



As the Prop Turns

Bi-Monthly Newsletter

Salinas, CA

SNS — Tower 119.4 — Ground 121.7 — ATIS 124.85



From the Prez — Arrow N3972X

Hello SOPA Family,

As you can see, the newsletter has a new look. I would like to thank Linda Roberts-Soares for her more than 3 years as the SOPA newsletter editor. Linda brought a professional look to the newsletter that made for what I believe to be the finest aviation newsletter to be produced. Although producing a magnificent newsletter can be rewarding, it really is a thankless job that takes up a lot of family time. Linda has reluctantly passed the newsletter responsibilities to our new newsletter editor, Paula Gail Johnson. Paula is a SOPA member and a real driving force behind SOPA. I truly believe that you will enjoy the new newsletter. One of the primary reasons we burnout our newsletter editors is that nobody submits or contributes to the newsletter. Please, if you have something to contribute, submit it. And if you ever want to send a thank you to the editor, it is always welcomed

Social Flight: A new website is now available for all pilots called Social Flight. Different organizations and clubs such as the SOPA Flight Club can advertise their fly-out or fly-in events. I have set up a site for Flight Club and have posted two fly-outs on the site already. Flight Club has about 50 members from all over the Bay Area that have signed up. I am hoping that we get large groups on the Flight Club fly-outs. Of course, certain SOPA fly-outs will be open to SOPA members only but SOPA Flight Club fly-outs are open to everybody and anybody. Email me if you want to be added to the Flight Club email list. Social Flight can be found at www.socialflight.com

NIFA Competition and SOPA Volunteers:

The National Intercollegiate Flying Association (NIFA), held its regional flying competi-

tion at the Salinas airport January 17-20, 2013. I would like to thank the SOPA volunteers that got up very early and braved the cold weather. SOPA made up the majority of the volunteers and I received a nice letter thanking all of the SOPA members who volunteered. In fact, the last event of the competition was the message drop and all of the non-SOPA volunteers got tired and left so SOPA volunteers stayed and saved the day.

Fly-Out to Half Moon Bay and Bakersfield:

On Saturday January 30, 2013, the SOPA Flight Club planned a fly-out to Bakersfield Municipal Airport (L45) for lunch at the Rocket Shop Café. It was advertised on Social Flight and I received interest from pilots around the Bay Area. The weather on this date was IFR in Bakersfield so we made a decision to fly to Half Moon Bay (HAF), which was clear. I posted the revised location on Social Flight by 10:00 am and sent out an email to the SOPA Flight Club and off we went. 10 people made the trip to HAF. We ate at the Half Moon Bay Brewery which always has great food and a beautiful view of the ocean. The Bakersfield trip was rescheduled for Sunday February 10, 2013. It was a beautiful sunny day on this date and 21 people from all over the Bay Area and one pilot from Southern CA., made the flight to L45 for lunch at the Rocket Shop Café located on the far North West end of the airport. See the Rocket Shop Café restaurant review in the newsletter. The SOPA Flight Club is thriving thanks to Social Flight.

Fly Safe and fly often

Jeff Soares

SOPA Prez...

March/April 2013



Linda,

We THANK YOU from the bottom of our collective SOPA hearts for all your hard work as editor of the newsletter. The three years you gave is deeply and gratefully appreciated by everyone.

Inside this issue:

<i>Around The Airport,</i>	2
<i>Brett Godown</i>	
<i>SOPA Flight Club -</i>	3
<i>Restaurant Review</i>	
<i>Airmen Medical</i>	4
<i>Aircraft Maintenance</i>	4
<i>Propellers</i>	
<i>SOPA Members,</i>	5
<i>Jerry Hitchcock, Vic Penacho</i>	
<i>FAA Course LOC,</i>	6
<i>Pilot Tip</i>	
<i>Meeting Minutes</i>	7
<i>Layne on YouTube</i>	7

Contribute to the Newsletter:

[Paula Gail](#)

[Jeff Soares](#)

Salinas Owners & Pilots Association Meetings: Second Tuesday every month 7 p.m. at The Landing Zone Restaurant, Salinas Airport Terminal. Come early 6 p.m. for dinner.	Annual Membership: Family/Single \$15 Sponsor dues \$45. Applications: www:salinaspilots.com
---	--

SOPA Officers:

President [Jeff Soares](#)—VP/Membership [Ray Jackson](#)—Secretary [Lori Atkinson](#)—Treasurer [Sue Purvis](#)
Directors: [Dennis King](#), [Claudia Contreras](#) (webmaster), [Jim Shumaker](#)

AROUND THE AIRPORT

From the Airport Manager's Desk Brett Godown



The past months on the job have been wonderful. January was highlighted by the National Intercollegiate Flying Association competition. Six colleges, including my alma mater Embry-Riddle Aeronautical University, competed in a pilot competency event at the airport on January 17-19.

On a personal note, I found my support was conflicted due to my connection with Mount San Antonio College (Mt. Sac) and Embry-Riddle. My aviation education began at Mt. Sac but I received my Bachelors in Aviation Business Administration at Embry-Riddle. Two of my professors from Mt. Sac were in attendance as coaches for the Mt Sac flight team. Both of them remembered me as a student and are well pleased to see the next generation of aviation professionals taking command. Embry-Riddle came out on top with the team victory which means I am well pleased yet rendered in utter despair for Mt. Sac.

This event alone provided the airport and local economy with an economic bump. The tower recorded well over 3,000 total operations during the week the students were on sight practicing and competing. Jet West experienced a significant increase in 100 LL sales. The restaurant received an influx of students, coaches, judges, and volunteers dining and using their facilities. The local hotels benefited from over 200 night-stays from the event; supplies were purchased and rented from local vendors, and transportation methods were secured from local vendors to get the students from the hotel to the airport.

I want to thank SOPA for your involvement in making this event a huge success. It was mentioned during the closing ceremony that the volunteer ratio to pilot contestants was approximately 2:1. The young pilots recognized the role and support SOPA (and other volunteers) provided to the event's success. When the students move on from the flight program they will remember the support and camaraderie. They will remember those who helped them succeed. Who knows, maybe, hopefully they will join an organization such as SOPA and give back to the young and inspiring pilots of the next generation.



Brett Godown, the newly appointed, Salinas Airport Manager, is not new to airports. He has served as operations supervisor at County of San Bernardino consisting of six airports as well as Page, Arizona. He worked at a commercial services airport in New York for a year. And prior to that he worked for five-airports within Los Angeles County.

2013 Calendar

March

- 6th - Safety Meeting**
8:30am at The Landing Zone Restaurant
- 9th - Historic Aircraft Display**
10:00am-2:00pm at SNS
- 12th - SOPA Meeting**
7:00pm at The Landing Zone Restaurant
- 28th - Salinas Airport Commission Mtg**
7:00pm at the City Hall Rotunda

April

- 3rd - Safety Meeting**
8:30am at The Landing Zone Restaurant
- 9th - SOPA Meeting**
7:00pm at The Landing Zone Restaurant
- 13th - Historic Aircraft Display**
10:00am-2:00pm at SNS
- 25th - Salinas Airport Commission Mtg**
7:00pm at the City Hall Rotunda

Monthly Meetings/Events:

- Safety meeting*
1st Wednesday of every month,
8:30am at The Landing Zone Restaurant
- SOPA meeting*
2nd Tuesday of every month,
7:00pm at The Landing Zone Restaurant
- Historic Aircraft Display*
2nd Saturday of every month
10:00am-2:00pm, SNS
- Salinas Airport Commission meeting*
4th Thursday of every month,
7:00pm at the City Hall Rotunda



At The Pump

KSNS Salinas	SS \$5.96 . . . FS \$6.51
KOAR Marina	\$5.55
KCVH Hollister.	SS \$5.54 . . FS \$5.84
KWVI Watsonville.	SS \$5.70 . . FS \$6.00
KLSN Los Banos.	(as of 2/15) \$4.40
301 Gustine.	\$5.71

SS=Self Serve; FS=Full Serve
Source: AirNav.com 3/1/2013





SOPA Flight Club — Bakersfield L45

On Sunday February 10, 2013, SOPA Flight Club flew to Bakersfield Municipal Airport (L45) for lunch at the Rocket Shop Café. I had heard a lot about the Rocket Shop Café from a couple of pilot friends. I advertised this fly-out on Social Flight and was expecting pilots from around the Bay Area to join us but was not sure how many people were actually going to make the trip.

It was a beautiful cool clear day and due to tail winds the flight to Bakersfield was a very fast trip. As we approached Bakersfield Muni the radio traffic was a buzz and it was apparent that a lot of people were flying in. Just like the movie Top Gun, I could have sworn I heard somebody yell on the radio, negative Mav, the pattern is full! And they were right. On a four mile left 45 for runway 34, I was trying to keep track of all of the traffic in the pattern. Just as I was turning to the downwind leg, a twin came barreling past without regard to all of the other planes in the pattern and cut right in front of me. With all of the excitement in the air, we finally landed and started the long taxi to the restaurant.

The Rocket Shop Café (<http://www.rocketshopcafe.com>) is located on the far North West side of the airport. From the outside of the restaurant you wouldn't think there is much inside, but when you walk in you are immediately drawn to the size of the restaurant and the large NASCAR gift shop inside. Located at the very same spot as the old Skyway Cafe, the Rocket Shop Cafe opened in 2007 to fill a void left after the old restaurant closed in 2000. More than just an airport diner, the Rocket Shop Cafe hopes to bring some life back to Union Ave (Old Highway 99) and the South end of Bakersfield.

John Harmon of Harmon Rocket LLC, (The Harmon Rockets are Modified Van's

RV's) took it upon himself to open up a place where people could eat, drink and socialize in a once thriving part of Bakersfield.

To my amazement, 21 people flew in to have lunch with the Flight Club. I was worried that the Rocket Shop Café would not be able to seat all of us. When the waitress asked how many I had in my party and I responded with "Twenty-One," she didn't even look at me sideways and immediately put us in the banquet room without question.

We only had one waitress assigned to handle all 21 of us and I was worried that the orders would not be correct or that some of us would be done eating while others would just be getting served. Boy was I wrong. Our waitress had it under control. We all received our drinks and food at the same time.

The Rocket Shop Cafe is a mix of a coffee shop, diner, burger joint, sports bar, steakhouse, NASCAR store and banquet facility. The Cafe offers a unique mix of down home diner atmosphere along with airplanes taking off and landing with a backdrop of the Sierra Nevada Mountains.

The food is excellent and the prices are very reasonable. The menu consists of breakfast, hamburgers, sandwiches, soups, salads as well as a full dinner menu. They also have a large sports bar with big screen TV's so you can watch your favorite sporting events. Everybody in our group was impressed with the service and food. I will definitely fly back and eat there again.

I rate the Rocket Shop Café 4 out of 5 airplanes.



Brought to you by Jeff Soares, Prez.



SOPA and Social Flight in Bakersfield February 10, 2013



Our private sitting at the Rocket Shop Café.



On the L45 ramp, waiting for lunch.

Airmen Medical Certificate

FAA's MedXPress online system is the sole means of obtaining an airman medical as of October 1, 2012. According to the FAA website, this process is "painless."

The first step is to set up an account from the homepage, (<https://medxpress.faa.gov/>), find the *Request Account* link in the upper left corner. Click the link, enter your name, email address, and three security questions, click that you acknowledge the Terms of Service Agreement, and hit the submit button. In a few minutes you will receive a confirmation message to the email address you supplied. The email will give a temporary password and a link to complete your registration.

Once you are logged in, look for the link to Form 8500.8 in the top left corner. The link will open an electronic version of the medical form with a combination of checkboxes, buttons, drop-down menus and free-fill text boxes.

Airmen will be asked for medical history specifics, beginning with what types of medication currently used. Do not be afraid. These questions are the same as the old paper form.

Dr. Vawter has asked that before an airmen come into him for their medical review, please go to the MedXPress

website and fill out the form to their best ability.

Print out a hardcopy of that filled out version and bring it with you to your medical review with Dr. Vawter

Make sure to always put "no" on the question: "Do you wear near vision contact lenses?" No one uses those while flying.

Airmen can also use the accepted abbreviation, "PRNC" for "previously reported no change" for items that have been previously reported under section 18.

If the airman has a "Special Issuance", or "S.O.D.A." (Statement of Demonstrated Ability) make sure to point that out to the FAA Examiner and have the S.O.D.A. Number at the time of the examination.

If there are any mistakes made in filling out the form, Dr. Vawter (or any examiner) can make those corrections on the comments section of the forms. (No worries.)

For more information:

http://www.faa.gov/news/safety_briefing/



Aircraft Maintenance — Propellers

Did you know on takeoff the propeller tip speeds approach the speed of sound? Be ever vigilant in propeller preflight and maintenance.

Preflighting: Check for the general condition of the prop — clean, free of dirt and grime. Check for scratches, pockmarks, and nicks in the blades. Blade separations start with the smallest of stress in the metal. Make sure the blades are tight in their sockets. Remember that props can sustain damage when operating around loose gravel. If there's lots of debris, rocks, and gravel, shut down the engine on hard ground and use a tow bar to move the airplane.

Always avoid pulling the airplane around by the prop or pushing the airplane with the spinner.

Overspeeding: Not too many pilots have experienced propeller overspeeding. But if it does happen remember the amount of overspeed is controlled by two things — engine power output and airspeed. Reducing throttle and airspeed will minimize the amount of over-speed. Now is a good time to check your airplane's manuals for additional information on propeller maintenance.



SOPA Trip to Half Moon Bay — January 26, 2013:



SOPA Members at a Glance

Jerry Hitchcock, has been around the Salinas aviation community decades. Born and raised in Salinas, Jerry



has been a SOPA member since the 1970's. He is part owner of a 1962 Debonair, N1758G with Joanne Nissen, who has owned the aircraft since the 60's.

“What started the bug in my ear to fly was Bob McGregor just after he got his instrument rating,” Jerry said. In 1974, McGregor took five people on a flight in a Cherokee 6 owned by Jack Jella of Air Trails. (Both Jella and McGregor are SOPA members.) Jerry was one of the lucky passengers.

Larry Ellis, also a passenger and who worked with McGregor at Spreckels, egged Jerry on to learn to fly together. But Ellis ended up buying a hunting Jeep. Jerry, however, learned to fly.

Jerry's first instruction was in a Cherokee 140 on March 22, 1974, flying both N8380R and N4201J. He had a blood pressure problem at the time so until he passed his medical he and his flight instructor completed the training including dual cross-country flights before he soloed.

On June 8, 1974 with 18.1 hours of flight time, Jerry soloed. Three months later, Jerry took his checkride with examiner, Jack Jella. “When it came time for the short field landing,” Jerry said, “I was coming in like an anvil.

I could see Jack's hands coming up but he held off. I greased the landing. Chirp. Chirp. It was good.”

Jerry now has more than 900 hours of flight time. He flew many of the airplanes provided by Air Trails including the retractable gear Cherokee 6, and later co-owned a Cessna 180, tailwheel, with Wayne Handley. About eight years ago at Angels Camp in Calaveras County, Jerry added a seaplane rating to his aviation experience. Handley moved to Pine Mountain Lake and the 180 was sold. Two and a half years ago, Jerry became co-owner of the Debonair.

One of his most favorite trips flying is his annual three-day trout fishing trip to Elko in June with “a bunch of guys.” No camping, he said, they dine and sleep in great comfort while fishing in such places as Wild Horse, Ruby Lake, and Wilson Reservoir.

A year ago, Jerry climbed into his Debonair for a first flight after annual and immediately after retracting the gear at takeoff he heard a loud metallic bang. It would prove later a rod unforeseen broke on the nose gear. Dennis King and Larry Lujan were on the ground offering insight and instruction as Jerry circled the airfield. Sean Tucker flew beside Jerry and confirmed the nose gear was in trail while the main gear was retracted.

Forty-five minutes later, Jerry pulled the mixture, fuel selector valve off, and landed just past the intersection of the two runways, holding the nose off as long as he could. The airplane nosed slowly over and the propeller hit the ground. Jerry was uninjured.

(Continued on page 6 bottom)



Vic Penacho has been a SOPA member forever and a day. He used to have a lovely bushy beard. The photograph to the left shows him sporting that load of facial hair. He chose to shave it off because

he really wanted to look like James Bond for a day and indeed he does, don't you agree.

He works as some sort of IBM techie, makes scads of money, and drives a SUV with the license plate TAHL-WIND, or something like that. Evidently, they do not have spell check at the DMV.

Vic's wife, Joan, loves to go flying with him but has said recently that she'd really like him to take up something a little less expensive such as skydiving without the airplane. We are not sure why Joan said that but what the hay.

Vic has three children. As of this writing they are named Mindy and Windy and another classified name we are not allowed to print in this space. It is top secret.

Mindy, 22, goes to University of California and has no interest in flying. Windy has wanted to follow in her father's footsteps since she was a baby. Therefore, she has signed up as an astronaut and is awaiting the next flight to the moon. Vic, the good father that he is, is bankrolling the entire voyage. SOPA is proud to have her in the aviation family. As for the other child, well, suffice it to say we cannot say anything but it's spelled S-P-Y.

Look for Vic any Saturday at The Landing Zone. His favorite meal is a meatball sandwich topped with a cool shade of lemonade.

Vic is the co-owner of Cherokee N7253W with Johnny “Stugots” Gianelli.

April Fools!!! We're joshing you. However, it is true, Vic is a member of SOPA and pilots 7253Whiskey as often as possible. The rest, well....you never know.



"Loss of Control and Upset Training"

The FAA sponsored a safety course on Loss of Control at KWVI, Jan 30.

Loss of control accidents result from situations where the pilot should have either maintained or regained control of the aircraft, but did not. It can happen to anyone at any time.

Factors include inadequate preflight, poor decision making, faulty risk management, inexperience, complacency, distraction, and surprise. The final act in an accident sequence usually comes down to misapplication of the controls by the pilot, written by Rich Stowell, MCFI, FAA Safety Briefing bulletin.

To help avoid loss of control accidents, according to Karen Arendt, FAA representative, look to primary areas:

Preflight. Get weather briefings and forecasts for the entire route. Know the

environment: Night versus day, flying into congested airspace.

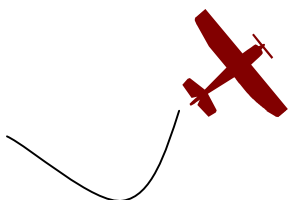
Stick and rudder skills: Practice upset training, spins, stalls, and emergency maneuvers. Energy management, dead-stick landings, stuck controls, engine out at take-off, etc.

Decision Making: Acknowledge your personal minimums. And IMSAFE, especially stress and over-the-counter meds.

To mitigate the chance of LOC accidents, improve skills and analyze piloting skills accurately.

Unusual attitude, stall and spin training: Bay Area Aviation, 800-761-8320 or Adventure Wings Aviation 831-383-8620.

More information:
<http://www.faasafety.gov/>



A superior pilot uses his superior judgment to avoid situations that would require the use of his superior skills.

Pilot's Tip of the Week — Downwind Departures

(Featuring Wally Moran)

Question:

"When departing a non-towered airport, say you are going to make a downwind departure, is it best to remain at pattern altitude in the vicinity of the airport or continue to climb in the pattern?"

Answer:

"The Aeronautical Information Manual (AIM) does not list a downwind departure as recommended procedure (for a non-towered airport). It says in part, '*...If departing the pattern, continue straight out, or exit with a 45 degree turn beyond the departure end of the runway after reaching pattern altitude.*'"

While the AIM is not mandatory, it is considered the best practice.

Naturally, if you also announce your intentions on the CTAF you are helping the other pilots in the area.

In any case, however you choose to depart the pattern, there is no requirement to level off at pattern altitude until leaving the pattern. So feel free to climb away."

www.pilotworkshop.com

—submitted by Ray Jackson

(Continued from page 5) (JERRY HITCHCOCK)

Asked if he was afraid, he said: "I've done scarier things. I've fallen off my bike going faster than that."

It took four months for the Debonair to be fixed. But Jerry and N1758G are back in the air, beautiful as ever.



Jerry Hitchcock's emergency landing April 16, 2012

SOPA Meeting Minutes

Minutes to the Meeting, January 8, 2013, 7 p.m., The Landing Zone Restaurant

Call to Order- President Jeff Soares called the meeting to order at 7:10PM

Approve Minutes of November 2012 meeting

Treasurer's report

Communications: SOPA sends their condolences to member Carl Potter in the passing of his wife Arline.

New Business-

Volunteers are needed for the NIFA competition at Salinas on Jan. 18, 19, & 20th

Salinas welcomes new Airport Manager Brett Godown

Jeff reports on the December Airport commission meeting and the issue of hangar fee increase.

Old Business-

Flight club flyout to Oceano on 1/5/2013. Show your Pilot's License at the Rock N Roll Diner for 10% off.

Jeff reports on the website SocialFlight, a site to post & view flyout events

A Mystery trip is planned for March, more to follow.

Dennis King shared the TED program on Janine Shepherd, a champion cross country skier injured in a truck accident, who overcame paralysis and learned to fly.

Meeting adjourned: 8:15PM

Submitted by: Lori Atkinson-Secretary



Meeting Minutes February 12, 2013 7:00PM, The Landing Zone Restaurant

Call to Order- President Jeff Soares called the meeting to order at 7:05PM

Minutes approval for January 8, 2013 -Pending

Treasurer's report

Communications: SOPA welcomes new Airport Manager Brett Godown to the meeting. Brett outlined his experience with airports in the Los Angeles County Airport system, Paige Az. and Farmingdale NY

New Business-

Paula Gail is the new SOPA Newsletter editor (Thank You Paula!).

Jeff reports on the Social Flight website & Flight Club flyout to Bakersfield on 2/10/2013.

Monterey EAA #204 has tentatively set Young Eagles dates at Salinas for April 27, June 1, Aug. 17, Oct.

12. The chapter receives a credit of \$5 per kid after 10 kids flown, per pilot. Credits go towards sending kids to Air Academy.

February 15th is the deadline for property tax exemptions on antique aircraft.

Hollister Airshow is Memorial Day weekend May 25-26.

Upcoming mystery trip set for March 16-17.

Airport Tenant Appreciation day is Saturday June 22, more info to follow.

Steve Naslund has been named President of the Calif. Int'l Airshow.

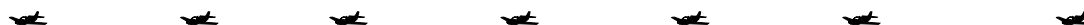
San Jose Airport runway 11/29 is now officially a taxi-way.



Old Business-

Jeff reports on the NIFA competition, Embry Riddle College won. Thanks to all who volunteered. Meeting adjourned: 8:10 PM

Submitted by: Lori Atkinson-Secretary



Check out SOPA Member Layne Lisser on YouTube performing his aerobatic sequence in his Christen Eagle, [N229LL](https://www.youtube.com/watch?v=nLZ3QBicA_k)

http://www.youtube.com/watch?v=nLZ3QBicA_k



Thank you to the SOPA Sponsors

CALIFORNIA INTERNATIONAL AIRSHOW

Bruce Adams, Executive Director
info@salinasairshow.com

JET WEST LLC

Aircraft Fuel Service
Leo McIntosh, Owner
280 Mortensen Ave, Salinas CA 93905
(831) 422-9400, (831) 229-0815 cell
www.jetwestsalinas.com

AIRPLANE COMPANY INC

Aircraft Maintenance
Dave Reek, Owner
1585 Moffett St., Salinas CA 93905
(831) 753-1077
www.salinasairplane.com

MONTEREY PRIVATE WEALTH

Kenneth B. Petersen, partner
CFP, EA, MBA, AIFA
2340 Garden Road / Suite 202
Monterey CA 93940
(831) 372-3426 / x114
(800) 500-3426
ken@montereypw.com
montereyprivatewealth.com

CAL-PACIFIC AIRMOTIVE, INC.

FAA Certified Repair Station
North American P-51 Airframe
Art Teeters, Owner
1330 Mercer Ave, Salinas CA 93905
(831) 422-6860

AIRMOTIVE SPECIALTIES, INC.

Aircraft Services, Structures & Restora-
tions
Dave Teeters, Owner
37 Mortensen Ave, Salinas CA 93905
(831) 757-7154
www.airmotives.com

AERODYNAMIC AVIATION

Flight Training
Zdravko Podolski, Owner
70 Mortensen Ave, Salinas CA 93905
(831) 240-0800
www.aerodynamicaviation.com

TIERNEY VAWTER MEDICAL CORP.

Jim Vawter, M.D., AME
1st, 2nd or 3rd class FAA Exams
530 Ramona Ave., Monterey CA 93940
(831) 647-8700
www.tvmedicalgroup.com

GOLD COAST AVIATION SERVICE

General Aircraft & Helicopter Service
Larry Lujan, Owner
45 Mortensen Ave, Salinas CA 93905
(831) 424-9218

RUSS WILCOX INSURANCE AGENCY

STATE FARM INSURANCE
Russ Wilcox, Agent
1532 Constitution Blvd, Salinas CA 93905
(831) 443-1001
www.russwilcox.com

NEWSTAR FRESH FOODS, LLC

Mitch Secondo, VP
900 Work Street, Salinas CA 93901
(831) 758-7598

Gary Touvinen, CFI

18 Hitchcock Rd, Salinas CA 93908
(831) 229-0815

ADVANCETECH AIRCRAFT MAINT INC

Bruce Pittenger, CEO
1605 Moffett St., Salinas CA 93905
(831) 422-2167