constantly watching the advance and retreat of the fog and Stratus daily. The tools of the National Weather Service are a great help. Instant satellite photos, reports of the upper level moisture, pressure gradients, wind patterns and depth of the Stratus all help. A good knowledge of local weather patterns is also a great tool, but sometimes you just get the idea that fog does have a mind of its own.

Next Safety Meeting - Tower Controllers

Our next safety meeting on September 27th will be a good one. Tower personal from Monterey and Salinas will be present to speak with pilots and answer their questions. The discussion starts after the WPA meeting.

Water Board Speaker

Joe Pendry spoke to the attendees of the WPA August meeting. He represents District A and is running for the Director of the Pajaro Valley Water Board. Joe is a very strong supporter of water conservation. He is for the integrity of the airport and is against an unsustainable rush to development. Joe Pendry is opposed to the 2250 dwellings proposed in the Buena Vista area.

EAA Guest Speaker

You are invited to attend the Oct. 3rd meeting of the EAA 119. The speaker that evening is expected to be Officer Randy Pesce of the Watsonville City Police Dept. Officer Pesce was involved in the capture of the criminals who burglarized several hangers at WVI earlier this year. The meeting starts at 7:30 P.M. in the EAA hanger.

Security

Officer Randy Pesce is asking for the help of local pilots by just keeping an eye on the airport and the planes. Most local pilots generally know the goings on at their airport. This familiarity can be a great help to airport security.

High Flight

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silver wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds-and done a hundred things
You have not dreamed of ~ wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through the footless halls of air.
Up, up the long delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr.

Epilog

And when it was finally time to go;
To descend to our two dimensional world far below.
I retreated from the advancing fog once again,
To make a touch down on runway 26; Amen.
Home again, home again,
I've landed safely at home again.

Bob Olmsted

Fuel Prices

At WVI Fuel Island, 100LL is **\$4.08** and Jet A is **\$3.40** (09/14/2006)
At K301 (Gustine), SS 100LL is **\$3.50** and at KLSN Jet A is **\$3.09** (9/10/2006)

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

Sept. 27 -- WPA regular Wed. night meeting begins at 7 PM
Oct. 3 -- EAA Chapter 119's regular Tuesday night meeting starts at 7:30 PM. at the WAEC Building, 60 Aviation Way, Watsonville Airport
Oct. 7 -- Young Eagles Rally, Saturday between 10AM & 1PM
Oct. 8 -- Northern CA Aerobatics Club IAC38 Chapter meeting; 4 – 6 PM at Attitude Aviation. (LVK)
Oct. 18 -- 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

WPA Officers

Mike McIntyre: Chairman
John Cowan: Vice-Chairman
Charlene McIntyre: Secretary
Sarah Chauvet: Treasurer
Hal Zamora: Secretary of Legal Affairs
Dan Chauvet As. Sec. of Legal Affairs

Committee Heads

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

Airport Manager: Don French

Feedback: wpanews@yahoo.com

WPA Newsletter
PO Box 135
Brookdale, CA 95007-0135

Next Meeting

7:00 PM, Wednesday, **Sept. 27**
at the EAA-WAEC Building
60 Aviation Way, Watsonville Airport