



# 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,**

### Salinas Tower Closure:

As all of you are aware, the Salinas Airport tower is scheduled to close on June 15, 2013. Citing safety and logistical concerns, the FAA announced it will delay until June 15 closure of 149 federal contract air traffic control towers. The FAA previously decided to begin tower closures on April 7, and to carry them out over a four-week period. According to transportation secretary Ray LaHood, they will use this additional time to make sure communities and pilots understand the changes at their local airports. Complications resulting from the announced closures include lawsuits brought against the FAA by local authorities and, separately, requests to maintain open towers with non-FAA funding.

Many people in Salinas are working to keep the tower open. SOPA contacted Senator Barbara Boxer, Senator Dianne Feinstein and Congressman Sam Farr expressing the concerns with closing the tower and to encourage them to cosponsor the Moran/Blumenthal legislation which would prohibit FAA from closing all 149 contract towers. Brett Godown, Salinas Airport Manager, is preparing a safety seminar on non-towered operations at the Salinas airport. I will notify SOPA members when a date is set for the seminar.

### SOPA Mystery Trip:

On Saturday and Sunday, May 4-5, 2013, pilots from all over will depart the Salinas airport to destinations unknown. With the

help of the top secret wing of the SOPA Flight Club, the classified route has been laid out and the clues are set. This is going to be an exciting Mystery Trip with a special midway stop that I think the pilots and co pilots will thoroughly enjoy.

A Mystery Trip is an event where pilots must solve clues to determine which airport they need to fly to. Once at that airport, they have to solve another clue which directs them to a clue at that airport which again, they have to solve to find the next airport. This continues until they find the final overnight destination airport. I know this sounds confusing but it's a lot of fun! I will report on the Mystery Trip at the June SOPA meeting and in the newsletter.

### Salinas Airport Tenant Appreciation Day:

Tenant Appreciation Day is scheduled for June 22, 2013. This is a nice event in which the airport appreciates the tenants with a free barbeque, bomb drop and spot landing contest and guest speaker. This is also the time that the airport honors a tenant or business owner for their involvement with the airport. There is always great prizes given away and if you park your plane on the ramp, you are eligible for even more great prizes. As a SOPA member, you are invited to this event even if you are not a tenant. I will keep you posted as we continue to plan.

Fly Safe and fly often

Jeff Soares

SOPA Prez...

May/June 2013



SOPA Prez Jeff Soares

### Inside this issue:

<i>Around The Airport, Brett Godown At the Pump</i>	2
<i>NonTowered Operations Review</i>	3
<i>Summer Days</i>	4
<i>Sopa Member at a Glance, Claudia Contreras</i>	5
<i>How will it read in NTSB Report.</i>	6
<i>Glynn Harmon</i>	6
<i>Meeting Minutes</i>	7
<i>Monterey Bay Academy Airport</i>	7

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

<b>SOPA Officers:</b> President <a href="#">Jeff Soares</a> —VP/Membership <a href="#">Ray Jackson</a> —Secretary <a href="#">Lori Atkinson</a> —Treasurer <a href="#">Sue Purvis</a> Directors: <a href="#">Dennis King</a> , <a href="#">Claudia Contreras</a> (webmaster), <a href="#">Jim Shumaker</a>
--

Contribute to the Newsletter: <a href="#">Paula Gail</a> <a href="#">Jeff Soares</a>
--

# AROUND THE AIRPORT

*From the Airport Manager's Desk Brett Godown*



As I prepared to write this news update, I struggled with what I should convey so much that writer's block set in....bad, worse than when I had to write a term paper. I want to attempt to provide meaningful information to the readers. Unfortunately but fortunately, there is so much happening I was at a loss as to where to start. Sequestration, tenant appreciation day, wildlife hazard assessment study, Taxiway Alpha and Charlie reconstruction design plans, sequestration, waivers, driver training program revamping, sequestration, fiscal year 2013-2014 budget, sequestration.... Wait a minute, sequestration again; it just won't go away.

We are fully engaged with the sequester, and the potential effects at the Salinas Airport. As of now the tower is set to close on June 15, 2013 but there is a lot of action happening behind the scenes and on Capitol Hill that would hopefully prevent the closure of the tower. Keeping in mind the June 15 date, we are moving forward with a transition

plan in the event the tower does actually close. This includes but is not limited to a seminar on non-towered airport operations, a waiver and letter of agreement for the aerial applicators, and emergency response plans and operations. We ask that everybody stays engaged by contacting our local and state representatives and communicate the benefits of having a tower at the Salinas Airport.

Stay tuned for more information on tenant appreciation day (June 22). Each year we try to make the event more entertaining and meaningful. This coming summer, we hope to be moving forward with the reconstruction of Taxiway Alpha. In the event the FAA has additional discretionary dollars burning holes in their pockets, we will be willing and ready to accept the funds to carry-on with the reconstruction of Taxiway Charlie.

Over the course of the next 12 months don't be surprised if you see a bird watcher or two at the airport. The FAA provided CalTrans, Division of Aeronautics a grant to conduct wildlife hazard assessments at 10 general aviation airports in California (five in Southern California and five in Northern California). We were identified as one of the airports to be studied. That's it for now.

## 2013 Calendar

### May

- 1st- Safety Meeting**  
8:30am at The Landing Zone Restaurant
- 11th - Historic Aircraft Display**  
10:00am-2:00pm at SNS
- 14th - SOPA Meeting**  
7:00pm at The Landing Zone Restaurant
- 23th - Salinas Airport Commission Mtg**  
7:00pm at the City Hall Rotunda

### June

- 5th- Safety Meeting**  
8:30am at The Landing Zone Restaurant
- 8th - Historic Aircraft Display**  
10:00am-2:00pm at SNS
- 11th - SOPA Meeting**  
7:00pm at The Landing Zone Restaurant
- 28th - 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



<b>KSNS</b> Salinas . . . . .	SS \$5.62 . . FS \$6.17
<b>KOAR</b> Marina . . . . .	\$5.55
<b>KCVH</b> Hollister. . . . .	SS \$5.69 . . FS \$5.99
<b>KWVI</b> Watsonville. . . . .	SS \$5.65 . . FS \$5.95
<b>KLSN</b> Los Banos. . . . .	\$5.51
<b>301</b> Gustine. . . . .	\$5.51
SS=Self Serve; FS=Full Serve	
Source: AirNav.com 4/26/2013	



## Non-Towered Operations Review

By Layne Lisser



Quite possibly in June our lives as pilots are going to get a little more exciting. Precarious is exciting, right? While there are plenty of pilots at Salinas who view an uncontrolled KSNS to be a KSNS Unchained, there are some skills and procedures worthy of review and consideration.

Since not all towers are scheduled to close on the same day, paper and electronic charts may not be accurate as to the status of a particular tower. The phrase "Know before you go!" jumps immediately to mind ... Checking NOTAMS for the latest information will be essential. Many pilots flying into Salinas may be unaware of the new uncontrolled status, so be prepared for the unprepared. Yes? And not everyone will be flying VFR. IFR operations are still doable.

Here are some thoughts on VFR flights:

Communication, good communication, will be key. Position reports as we approach the airport, and for each leg of the pattern ... of course. But consider that mere N-numbers don't really help identify us to other pilots looking for traffic. For example, if I say, "Two-two-niner Lima Lima is on downwind for runway two-six at Salinas" and an arriving pilot sees an airplane on downwind, the arriving pilot might think the transmission came from that plane. But if the transmission was "Pitts two-two-niner Lima Lima is on downwind for 2-6 Salinas, and the arriving pilot sees a Skyhawk on downwind, that pilot will know that there is another airplane somewhere on the downwind and can look for it. Also announcing at the corners helps to be more easily spotted too! For example "**entering** right/left downwind"; "**turning** right/left base"; "**turning** final".

Concise information is also critical. If it gets busy in the pattern, as it well may with Ag, and corporate operations going on in addition to training, practice, and other flights ... a Chatty Cathy will really spoil the day. It'll be really important to keep the comm to Pattern and Ground appropriate information only, with Ground communications kept to a minimum.

How will you enter the pattern? With the tower, we could often get straight in approaches, but that is a recipe for disaster at an uncontrolled airport. Standard entry would ask for a 45 to the downwind leg, but continue looking out for the IFR pilots still doing straight in approaches to 31. Will you overfly the airport first, to look at the wind sock, or for animals or debris on or near the runway? 500 feet above pattern altitude and mid field would be the place for that. And/or maybe a low approach first? You get a look at the whole runway, and the winds along the entire length when you do that. As a tailwheel pilot, I really like that information, because a ground loop would really suck, and a windsock is only in one place along the way. How many times have you noticed the sock midfield saying something quite different from the sock near the approach end of 26? However, heavy traffic may not allow for a low approach, or even require it.

Another great idea ... lights! Specifically Landing Lights. If you got 'em, use 'em! The easier it is to be seen, the easier it is to be avoided. If you don't have lights, like me, gently rocking your wings will help make you more visible. It also gives you a larger view.

What goes for landing also applies to departing. Enter the pattern at TPA ... depart the pattern

*(Non-Towered... Continued on page 4)*



### HOLLISTER AIRSHOW

Memorial Weekend, May 25 and 26

Discount Tickets available online through May 4th midnight [www.hollisterairshow.com](http://www.hollisterairshow.com)

(Continued from page 3, Non-Towered...)

at TPA. Yes? Turning out prior to achieving Traffic Pattern Altitude is a great way to come up underneath someone. That's a picture in your windscreen that'll make you suck wind!! And for a non-standard departure, the rule is No Turn *Less* than 500' above TPA. And one more thing to consider is that different types of aircraft (jets, LSA's, Copters, Gliders, etc.) often have different Traffic Pattern Altitudes to observe. At Salinas, Light Aircraft use 885', and Turbine Aircraft use **1,509!**

Lastly, be sure to review Right-of-Way.

**Converging:** When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way.

**Different categories:** Airships, Balloons, Gliders, etc., too long to aircraft. That doesn't mean dive under somebody to gain the advantage. This is not Stead Field nor

the Reno Air Races. >:}

Aircraft on final have the right of way over others in flight or on the ground. And of course any aircraft in distress has right of way over everybody else, always!

When giving right of way, move to the right. When aborting a landing move to the upwind side of the runway.

Here is a good safety acronym: "REACT"

**R**adio – Listen to ATIS and CTF

**E**yes – Look for traffic. Use your lights. See and Be Seen.

**A**nnounce your position and intentions

**C**ourtesy – goes a loooooong way.

**T**raffic Pattern – At SNS, 08 is Right Traffic, 26 is left. 13 is Left Traffic, and 31 is Right

Be safe, be predictable, and fly like your life depends on it ... it does!

## Summer Days — Warm Engines

### KEEPING IT COOL

It's summertime and even though the Salinas Valley isn't as hot as some, flying into other airfields much warmer, it's important to keep your engine from overheating during taxiing or long climbs on these hot days. Knowing how air-cooled engines regulate temperature with and without the pilot's help will make it easier to turn down the heat.

Don't think of engine cooling as simply ram air entering the cowling and carrying heat away with it upon exit. Study how aerodynamic design plays a role. "Achieving adequate engine cooling under the demanding conditions in which aircraft operate--sweltering summer ramps and low-air-speed, hot-day climbs to altitude, for example--is no small feat. The path that the ram air takes through the cowling must allow for sufficient cooling of the engine in every phase of flight without creating performance-robbing, fuel-hungry excess drag," Mark Twombly explained in the AOPA's "Flight Training" magazine.

Does your engine's cooling system have a mechanical component, such as cowl flaps? "Cowl flaps are hinged covers that fit over the opening through which the hot air is expelled. If the engine temperature is low, the cowl flaps can be closed, thereby restricting the flow of expelled hot air and increasing engine temperature. If the engine temperature is high, the cowl flaps can be opened to permit a greater flow of air through the system, thereby decreasing the engine temperature," according to "Pilot's Handbook of Aeronautical Knowledge."

Proper use of cowl flaps is also a checklist item as you configure your aircraft for each phase of flight. Typically, cowl flaps will be opened for takeoff, closed for cruise and descents, and opened again during ground operations, when air flow over the engine is low. Check your pilot's operating handbook for specific procedures.

A related tip: If your airspeed in cruise seems a little lower than you would expect for the power setting, check that you remembered to close the cowl flaps.

Descent planning also plays a part in temperature management by avoiding hazard at the other extreme of the temperature range: thermal shock resulting from the sudden reduction of power for a steep descent. Avoiding thermal shock is a caution usually reserved for takeoff and landing sessions or simulated emergencies in cold weather, but a long descent at idle power in summertime also requires careful engine temperature management. (Article from AOPA magazine.)



## SOPA Member at a Glance

### Claudia Contreras.

It started as a joke in high school. She wanted to be unique and different, Claudia remembers. When everyone else was saying they were going to be a teacher or a doctor or a fire-



to

man, she was saying she was going to be a pilot even though she'd never been inside a small airplane.

But after awhile she started to think maybe being a

pilot is a good idea. In her senior year at Gonzales High School, she went online to "BeAPilot.com" and found AirTrails. Her first introductory flight at age 17 years old was in a C-172 with Carol Tevebaugh. She flew out over Monterey Bay and though she doesn't remember much of what her flight instructor was saying she does remember how much fun and how she loved flying.

She looked at some of the fancy aviation schools like Embry-Riddle but knew they were just too expensive. She ended up at the then-Del Monte Aviation in Monterey flying a 172 with flight instructor Lilia Rathburn. Her solo debut was November 17, 2003 with 17 flight hours in her logbook. In the middle of her three takeoffs and landings, the area was hit by an earthquake, forcing the air traffic controllers to keep her flying 360's in the downwind until she was cleared to land. In April 2004, despite working three jobs to pay for her flight training, Claudia earned her Private Pilot certificate.

Maybe there is something to this flying, she thought. So a few months later she relocated across the United States to Sanford, Florida to attend Delta Connection Academy (now known as Aerosim Flight Academy). Flying every day, seven days a week, she obtained her instrument in a 172, commercial rating half in a 172 and

half in a Piper Arrow, multi-engine in a Piper Seminole. She also became CFII in both single and multi.

But Florida was hot and humid, unbearable in the airplanes, and not where Claudia wanted to be living. She returned to San Carlos and began making her living as a flight instructor and flying Bay Area Tours, though soon enough the flight school closed making her move back to the Monterey/Salinas area.

Life became a bit harder. By now she had two young children, Nicolas and Nathaniel, there were no flying opportunities, but she had earned her Bachelor's degree at CSUMB in computer science, and turned to the computer world to support her family. Her flying world sat on the back shelf. Her currency lapsed, medical expired, and she couldn't afford the CFI renewal course.

Four years later, living with her parents, working hard to save money, she found herself looking at flying again. Full circle, she found herself with Carol, her introductory flight instructor, and after less than three hours flight time was signed off on her flight review. That same month she joined SOPA.

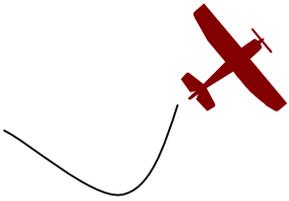
Back in the airplane, her first flight was to Pine Mountain Lake for the annual SOPA luncheon with Jim and Louise. There was no GPS in the airplane, flying the entire flight VOR to VOR. But she couldn't find PML and had to ask NorCal for vectors. Once she found the airfield, she had to make three go-arounds just to get the airplane on the ground. The altitude, the trees, the short runway, all contributed to her nerve-racking flight. And to make matters worse, there was a band of SOPA members on the ramp watching her. But she made it.

She's now a board member for SOPA and Chapter Chair of Monterey Bay 99's as well as Technology Chair for International 99's. Aerodynamic Aviation employs her as flight instructor as well as United Flight Service in Watsonville. She's building time to someday land a regional airline job.

Claudia is back in a big way and that's no joke.

## Snapshots of SOPA Aircraft





*There is no sport equal to that which aviators enjoy while being carried through the air on great white wings.*

*Wilbur Wright, 1905*

## How Will it Read in the NTSB Report?

By Max Trescott Aviation Trends Aloft

(Submitted by Ray Jackson)

When in doubt about possible course of action, I think about how any subsequent NTSB report might read. Recently, a student and I had already started the engine, but the ATIS reported a direct crosswind gusting to the aircraft's maximum demonstrated crosswind capability. The student was ready to go, but I stopped him and we terminated the flight.

This ties in directly with my earlier tip about purging the word "probably" from your flying vocabulary. In all probability, the wind would *not* have reached a peak gust at the exact moment we took off, and we would *not* have had an accident. However, to proceed would have been to take a gamble. While I'd like to think that I'll always be lucky, that's a self-delusionary thought. Realistically, no one can be lucky all of the time.

I'd also think to think—perhaps as you do—that I'm an above average pilot and can rely upon my superior flying skills if

there were a problem. But that is also delusional thinking. Surveys consistently show that more than 80% of pilots rate their skills as above average. The logical conclusion is that pilots are a confident bunch and we overrate our abilities. We may also have poor math skills, since only 50% of pilots could be "above average!"

With the high crosswind takeoff, we were dealing with compound probabilities. To take off would be to hope that the wind didn't exceed the aircraft's capabilities, but if it did, to hope that our superior skills would extricate us from that situation. That's a lot of hope and candidly, I never want to have to fly a plane on hope alone.

After we shut down the engine, I asked my client, "if we had had an accident, how would we have explained it to the Chief Pilot?" The most honest answer I could think of was "that we were stupid." I'm real glad I didn't have to have that conversation.

## Glynn Harmon Celebration of Life

A Celebration of Life to honor Dr Glynn Harmon was held at Hollister Airport in late March. Glynn and Ron Harmon were brothers. Ron, along with his wife, Kay, were instrumental in creating SOPA.

The two brothers grew up in the aviation community of Hollister. Glynn was a professor the University of Texas at Austin but his youth was spent flying the skies of Hollister. One of his many accomplishments include being recognized in Life Magazine for soloing 10 different type aircraft on his 16th birthday at the airport in Hollister, California. His father, Elmer Harmon, was airport manager there. Glynn was also a

Russian interpreter on a Navy destroyer during the Cuban Missile Crisis, and flew Navy jets on reconnaissance missions along the Formosa Straights.

This celebration, held at the Bikle Museum, Hollister Municipal Airport, was also a tribute to the Harmon family and their aviation history in this area. It was evident with the Harmon great-grandchildren clustered under the wings of a plane, watching, the Missing Man formation, that the Harmon family aviation bug will continue in the Salinas Valley.



The Harmon's: Glynn, Kay, & Ron



Glynn and Ron at Hollister Airport

# SOPA Meeting Minutes

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

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



Approve Minutes of January & February 2013 meeting

Treasurer's report

New Business- Jeff reports on the following:

Letter from the FAA regarding ATC tower closures & City response.

Avnews.

New Newsletter Editor Paula Gail Johnson

Celebration of life for Glynn Harmon.

Mariposa Air Fair April 27<sup>th</sup>.

Mystery Trip will be May 4-5 or May 18-19<sup>th</sup>.

Young Eagles event for the Boy Scouts will be April 27<sup>th</sup> at Salinas Airport, pilots needed.

Airshow Sept. 21-22nd, Jim Skillicorn is new Air Ops Manager.

Hollister Air Show is May 25-26<sup>th</sup>.

Deadline to replace paper Airmen Certificate is March 31<sup>st</sup>.

Monterey Bay Academy has opened a grass air strip near Watsonville, operated by the Seven Day Adventist Church.

Old Business – None to report

Meeting adjourned: 8:20 pm

Submitted by: Lori Atkinson-Secretary

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



Meeting Minutes April 9, 2013 7:00PM, The Landing Zone Restaurant

Treasurer's report

New Business:

Airport Manager Brett Godown reports the ATC tower closure status.

Jeff reports on Av-news.

Old Business:

Young Eagles Boy Scout event at Salinas Saturday April 27<sup>th</sup>. Pilots and volunteers needed.

Mystery trip is the weekend of May 4-5<sup>th</sup>.

Airport Tenant Appreciation Day Saturday June 22<sup>nd</sup>

Hollister Airshow May 25 – 26<sup>th</sup>. They are looking for airplane judges, contact Larry Shaw.

Kay reports on brother-in-law Glynn Harmon's memorial at Hollister Airport.

Meeting adjourned: 8:25 pm

Submitted by: Lori Atkinson-Secretary

## MONTEREY BAY ACADEMY AIRPORT

Identifier: CA66

Dedication ceremony was held Sunday, April 28.

Privately owned, permission required before landing.

Airport Manager, Tom Winn, 408-728-1481

Runway 10/28. (Info from AirNav.)



## Thank you to the SOPA Sponsors

**CALIFORNIA INTERNATIONAL  
AIRSHOW**

**Bruce Adams**, Executive Director  
[info@salinasairshow.com](mailto: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](http://www.jetwestsalinas.com)

**AIRPLANE COMPANY INC**

Aircraft Maintenance  
**Dave Reek**, Owner  
1585 Moffett St., Salinas CA 93905  
(831) 753-1077  
[www.salinasairplane.com](http://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](mailto:ken@montereypw.com)  
[montereyprivatewealth.com](http://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](http://www.airmotives.com)

**AERODYNAMIC AVIATION**

Flight Training  
**Zdravko Podolski**, Owner  
70 Mortensen Ave, Salinas CA 93905  
(831) 240-0800  
[www.aerodynamicaviation.com](http://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](http://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](http://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