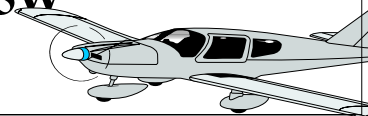


March NEWSLETTER 2009

FROM THE PRES..... CHEROKEE N7655W



Hello SOPA Family,

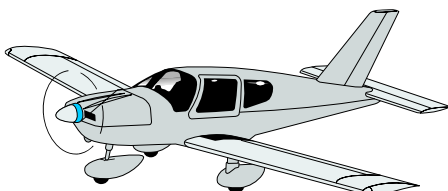
I am sure most of you have heard of the accident that two of our SOPA members suffered when the Citabria they were flying crashed into the Salinas river just about five miles south of the Salinas airport. The accident occurred on Sunday, February 22, 2009. As of this writing, both Buddy and Mark are still in the hospital. It appears that both will eventually recuperate from their serious injuries. Our prayers and good wishes go out to both Mark and Buddy and to their family members. SOPA is here for them if they ever need anything. The National Intercollegiate Flying Association (NIFA) competition was held at the Salinas Airport from Thursday, February 12 to Sunday, February 15, 2009. Flying teams from colleges all over the country including the Air Force Academy descended onto Salinas for some very exciting competition. Three SOPA members, Jeff Soares, Ray Jackson and Dennis King braved the elements to assist NIFA with judging. The three of us judged spot landing with power, spot landing without power and the note drop. Like a bomb drop but the teams assemble a device with a note that has the aircraft information inside of it. The teams attempt to drop the device onto a target. Many other events filled the week. SOPA donated \$150 to help the collage students with incidental charges and a Sunday night awards banquet at the Salinas Sports Complex. Be on the lookout for the upcoming SOPA fly-outs and other events. I will send out emails when we finalize the dates.

Fly Safe!

Jeff Soares

SOPA Prez...

Reply Forward



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Meets 2nd Tuesday each month 7:00 p.m.

in The Landing Zone Restaurant, Salinas Airport

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(SOPA is a Non-profit California Corporation)

To contribute to the Newsletter

contact Ray Jackson

758-8518 - C150Blue@gmail.com

Minutes of SOPA Meeting Tuesday February 10, 2009

Start Meeting: 7:15 p.m. by Pres. Jeff Soares, at The Landing Zone Restaurant

Approve minutes of January 2009 meeting

Receive Treasurers report

Old Business: Jeff reports that the Hangar fee increase has been delayed in the billing process at the City. The new amount should be billed in the next month.

Pat Smith EAA 204 Pres. discussed the \$10,000.00 cash donation received by the group, and that they plan on using it for EAA camp scholarships.

New Business: SOPA welcomes new member present tonight, Jonathon Paul.

Central Coast Aviation will be conducting a “Spring Fling” discounting fuel March 6-8.

Jeff discussed the Pacific Coast Intercollegiate competition taking place at Salinas. Central Coast Aviation is hosting the event and has asked the airport community to help support the award dinner costs. A motion was made and 2nd for SOPA to contribute \$150.00.

Jeff met with Gary Petersen regarding the anticipated Stimulus Funds, and says Gary has submitted a revised Capital Improvement Program to the FAA in an attempt to receive increased funding.

Dennis King noted that the airport entry gate on Moffett St. now requires an airport gate card to open, to record who is entering. Per security requirements the code and gate remotes can no longer be used.

Jeff discussed issues from the “Idiot file”, and other aviation news.

The Flying Companions Seminar is set for Saturday 2-28-09 8:30-4:00pm at the Santa Cruz County Office of Education.

The Monterey Chapter EAA has set their first two Young Eagles Events this year for Saturdays April 14th, and May 16th.

Jeff thanked webmaster Russ Wilcox for doing a great job.

Bill Sabo noted Marina Airport is currently without an Airport Manager. The airport issues you need to contact Marina’s Dept. of Public Works.

Meeting adjourned at 8:20 p.m. Submitted by: Lori Atkinson

Discarded ELTs could prompt massive search (AOPA News)

The Civil Air Patrol and AOPA are teaming up to remind pilots to properly dispose of their old emergency locator transmitters. Because many pilots are upgrading to newer, more capable 406 MHz ELTs -- even though 121.5 MHz ELTs still meet the FAA's regulatory requirement -- the possibility exists that the old 121.5 MHz ELT will be set off and prompt a search if not disposed of properly.

\$7 BILLION IN AVIATION USER FEES IN OBAMA BUDGET (AVweb flash)

Aviation groups are raising the alarm after combing President Barack Obama's first budget and finding the term "direct user charges" in relation to FAA funding. In fact, the Obama administration targets raising \$7 billion annually, roughly half the FAA's budget by "repealing some aviation excise taxes and replacing these taxes with direct user charges." The charges would begin in 2011. The language is on page 129 of the budget. Not surprisingly, general aviation groups are unanimous in their opposition to the language.

LASP COMMENT PERIOD ENDS AMID WIDESPREAD REJECTION(AVwebFlash)

Framed by some commenters as a "death sentence" for the functionality of operations that, according to the EAA, "raises serious constitutional questions about personal liberty," the Large Aircraft Security Program (LASP) comment period ended Friday amid a chorus of new negative opinion. The National Air Transportation Association Thursday released its recommendation that LASP, a TSA-proposed program that would govern security operations for all aircraft weighing more than 12,500 pounds, be withdrawn. "Overall, this NPRM demonstrates a troubling lack of knowledge and understanding of the general aviation community by the TSA," stated NATA President James K. Coyne. In Alaska, where aviation is often a critical component of daily of life, State Sen. Gene Therriaut and Rep. Mike Kelly separately introduced identical resolutions in the Senate and House this week expressing the legislature's opposition to LASP. Friday, GAMA added that while it was willing to work with the TSA toward a practical effective proposal, the current one "completely misses the mark." Both EAA and AOPA have expressed comments opposing the proposed security rules as well.

RUSSIANS ARE COMING (AGAIN)(AVwebFlash)

About 24 hours prior to President Obama's Feb. 19 visit to Canada, Norad CF-18 fighters were dispatched from Cold Lake, Alberta to intercept a Russian military bomber that closed on northern Canadian airspace. The Canadian Hornets met the Russian aircraft and "sent very clear signals" that the Russian aircraft was to turn around, Defence Minister Peter MacKay said at a press briefing. The Minister did not name the type of bomber and said he would not "stand here and accuse the Russians" of any particular intent regarding the president's visit. MacKay said the incident was not especially unusual and said the timing of the event could have been either deliberate or coincidental. He did however say it was a "strong coincidence," regarding Canada's temporary focus on Ottawa and the visiting American president. The aircraft did turn around prior to entering Canadian airspace.

The Silly Side

1. A sign in a Chinese Pet Store: "Buy one dog, get one flea."
2. If flying is so safe why do they call the airport the "terminal"?
3. Shopping tips: You can get shoes for a buck at the bowling alley.
4. I love being married. It's so great to find that one special person you want to annoy for the rest of you life.

Navy Jet Crash Has Important Lessons for All Pilots (Max Trescott)

Audio tapes of the conversation with the pilot of the Navy F/A-18 Hornet fighter jet that crashed into a San Diego neighborhood in December killing four people were recently released. At the same time, it was announced that 13 Marine Corps personnel were being disciplined for errors in the incident. While typically general aviation pilots don't look to the military for insight into safe piloting skills, this accident offers several important lessons that are directly applicable to all pilots.

The cockpit conversation reveals that...

the controller discussed whether the pilot wanted to land at North Island Naval Air Station--which could be approached directly over the water without overflying land--or the Miramar airport that is surrounded by San Diego neighborhoods. The incident occurred shortly after takeoff from the carrier Abraham Lincoln when the pilot reported low oil pressure and shut down the right engine. The carrier's air boss directed the jet to fly to North Island NAS, but the pilot and his squadron bosses later decided to bring the aircraft back to Miramar.

The pilot reported to ATC that he was "down to a single engine" with "possibly a problem with the other engine." The investigation revealed that maintenance personnel had for months ignored a fuel flow problem to the left engine. Approaching Miramar, the pilot, under the belief that he could not make a turn toward the inoperative right engine, made a left turn for 90 seconds. This ultimately deprived the left engine of fuel, even though there were still several thousand pounds of fuel on board. The investigation also revealed the pilot didn't use his emergency checklist and that ground personnel talking to the pilot omitted key parts of the checklist.

Links to the Accident Chain

While the ditching of flight 1549 by Sully Sullenberger into the Hudson River last month represented all of the best that a pilot could bring to an emergency situation, this incident was its polar opposite. One key difference was having 40 years of flight experience versus being a young lieutenant. But even young lieutenants are supposed to follow procedures and apply good judgement. The words "pilot in command" must be more than just a noun; they should also be an active verb. All pilots need to actively take charge and manage all situations they encounter.

The accident reminds me of one of the few times that I've had a partial loss of power while flying a small plane. A few years ago I was giving primary flight instruction to a lawyer in an older Cessna 172. As we were returning to Reid-Hillview Airport, I discovered that we could only get a maximum of 2000 rpm we'd typically get in cruise. That was sufficient power to maintain altitude, but I didn't know for sure if the power would remain at that level. At the time, I was 7-8 minutes from my home base but only a couple of minutes from the South County Airport. Had I been alone, I might have elected to continue on to the destination, where the aircraft could be inspected by the club's mechanic. However, since my client was a lawyer, I remember thinking that I ought to hold myself to the highest possible standard. After all, if things went wrong, I might find myself having to explain to a jury why I made the decision I did. Framing the question in that way made the decision easy; I diverted to South County Airport and found a mechanic there who could look at the plane. The incident crystallized my future approach to analyzing all system malfunctions and emergencies. Often people say to imagine what the NTSB report will say if you take a particular action. However, if you also think about the explanation that you might have to give to a jury, you'll always pick the most conservative choice available in an emergency.

No doubt, Marine personnel felt that it would be more convenient to get the F/A 18 back to home base rather than have it stuck at another airport. Had they thought more about the most conservative option available to them and less about their convenience, we wouldn't be reading about this accident.



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