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## Airport Manager's Year in Review

By Scott Williams

During the month of July Rayvon Williams made a presentation to the EAA 119, WPA, 99s, and WAAC at their regular meetings. He shared with the groups what he considers to be the highlights and lowlights for 2014-2015. He also held an informative question and answer session, and shared what he hopes to be accomplished at the airport over the next five years. Included below are the highlights and lowlights:

### Highlights

1. Airport revenue exceeds expenses
2. FAA increases four leasehold rates for 2014-2015
3. Taxiway Charlie & Apron construction completed
4. Watsonville Obstacle Departure improved
5. Airport chapter of Muni Code updated
6. Airport fills last open head count; now fully staffed
7. RFP process brings Ella's-at-the-Airport to terminal
8. Leased 125 Aviation Way; lease rate up to 90%
9. New five year fuel contract awarded
10. Completed 2<sup>nd</sup> Community Noise equivalent study
11. Accurately identified 20-to-1 obstructions
12. \$10,000 Caltrans grant for obstruction removal
13. Third annual Tar Plant survey completed
14. Second year of successful "Second Saturdays"
15. Second year of Hangar and Tie Down FMV adjustments
16. Free fire extinguisher service at Tenant Appreciation
17. Watsonville Emergency Airlift command Team drill
18. Airport "officially" sponsors 50<sup>th</sup> annual Fly-In
19. Airport launches Wings over Watsonville Fly-In



## Lowlights

1. Airport's attempt to remove deficit to loan thwarted
2. WVI's three IAPs NOTAM'ed not applicable at night
3. Settlement regarding Fly-In fundraiser trip-and-fall
4. Fly-In & Air Show attendance lower than expected
5. Storm Water Prevention mandate
6. VASI move to PAPIs on hold- Critical Habitat
7. Employee furloughs extended till end 2015
8. Continued delay at United Flight Services
9. Airport hangar restrooms vandalized
10. Lost AOPA Regional Fly-In bid

## AOPA Highlights KWVI

By Scott Williams, Editor

Just in case you missed it, the AOPA published an article highlighting KWVI and the Monterey Bay Area. **Pilot Getaways: Monterey Bay's midfield.** It was posted on the AOPA web site prior to the Salinas Fly-In held on May 16<sup>th</sup>.

<http://www.aopa.org/News-and-Video/All-News/2015/May/05/Pilot-Getaways-Watsonville-California>

## Salinas Fly In Follow Up

By Scott Williams, Editor

You may recall that Rayvon Williams (KWVI Airport Manager) had submitted an unsuccessful proposal for Watsonville to host the recent AOPA Fly-In. Still, the choice of Salinas provided an opportunity for local pilots to participate in a significant aviation event in our own neighborhood. I was curious about our participation level, so I called the AOPA. Total volunteer sign up for the event was 332, with 240 actually showing up, of whom only one had indicated WPA membership. I was surprised with the lack of identified WPA volunteers, but there were many unaffiliated volunteers and many from various EAA and 99s groups. May I suggest that in the future our members indicate their affiliation when they volunteer?

We are extremely lucky that AOPA chose Salinas for the Fly In; it was a terrific event! AOPA usually doesn't repeat at the same location, but may choose another California city next year.

## **JACOB BORACCA MAKES THE MOST OF HIS PVAA SCHOLARSHIP**

By Marjorie Bachman, ATP, MEI, CFII

Jacob Boracca recently became one of Watsonville's newest private pilots. Some of you may know Jacob from his time spent volunteering at the Young Eagle rallies or perhaps you know him from his RC (Radio Controlled) flight demonstrations at the last four Watsonville Fly-Ins. And if you don't have the pleasure of knowing Jacob, I'd like to tell you a little about this amazing young man.

I had the great honor of serving as Jacob's flight instructor for his private pilot syllabus. Jacob earned an \$8,000.00 scholarship from the PVAA, the Pajaro Valley Aviation Academy. When the PVAA board interviewed Jacob, they knew they had a winner!!

Jacob started flying radio-controlled aircraft at the age of seven, after reading a book about RC flying. Not only does he fly RCs, and compete in RC precision aerobatics, Jacob has built close to 100 scratch built foam and balsa RC planes. Before starting his private pilot lessons, Jacob competed in approximately 35 RC Aerobatic contests, and placed 1st in 32 of them. Jacob has been involved in or is a member of the RC Bees of Santa Cruz County, Santa Clara County Model Aircraft Skypark (SCCMAS), Wave-Masters of Hollister, Academy of Model Aeronautics (AMA), National Association of Radio Controlled Aerobatics (NSRCA), and International Miniature Aerobatic Club (IMAC)

Jacob was introduced to the Watsonville EAA Chapter when his RC club was invited to fly RC demo flights at one of the Young Eagles rallies. The members of EAA Chapter 119 were so friendly and welcoming to Jacob, he joined the local and national EAA organizations and continued flying RC demo flights at the local rallies. Jacob stated, "I have never met a group of people so devoted to spreading the love of aviation to our youth". He continues his participation with EAA Chapter 119 and has become friends with many of the members. Jacob feels the EAA was instrumental in guiding him towards starting his flight training and showing a genuine interest in his progress. He has found numerous mentors in the EAA Chapter 119, the PVAA, the WPA, and the RC Bees.

On Jacob's tenth birthday, a friend of his father's took him up for his first flight in an airplane. Jacob was hooked! After earning his PVAA scholarship, Jacob started his private pilot lessons a couple days after the end of his junior year in high school. He was a great flight student, always showing up prepared for our lesson and ready for whatever I threw his way. He progressed through his flight training without any help or intervention from his parents, a pretty amazing accomplishment for a 17 year old. Jacob trained in United Flight's Cessna 152 and completed an impressive check ride on March 18, 2015, just in time to enjoy the rest of his senior year at Monte Vista High School!!

Today, Jacob is involved in multi-rotors and FPV (first person view) flying, commonly known as UAV/UAS or "drones". Jacob is fascinated by the new innovations entering the FPV and multi-rotor market on a monthly basis, making the UAV/UAS a continuous learning experience. He has begun FPV racing where multi-rotors fly through a special course with obstacles.

This fall, Jacob will be attending Embry Riddle in Prescott, Arizona, to study Unmanned Aircraft Systems with the intent of a job piloting and/or building UAS. The UAS course of study has been developing at Embry's Daytona Beach campus for two years and Jacob will be a part of the first class to study the UAS major at the Prescott campus. Embry Riddle believes the UAS field is the next big market in the aviation industry.

For fun, Jacob enjoys RC flying, general aviation, surfing, shaping surfboards, photography, and cars. I hope you'll get the opportunity to meet Jacob before he goes off to Embry-Riddle. I believe we'll hear big things about this young man in the future

The Pajaro Valley Aviation Academy provides scholarships to local young people, age 16 through 25, for aviation ratings and certificates ranging from Airframe and Powerplant Mechanic, Private, Commercial, Helicopter Pilot, Multi-Engine, Instrument, Airline Transport Pilot, Jet Ratings and Flight Instructor. To apply for a scholarship, applications can be found on the PVAA website at: [www.pajarovalleyaviation.org/Home/scholarship-information](http://www.pajarovalleyaviation.org/Home/scholarship-information).

## **Annual Membership Letter Elicits Big Response to Fiscal/Legal Issues!**

Dan Chauvet -WPA's Secretary for Legal Affairs

Every year the Board of Directors of the Watsonville Pilots Association sends out an annual membership letter. Our Vice President, John Cowan, wrote the letter with input from other Board Members. The response was excellent in terms of renewing membership and contributions to the legal fund. Many thanks!

This year the letter emphasized the ongoing legal actions, namely the alleged \$5,000,000 "loan" from the city's General Fund to the Airport. That was approved at a June 2014 city council meeting. Recently that's been changed to \$4,700,000---a more "refined" figure. The principle payback for fiscal year 2015/2016 is budgeted to be \$332,758. Another questionable budget item (#7742) is \$82,367 for interest. The \$4,700,000 is based on funds transfers to the airport since 1993. However, there have been transfers the other way, not credited to the airport. These are also called diversion of funds. Diversions have been going on since about 1979 or 1980, finally stopped in 2010, from the Sage Buildings; these amounted to over \$5,000,000. The airport has not received funds from four (4) places on the airport: the animal shelter, the fire department training facility, the water tank, and the firing range until now. Credit should be placed against the questionable \$4,700,000 for funds not received going back to the 1980's. In addition, when there were in-the-black years (Airport Enterprise Funds not used) these were transferred to the General Fund. Where's the credit for those past transfers?

For 2015/2016, \$300,000 has been transferred to reduce the 4.7 to about 4.2 million (remember the loan payment). In the past the airport has not been allowed to form a buffer fund for unexpected expenses. In summary, the revised \$4,700,000 "loan" is based on one-way transfers, but not transfers both ways. Anyone can generate a supportive spreadsheet with numbers on it.

We know there was a large transfer of funds, just short of \$400,000 from the General Fund to the A/P Enterprise Fund in 2013 to cover extensive maintenance of the Fuel Island and for making the Terminal Building ADA compliant. The A/P should pay that back. But \$400,000 is not \$4,700,000!

The 2014/2015 airport budget was about \$2,600,000 in income with expenses totaling approximately \$2,000,000. Fiscal management at the airport is excellent. But it seems that City Hall charges a separate fee for every conceivable service. The expense column budgets "cost allocation charges" (formerly "consolidated services") to be \$231,032 for 2015/16. That includes services for billing and collecting for tie-downs, hangars, and other business leases and doing the accounting for fuel purchases and sales. It would seem that \$231,032 a year is a lot of money for this service. And guess who gets to pay all this? Every person in any way connected to the airport. That's why the Pilots Association is interested in airport fiscal matters. And the Watsonville Airport Advisory Committee (WAAC) is interested in fiscal integrity also. It's in the WAAC's bylaws.

The previous City Manager was alleged to be heard saying that the airport will not be allowed to be in the black. Fortunately, he is gone. And there are improvements in city staff and the city council; it's an improved city government. When it comes to settling financial matters it would seem that reasonable people could come to agreement on a fair and equitable solution--out of court. We'll see.

Another Pilots Association concern is proposed development encroachment around the airport. This seems to be ongoing, in spite of the fact that WPA has won three (3) court cases. Neither the County nor the City has approved airport land use planning, as required by state law. Approval (by both the Caltrans Division of Aeronautics and the Superior Court) has been required since the 6th District Court of Appeals ruling on April 12th, 2010. Consequently, neither the County nor City (or other entity) can legally issue project permits within the Airport Influence Area (the AIA is 2 miles from the airport boundary). The area outside the safety zones, but inside AIA, has only a few airport related restrictions or requirements. Finally, after 5 years, both the County and City seem to be taking steps to achieve CDOA compliant airport land use planning. Yes, the WPA Board is actively involved in solving these problems. But still, diligence is essential to try to prevent airport incompatible encroachment that would permanently impair the airport's viability and functions.

Thank you, members of the WPA. You have been generous and supportive of the Watsonville Pilots Association's efforts to keep KWVI a valuable transportation facility.

## Automatic Dependent Surveillance (ADS-B)

By John Cowan, WPA VP

At last month's Watsonville pilots Association meeting, I offered a tutorial introduction to the ADS-B Out mandate. January 1, 2020, the date when ADS-B Out capability will be required in order to enter airspace where a transponder is presently required, is rapidly approaching. Most ADS-B Out solutions are complicated and expensive, but it helps to understand the requirements and available solutions– including not equipping at all – so you can choose the one that is best for the type of flying you do. If you would like a copy of the PowerPoint presentation, email me at [jcpax@pacbell.net](mailto:jcpax@pacbell.net).

## Future Events

- **WPA meeting: July 29<sup>th</sup>. Mountain Flying will be the topic of discussion with Dan Chauvet (Retired corporate pilot, CFII, MEI)**
- **Wings Over Watsonville September 5<sup>th</sup>.  
<http://cityofwatsonville.org/municipal-airport/wings-over-watsonville-fly-in-2>**
- **Salinas Fly In. September 26<sup>th</sup> & 27<sup>th</sup>. <http://salinasairshow.com>**

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