



# Watsonville Pilots Association

"Serving Aviation and the Community"



Visit us at: [www.watsonvillepilots.org](http://www.watsonvillepilots.org)

Our 22<sup>nd</sup> Year, Issue 4 April 2009

## Stan Corder WPA Past President

*September 1930 -- April 1, 2009.*

The Pilots Association was indeed fortunate to have as its President Stan Corder from 1992 to 1994, during one of its most trying and turbulent times.

Stan graduated from Cal Poly with a degree in Aeronautical Engineering. He then worked for Lockheed Missiles and Space. Along the way he acquired management techniques and skills. He utilized them and organized the opposition to closing the airport. That opposition came in 1990 when socialist activist Frank Bardacke came up with a plan to put low cost housing on Watsonville Airport. Anti-airport people led an intense and organized effort to get the Watsonville City Council to close the last public use airport in Santa Cruz County.

Stan Corder had started a pilot supply business at Watsonville Airport and his shop became a social gathering place for all the local pilots. Stan's organizational and planning skills soon became evident. He was the right man at the right time. He agreed to and was elected WPA President in 1992 during a time when a big fight to save Watsonville Airport was taking place. He guided the Association with a steady hand as many worked to refute the notion that the airport was dispensable (sound familiar?). He worked tirelessly and very effectively, continually producing flowcharts and plans.

The Watsonville Airport Action Group (WAAG) was formed during this time and Stan's input was invaluable. A number of think-tank meetings were held at Stan's house. Those included wine, a Dore-cooked dinner and some laughs. Part of these successful efforts included Louise Minniear, who always brought her brains and sense of humor.

Stan organized an Airport Economic Impact Study. Data was collected by many, including the anti-airport people. The economic impact report became vital evidence of the airport's benefits to the City and County. Thanks to Stan and many others the final City Council vote was 7-0 to keep the airport.

During one meeting the subject of an up-date of the Airport Master Plan came up and it was soon being evaluated and revised at Stan's pilot shop. The pilot community will always owe thanks and a debt of gratitude to Stan Corder.

*Dan Chauvet*

## AOPA VP Visits WPA

Bill Dunn, AOPA Vice President Airport Advocacy, spoke at the March 25, meeting of the Watsonville Pilots Association. He says AOPA is changing the definition of General Aviation (GA).

Too often GA is defined as what it is NOT—GA is all aviation that is not airlines or military. That does not tell what GA IS, like aerial applicators that are responsible for doubling the production of agriculture, like corporate aviation that improves corporate efficiency, like serving 5000 airports in the US while the airlines serve 58 major airports with good service and another about 200 with not so frequent service, and the list goes on. AOPA is working to improve the public's perception of what General Aviation really IS and all it benefits.

## **Councilman Dale Skillicorn**

(April 4, 1937-March 14, 2009)

Councilman Dale Skillicorn was the only council member to vote NO on General Plan 2030, on Tuesday May 23, 2006. He had the conviction and courage to vote against the majority because he knew the Plan was ill-conceived and would lead to the closing of Watsonville airport's runway 8-26. Eight months earlier he voted NO on council resolution 74-05 which classified runway 8-26 a "low activity runway". This changed safety zones off the departure end of runway 26 (the approach end of runway 8) from the standard state configuration. It changed the density of houses in those zones, and eliminated restrictions on high-occupancy buildings around the airport. Resolution 74-04 eliminated safety zone 3 allowing high occupancy buildings where they shouldn't be. "Prohibited" is the word used about high-occupancy buildings in zone 3 by the state planning handbook.

Dale long supported Watsonville Airport. He was opposed to city annexation of the Buena Vista area. He wanted to get Measure U voted out or drastically revised. The City used Measure U to justify the content of General Plan 2030. And Dale was pushing for state legislation that would require residents of a proposed annexation area to first vote for annexation.

*Watsonville Municipal Airport—Past, Present, and Future* was the name of a book Dale was writing. He intended comprehensive coverage of the airport's history, including the content of city contracts with the Federal Government. All of the contracts, including the Instrument of Transfer, prevent the City from taking any actions, either on or off the airport that would diminish its operational capability. It also requires that all revenues generated on airport property be used for airport purposes.

In addition, Dale planned to talk about other airports in Santa Cruz County. Foothill Airport at the Fairgrounds (1940s), Monterey Bay Academy (Camp McQuade during WWII), Capitola Airport, Skypark in Scotts Valley and others. He planned to cover the airport's critical-lifesaving role during the 1989 Loma Prieta Earthquake, the floods in the 1990's and current subjects like the on-going lawsuit. Hopefully someone will continue Dale's work on the book, either listing him as a co-author or dedicate it to him.

Dale and his wife Jan attended the Watsonville Regional Airport Promotion (WRAP-PAC) dinners, even prior to his first election to the Council.

On April 2 2009 the council members picked Nancy Bilicich to take Dale's place on the Council represent District 7 until the next election in November 2010.

*Dan Chauvet*

## **FLY-IN AND AIR SHOW MAY 22-23-24**

It's almost time for the Watsonville Fly-In & Air Show time again! May 22<sup>nd</sup> , - 24<sup>th</sup>. Once again EAA119 will be judging aircraft and we need more people to help out. We need judges for all categories: experimental, military and vintage (don't worry, we will train you if you are interested).

This year we also need clerks working with the judges to help with score calculating & tallying paperwork. If you would like to help with that, it is a good way to learn more about judging.

Friday afternoon & Saturday are the key time for these activities, so if you can help out, let me know. Leslie Grate [lesliegrate@comcast.net](mailto:lesliegrate@comcast.net) 831-588-1451 or Mary Doherty [maryatscruz@aol.com](mailto:maryatscruz@aol.com).

## **AT AIRPORTS AROUND COUNTRY, GOOD NEWS FOR HARD TIMES**

*By Sarah Brown*

As the stimulus plan was first being developed by the administration and congressional leaders late last year, AOPA sprang to action, urging state and local officials across the country to organize and present GA airport projects that would qualify for infrastructure funding. As a result, several states increased their lists of GA airport projects ready to begin construction immediately.

“From the moment we met with the Obama transition team, AOPA President Craig Fuller raised the need for including general aviation airports in the stimulus bill,” said Andy Cebula, AOPA executive vice president for government affairs. “It is great to see investments being made that will help AOPA members.” The FAA last week released the details of \$180 million in airport grants from the stimulus; this money is on top of regularly scheduled grants awarded by the FAA for infrastructure improvements at the nation’s airports.

The American Recovery and Reinvestment Act of 2009 (ARRA) sets aside \$1.3 billion for projects and programs administered by the FAA, comprising \$1.1 billion in discretionary grants for airports and \$200 million for air navigation facilities and safety equipment. All funding must be awarded within one year of enactment, by Feb. 16, 2010. But ARRA grants are not the only federal funds flowing to airports. Each year, the FAA Airport Improvement Program (AIP) distributes money for airport projects such as taxiway improvements, additional lighting, and the construction of aprons. ARRA grants are similar to those of AIP, but the monies are administered separately so that stimulus money does not take the place of funding that was already scheduled.

While the two types of grants have subtle differences, their cumulative effect spells good news for aviation: Airports across the country will see an extra injection of cash for infrastructure projects, with no additional investment from local agencies. “Investment in airports anytime is great news,” said Cebula, “but these grants give help to airports at a critical moment. They will help provide good jobs today while making an important investment for tomorrow's economic growth.” Like AIP grants, stimulus money carries with it an obligation to keep an airport operating at least 20 years after it receives federal money. The larger ARRA airport projects benefiting GA that have been announced so far include \$11.4 million to rehabilitate a runway and taxiway at Paine Field in Everett, Wash.; \$10 million to construct a terminal at Monroe Regional Airport in Monroe, La.; and \$7.8 million to construct a runway at Northwest Arkansas Regional Airport in Fayetteville/Springdale, Ark. To view a list of approved ARRA grants, see the FAA’s Web site.

### **Stimulus Plan Money for Airports**

*Question for WVI Manager Don French*

Don, I went to the web site in this report (see above item) to see what funding had been awarded to local airports and there was a grant to SNS for \$2,700,000 some of it to be used for runway 8/26. Has WVI received any funding or have we applied for any?

Sarah Chauvet

*See Don’s reply on page 4*

## **Airport Stimulus Funds**

*FROM PAGE 3*

Sarah: I have attached a copy of our grant applications (see page 5) and pasted an email (below) from WVI's FAA planner. The planner is being very difficult to work with and will not support anything that improves the airport capacity. We are working to get around his opposition.

Don French, Airport Manager, WVI March 31, 2009

### **Mr. French,**

The current and near-term TAF aviation activity levels (see attached TAF Report) at this facility do not support a capacity increase development project (i.e., Runway Extension). Also be advised that the vast majority of local operations actually stem from single-engine aircraft (See Attached 5010). As such, the existing runway capacity is clearly sufficient to accommodate current and future operation levels within the short and mid-term planning horizon.

Capacity increase development projects not justified within the near-term planning horizon should not be included as line items in the 5 year ACIP.

Please be advised the proposed approach lighting system would require the City of Watsonville to coordinate a Reimbursable Agreement with FAA ATO Western Service Area. The proposed approach lighting system would not likely be eligible for AIP federal funding.

Accordingly, as stated in the FAA Conditional Approval Letter for the ALP, dated February 13, 2009, the proposed subject runway extension and approach lighting system is depicted for long-term planning purposes only.

The ADO recommends that the City focus on providing the appropriate maintenance of the "existing" pavement and facilities at this airport. Please coordinate with your Project Manager to provide appropriate ACIP project scheduling.

Kind regards,  
Fernando Yanez  
FAA Airport Planner

## ***MAY NEWSLETTER***

There will be no newsletter in May as your editor will be on vacation. Next Newsletter June, 2009

**Reinard W. Brandley**  
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January 27, 2009

Ms. Gretchen Kelly  
Federal Aviation Administration  
Airports District Office  
831 Mitten Road  
Burlingame, California 94010

Subject: Watsonville Municipal Airport  
Watsonville, California  
2009 Airport Improvement Program  
Application for Federal Assistance

Dear Ms. Kelly:

The City of Watsonville is desirous of obtaining funding through an F.A.A. grant for the Phase A 2009 AIP funding program. The funding that is desired is for a portion of Project No. 1 as set forth in the ACIP. This project includes engineering design for the following projects for the engineering fees set forth:

ACIP Project No.	Description	Construction Cost	Engineering Design and Administrative Costs*
3	Reconstruction of Taxiway C and General Aviation Apron Phase 1	\$1,046,000	\$24,000
4	Two-Box PAPI Runways 2, 8, and 26	228,000	20,000
5	Construct North Parallel Taxiway	1,300,000	111,000
6	Grade and Drain Site and Pave Taxiways – Tee Hangar Development	5,976,000	415,000
7	Underground PG&E Power Line in Extended Safety Area to Runway 20	<u>500,000</u>	<u>32,000</u>
Total		<u>\$9,050,000</u>	<u>\$602,000</u>

\*Engineering design through preparation of plans and specifications. A separate contract will be required for assistance during bidding and award of the contract and for construction engineering, testing, and inspection.

The engineering fee for ACIP Project No. 3, Taxiway C and General Aviation Apron, is reduced to include only the updating of existing plans and specifications and the City administration costs.

## Coming Events 2009

April 18 Day in the Sky  
April 29 WPA Meeting  
May 22-24 Watsonville Fly-In

### ***NO WPA MEETING IN MAY***

### ***No Newsletter in May***

June 24 WPA Meeting  
Safety Seminar: Stall/Spin John Cowan  
July 27-Aug 3 OSHKOSH

## VFR into IMC

The Safety Program at the March 25, 2009 Safety Seminar was about the risks of flying VFR into instrument metrological conditions (IMC). WPA President Mike McIntyre and Dan Chauvet discussed the risks of scud-running and 11 rules of the road. A pilot attending the meeting added rule #12. As usual there was audience participation, questions, comments, and experiences. It all adds up to insight on being safe when the weather is less than ideal.

## 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 April 29, 2009  
At EAA-WAEC Building  
60 Aviation Way, Watsonville Airport

**SAFETY SEMINAR 7:30**  
Michelle Ruprechet presents  
MOUNTAIN FLYING