



Watsonville Pilots Association

"Serving Aviation and the Community"



Visit us at: www.watsonvillepilots.org

Our 22nd Year, Issue 7 July 2009

Atkinson Lane Lawsuit

As you may have read in the local newspapers, the Santa Cruz County Farm Bureau has filed a lawsuit against the City of Watsonville and Santa Cruz County regarding plans to build housing on open land along Atkinson Lane. Atkinson Lane is located east of Watsonville Airport. Part of the development area is on the extended centerline of runway 8's departure path (approach end of runway 26). Compared to the Buena Vista area, the proposed Atkinson area is 1.2 miles from the airport. The Watsonville Pilots Association is not involved with Atkinson, except to send a response to the draft EIR. However, there are four runways with "accident potential zones" (zones 1, 2, 3 and 4), underlying aircraft approaches and departures.

There is no Airport Land Use Compatibility Plan at Watsonville. When a plan is developed with public input and then reviewed/approved by CalTrans Division of Aeronautics, runway 8-26 will either be classified as a "medium, general aviation runway" or a "short, general aviation runway" and that will determine if zone 4 extends into part of Atkinson. The "accident potential zones" (zones 1 through 4) are associated with the arrival and departure areas of runways (not off to the sides as in zone 6). The size of these zones depends on runway classification, medium or short. The City of Watsonville contends that runway 8-26 is a "short, general aviation runway" with smaller zones. Some in the City seem focused on indiscriminate development. They are not interested in aviation safety and potential noise problems. This opinion is shared by the County Grand Jury, Santa Cruz County Superior Court and CalTrans Division of Aeronautics.

That runway 8-26 is not a "medium, general aviation runway" is a least highly questionable. A highly respected consulting firm says the following criteria apply: Runway 8-26 was built with the same strength criteria as runway 2-20. The type of aircraft, including jets, turboprops, and even C-130s that use 8-26 is the same as 2-20. And runway 26 is used in circling instrument approaches, and could support a GPS runway 26 approach. Runway 8-26 length supports a "medium general aviation runway" classification. And overall yearly operations support a medium classification.

Zone 4 in the north part of the Atkinson Lane area is in an agricultural/rural suburban setting. The density criteria, considering the overall density of the adjacent zones, would restrict development to one (1) house per 5 acres. Airport land use planning is required on approach/departure zones of all four runways. The bottom line is that if you experience an engine failure you need to put it down in an open area; hitting a house must be avoided.

Dan Chauvet

Protecting and Growing General Aviation: AOPA and EAA Collaborating on Mutual Issues

The two organizations will jointly host major general aviation roundtable in 2010



EAA and AOPA leaders gather at the EAA Aviation Center in Oshkosh, Wis., on June 3. Shown in front of the Cirrus VK-30 prototype are (from left): Andy Cebula, AOPA executive vice president of government affairs; Karen Gardinier, EAA vice president of human resources; Rick Larsen, EAA vice president of marketing and communications; Elissa Lines, EAA vice president of development; Craig Fuller, AOPA president; Tom Poberezny, EAA chairman/president; Karen Gebhart, AOPA executive vice president of communications; Bruce Landsberg, president of the AOPA Air Safety Foundation; Earl Lawrence, EAA vice president of industry and regulatory affairs; Adam Smith, EAA vice president, membership.

June 4, 2009 — Two of the nation’s largest aviation associations, the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) will be collaborating on issues and programs that protect, support and grow general aviation as the result of a June 3 working session at the EAA Aviation Center in Oshkosh, Wis.

EAA chairman/president Tom Poberezny and AOPA president Craig Fuller, along with senior staff from each organization, met to discuss how they can work more closely to support general aviation (GA). They agreed to a collaborative, three-pronged commitment to protect general aviation interests, promote GA safety, and grow the general aviation community in the United States.

“This is a logical collaboration that makes sense for the greater good of general aviation,” Fuller said. “Each of our associations has been an effective advocate for GA. But now I look forward to EAA and AOPA working more closely together at all levels to protect and grow general aviation, and to keep it safe.”

AOPA and EAA leaders identified a significant number of near-term opportunities for collaboration, which will be evaluated over the next few weeks. In addition, the organizations agreed to jointly host a general aviation roundtable in early 2010 that would include a wide spectrum of the GA community.

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AOPA/EAA Collaboration

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“What evolved during the meeting was the mutual respect for the strengths of each organization, which will be used in ways that are mutually beneficial and address aviation growth and preservation,” Poberezny said. “The majority of our nation’s pilots belong to one or both of these organizations, so our members expect us to utilize these strengths in a way that addresses the long-term vitality of general aviation.”

Additional information regarding future collaborative efforts will be announced in coming weeks as details are finalized.

The Aircraft Owners and Pilots Association is the world's largest aviation association, representing two out of every three pilots in the United States, and providing representation, education and information to protect and foster the future of GA. More information is available at AOPA’s website at www.aopa.org.

EAA embodies the spirit of aviation through the world’s most engaged community of aviation enthusiasts. EAA’s members and local chapters enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. EAA also annually hosts EAA AirVenture Oshkosh, “The World’s Greatest Aviation Celebration.” For more information on EAA and its programs, go to www.eaa.org.

Salinas Owners & Pilots Association

80 Mortensen Avenue-Salinas, CA. 93905

The SOPA Chalet Tickets are now for sale. These tickets are for the Private SOPA Flight Line Chalet at the California International Airshow, Salinas airport. August 7-8-9, 2009 . SOPA members are \$15, Guests are \$20.

This includes admission into the airshow, admission into the Flight Line Chalet, Snacks, Lunch, drinks and up front in your face airshow action.

E-mail... Jeff Soares" <luv2fly55w@comcast.net

Coming Events 2009

July 29 WPA Meeting 7:00pm
Safety Seminar: 7:30pm
July 27-Aug 3 OSHKOSH
August 7-9 SNS Air Show
Aug. 26 WPA Meeting
September 12 WVI Open House
September 16-20 Reno Air Races
September 30 WPA Meeting
October 28 WPA Meeting

NO MEETINGS November and December

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. Aff.

Committee Heads

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

WPA Airport Legal Fund

Please help WVI with your Tax deductible Contribution

Write check to "WPA" or Watsonville Pilots Association. On the memo line note "legal fund"

Mail to: PO Box 2074,
Freedom, CA 95019

Thank you for your support

WPA
PO Box 2074
Freedom, CA

NEXT MEETING

7:00PM Wednesday July 29, 2009
At EAA-WAEC Building
60 Aviation Way, Watsonville Airport

SAFETY SEMINAR 7:30