

Monthly Newsletter

October 2010

Message Board:

- **Next SOPA Meeting:** October 12, 7:00pm at The Landing Zone Restaurant, SNS
Join us at 6:00pm for dinner before the meeting.
- **California International Airshow**
Salinas Airport, October 2nd & 3rd. www.salinasairshow.com
- **SOPA Fly-Out to Pine Mountain Lake**
Saturday October 23, depart SNS ~10.00am

Contents	page
Around the Airport	2
Calendar	2
At The Pump	2
Product Review: <i>Rosen Sunvisors</i>	3
Aviation News	4
Meeting Minutes	5
Sponsor listing.....	6

From the Prez....Cherokee 7655W

Hello SOPA family,

I have a lot to report. This weekend is the 30th Annual California International Airshow at the Salinas Airport. SOPA volunteers will be working hard parking fly-in transient airplanes and then transporting the pilots and passengers from the south side of the airport to the north side. After the airshow we transport them back to their planes and help them push their planes into position for start-up. For our efforts, we receive 100 tickets to sell to our members, families and friends. The proceeds from the sales of the tickets go towards sending a child to the EAA Aviation Camp in Oshkosh, WI. We are completely sold out of tickets.

Hangar Fee Increases

Gary Petersen, Salinas Airport Manager will be at the next SOPA meeting discussing the upcoming hangar fee

increase. The next SOPA meeting is October 12 at 7:00 p.m. If you have any questions or concerns regarding the fee increase, be at the next SOPA meeting so you can address them with Mr. Petersen.

EAA Young Eagles - 9/25

I would like to thank Central Coast Aviation for donating fuel to the pilots that flew kids for the Young Eagles program on Saturday September 25th. It is that kind of business support that provides the opportunity for our future pilots to get hooked on aviation.

SOPA Fly-Out to Pine Mountain Lake

On Saturday October 23, SOPA is flying to Pine Mountain Lake airport for our 7th annual trip to Jim Chappell (former Salinas Airport Manager) and Louise Hollbrook's lakefront house for the biggest lunch in the history of mankind. I am not exaggerating. Louise cooks food expecting hundreds of people but only 20

people usually attend so each of us has to eat enough food for 10 people.

All SOPA members are welcome. Please RSVP to me (Jeff Soares) so Louise knows how many people will be attending. We depart Salinas around 10:00 a.m., for the 45 minute to 1-hour flight to Pine Mountain Lake airport.

AOPA Convention - Long Beach

SOPA members will be flying to AOPA Expo November 11 through 13 in Long Beach, Ca. It would be fun if we could all depart around the same time or at least meet up in Long Beach. Let me know if you are interested and we will come up with a plan.

Fly safe and fly often!

~ Jeff Soares
SOPA Prez...



SOPA info

SOPA Officers

President[Jeff Soares](#)
 Vice President[Ray Jackson](#)
 Secretary[Lori Atkinson](#)
 Treasurer[Kay Harmon](#)

Directors:

[Dennis King](#)
[John Gianelli](#)
[Jim Shumaker](#)

Webmaster:

[Russ Wilcox](#)

Salinas Owners & Pilots Association
 meets **2nd Tuesday** every month **7:00pm**
 in The Landing Zone Restaurant
 at the Salinas Airport

Newsletter:

To contribute to the newsletter,
 contact Linda Roberts-Soares
lindasoares55w@hotmail.com

SOPA Membership

Family membership only \$15.00 annually
 Sponsor dues are \$30.00 annually

Membership application:

<http://www.salinaspilots.com/application.pdf>

For questions regarding membership,
 contact [Jeff Soares](#) or [Ray Jackson](#)

<http://www.salinaspilots.com>

AROUND THE AIRPORT



From the Airport Manager's Desk

Several items of interest this month, first of course is the Airshow, even though this is the 30th year (six for me), each year I find this event to be a remarkable volunteer driven effort. What a huge undertaking this event is and it is conducted with the utmost safety and professionalism. I really do believe that the Airport benefits tremendously in the eyes of the community and that this event is one of the things that makes SNS such a great airport. We hope that by the time it is over that we can report three consecutive years of no runway incursions.

Beginning October 4th, construction will begin on the realignment of Taxiway "B" from Delta to Alpha. We are looking to complete this as quickly as possible but it will of course be driven by weather. More information about the actual areas of construction will be forthcoming. Be sure and check NOTAMS as well.

The Airport Boulevard Overpass project is getting ready to move into high gear. We urge caution when approaching the Airport from the west as there will narrowed and realigned roadways and lots of people and equipment working. There will also be NOTAMS in place for this project that will eventually involve some pretty tall cranes and large pieces of earth moving equipment. The entire project is expected to take between 18 and 24 months to complete.

Finally are fee increases. Last year we did not implement an increase using the Consumer Price Index (CPI) as it was less than 1%. However, we did complete square footage increases to equalize hangar rents. This increase affected about a third of you. We have now found that over a two year period the CPI has risen to 3% and it is our plan to go forward with this increase for all hangar and end room rental spaces. We plan on discussing this issue at the October SOPA meeting and will be asking the Airport Commission to approve the rates at their October 29th meeting. We will also be doing a mailing in the next few weeks to provide information on the proposed increases and the effect that it will have on your rent.

~ Gary Petersen
Airport Manager

~ On a Sad Note ~

Ed Schafer, longtime SOPA member, passed away on September 16, 2010. Ed moved from Salinas five years ago to live with his son Dennis in Chico, CA. Ed's service, held on September 22 at Healy Mortuary, was attended by many SOPA members.

Ed was one of the Amboy's, a group of pilots at the Salinas airport that had many fly-outs to Idaho, Arizona and Utah. To become an Amboy, you had to land on a small dirt runway/parking lot at Roy's restaurant in the very small community of Amboy on Route 66 and then eat a cheeseburger. I will miss Ed's laugh and the wonderful times I spent with him. SOPA will miss Ed and we express our condolences to his son, Dennis.

Bob Ross, owner of United Flight Service in Watsonville, friend and mechanic of many pilots was tragically killed on September 7, 2010 in a plane crash along with his son, Michael Ross, in Baxter County, Arkansas. Bob and Michael's funeral was attended by a SOPA contingency on September 27 in Santa Cruz, CA. Those of us that knew Bob will miss him deeply.

~ Jeff Soares

2010 Calendar

October 2nd & 3rd

California International Airshow, SNS
www.salinasairshow.com

October 6th - 8:30am

Safety meeting, Landing Zone Restaurant

October 9th - 10am-2pm

Historic Aircraft Display, SNS

October 12th - 7:00pm

SOPA meeting, Landing Zone Restaurant

October 23rd - 10:00am

Annual SOPA fly-out to Pine Mountain Lake
(contact SOPA Prez Jeff Soares for details)

October 28th - 7:00pm

Salinas Airport Commission meeting,
City Hall Rotunda

November 11-13th

AOPA Aviation Summit, Long Beach, CA
www.aopa.org/summit/

December 14th

SOPA Christmas Party

Monthly Meetings/Events:

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



KSNS Salinas	
Central Coast AVIATION SERVICES	\$5.80
Jet West	\$5.75
KOAR Marina	\$4.65
KCVH Hollister	\$4.70
KWVI Watsonville	\$4.64
KLSN Los Banos	\$4.099
3OI Gustine	\$4.31

Source: FIRNAV.COM 9/30/10

PRODUCT REVIEW: Rosen Sunvisor System

www.rosenvisor.com



Jeff installing Rosen Sunvisors in N7655W

I do a lot of cross country flying and the one thing that has always bothered me about my plane is the sun visors. The sun visors in my Cherokee 180 were mounted to a fixed bar on my center front window post and swiveled up and down in a lousy attempt to block the sun directly in front of me. It didn't matter where the sun was, it always appeared my sun visors were never in the right place and the sun was in my eyes. Of course there is the handy dandy sectional chart method of blocking the sun. You know what I am talking about: wedge the chart in a part of the sun visor to block the sun or just holding the sectional chart in your hand to block the sun. I never liked doing that because it blocks your view of any potential traffic. I finally picked up a couple of those tinted plastic things that stick to your window. They did help when they cooperated and actually stuck to the window. But, there had to be something better.

2010 is the 50 year anniversary of the Piper Cherokee line of airplane. To celebrate this anniversary, I planned to fly to Arlington, WA to the third largest fly-in behind Oshkosh and Sun-N-Fun. The West Coast Cherokee Pilots Association (WCCPA) was hosting its annual gathering in Arlington to celebrate the Cherokee birthday. I was contacted by Wade from WCCPA and asked if I wanted to use my plane as a demonstration for the installation of the Rosen Sunvisor Systems. No charge for the visors. YES! Rosen sliding arm sun visors are specifically designed to meet the needs of the General Aviation pilot. Their patented mounting arm features precision-machined 6061-T6 aluminum components. Multi-axis adjustability allows complete cockpit coverage that no other visor can offer. Rosen lenses are made of the same optical grade material used in Commercial and Corporate jet sun visor systems. This unique material blocks 99.9% of harmful UV (A/B) rays, blocks heat-producing infrared light and meets aviation burn test requirements.



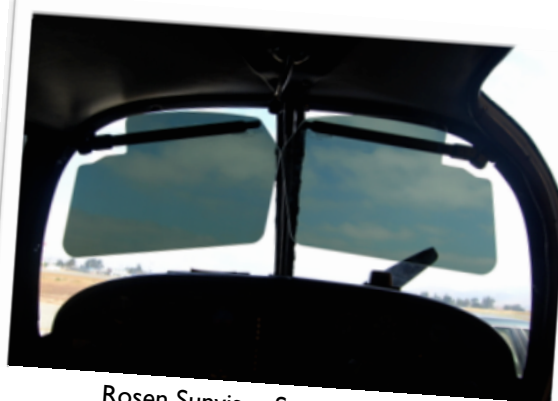
Removing the old center mount visor

The installation took about 2 hours under the watchful eye of a Rosen Sunvisor Systems employee and was fairly easy to install once you did the first one. The instructions were unnecessarily overly complicated. They showed some minute measurements and there was no way I was going to figure it out. I asked the employee of Rosen what 0.400 of an inch was and stumped him who promptly put in a call to the tech guys. The instructions had pictures that were better than those crazy words so I guesstimated the mounting location. I figured I could have been a half inch off of the provided measurements and still been okay. I held the visor up to where I liked it and where the picture showed it should be mounted and marked that spot. I drilled two holes and installed two rivnuts and then screwed in the mounting bracket, put my plastic side trim back on, did the same process for the co-pilot side and I was set. The Rosen Sunvisor System turned my lousy center mounted visor system into two separate side mounted visors. Instead of just being able to move my visor up and down, the Rosen Sunvisor System allows you to move your visor up, down, side to side and any in-between spot.

This is what I was looking for. The flight back from Washington and all subsequent flights have been with the comfort of the 9"X14" visors blocking the sun and the comfort of always being able to see any potential traffic issues. I also appreciate how the visor blocks the glare and reduces eye fatigue. Another great feature is that the visors stow flush with the ceiling in the cabin and completely opens up your windshield for unobstructed visibility. The Rosen Sunvisor System retails for about \$450. I think they are worth every penny.

I rate the Rosen Sunvisor System 4.5 planes out of 5.

~ Jeff Soares



Rosen Sunvisor System: installed!

AVIATION NEWS

HAWKER BEECHCRAFT ANNOUNCES LAYOFFS OF 350 WORKERS

Hawker Beechcraft announced the aircraft manufacturer plans to lay off 350 workers in Wichita, Kan. "While there are pockets of growth in the global economy, the market for new production aircraft has stagnated at a very low level," wrote CEO Bill Boisture. Hawker Beechcraft's announcement came a few days after Cessna Aircraft announced 700 layoffs in Wichita.

AOPA: HEALTH, NOT AGE, IS A FACTOR IN MEDICAL CLEARANCE

After a 90-year-old pilot flying without medical clearance died this month in a plane accident, some have questioned whether age should be a factor in pilot's licenses. "Our position is pilots need to be healthy," said Chris Dancy, spokesman for the Aircraft Owners and Pilots Association. The Federal Aviation Administration requires medical clearance every two years for pilots over the age of 40.

ADS-B FULL DEPLOYMENT BY 2013

ADS-B will be fully operational in the U.S. by 2013; the FAA announced Friday that it had approved full deployment of the satellite and ground-based system. In a [statement](#), the agency said it approved full deployment after successful testing of full systems at Philadelphia, Louisville, over the Gulf of Mexico and in Alaska proved it could work in the full range of operating conditions. "This approach ensured that ADS-B was tested in the most extreme environments, allowing the agency to uncover and resolve any anomalies before the commissioning," the statement said.

15TH FAA EXTENSION

The seemingly never-ending saga of actually paying for the FAA got another extension last week as, has become eerily routine, the House and Senate simultaneously passed bills to keep funding the agency for another three months based on the authorization that expired in 2007. It's the 15th such extension and it has all the alphabets hoping the coming lame-duck session will create the wiggle room needed to get the thing passed. In case you've forgotten why that's important, this is the reauthorization that ignores user fees and increases fuel taxes.

LOCAL CANDIDATE'S BID TO SWAP AIRPORT FOR POT FARM

[Jon Louis Mann](#) would like to close Santa Monica airport and grow industrial marijuana there, he's running for a seat on the Santa Monica City Council, and if past performance is any indicator, he won't win. But his position caters to public opposition to the airport, which has centered in recent years on noise and safety concerns. Mann's position would merge those with a desire to fill city budget gaps in conjunction with California's [Proposition 19](#), which would legalize marijuana in the state if passed by voters in November. "We should close the airport down in 2015" (when obligations to the Federal government expire) Mann told local news, [TheLookOut](#). "We can use the hangars and have the city go into medicinal marijuana. Instead of making \$1 million in taxes, they'll make \$10 million," he said. Concerned pilots may be encouraged by Mann's previous record running for office, and his own expectations this time.

Flying Tips from FAR/AIM

FAR Part 91: General Operating & Flight Rules

§91.119 Minimum safe altitudes: General

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) *Anywhere*. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) *Over congested areas*. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) *Over other than congested areas*. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

THIS DAY IN AVIATION HISTORY: OCTOBER

October 22, 1900 —
The Wright Brothers make their first glider flight.

October 4, 1902 —
The Wrights modify their 1902 glider by replacing the fixed double rear fin with a rear rudder linked with the wing-warping control to counteract wrap-drag.

October 18, 1902 —
In his first letter to the Wrights, Samuel Pierpont Langley, secretary of the Smithsonian Institution, inquires about experiments at Kitty Hawk and particularly about their use of "special curved surfaces and the like."

October 4, 1905 —
Flyer III: the Wright Brothers' plane covers 24.2 miles in 38 minutes and 3 seconds.

Source: AIAA www.aiaa.org

MINUTES OF SOPA MEETING TUESDAY SEPTEMBER 14, 2010

Start Meeting: 7:10 p.m. By president Jeff Soares, at The Landing Zone Restaurant.

Approve minutes of August 2010 meeting.

Receive Treasurers report.

Communications:

SOPA wishes James & Helen Klimas a Happy Anniversary today!

Welcome to Mark Berwick visiting from Idaho.

The AOPA Convention is November 11-13th in Long Beach.

SOPA sends condolences to the family of Bob Ross of United Flight in Watsonville, and his son. The two were killed in a plane crash in Arkansas on Sept. 7th.

The SOPA fly out to Jim & Louise's place in Pine Mountain is tentatively set for October 16th.

Old Business:

Jeff gives an update on airport construction. Taxiway B work will begin just before the Airshow and will complete in about 90 days. Work on the Airport Blvd overpass in underway and will involve cranes, be sure to check NOTAMS.

Fire sprinkle inspections in south side hangars will take place through the of October.

Jim Shumaker reports the next Young Eagles event is September 25, volunteer pilots are needed.

New Business:

Steve McShane, City Council district 3 candidate, spoke this evening regarding an "Airborn" event at Jet West on Wednesday October 6th.

Bill Sabo spoke about the AOPA webinars.

Jeff reports on aviation news, and Airshow Flight Deck Club tickets.

Dennis King showed pictures of his Goodyear blimp ride at Oshkosh.

Meeting adjourned 8:20p.m.

Submitted by: Lori Atkinson ~ Secretary

Contributions to the Newsletter

Want to **share** something related to flying?

Have you discovered a **new gadget** lately?

Or **learned** something about your plane that others might be interested in?

How about a **review** of someplace you've flown to?

Or submit a piece of trivia, joke, fun fact or cool photo.

Have something to share?

Please send to me at lindasoares55w@hotmail.com

THANK YOU TO THE SOPA SPONSORS

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

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

GARY TOUVINEN, CFI
 18 Hitchcock Rd., Salinas CA 93908
 (831) 229-0815

TIERNEY VAWTER MEDICAL CORP.
 530 Ramona Ave., Monterey CA 93940
 (831) 647-8700
www.tvmedicalgroup.com

CENTRAL COAST AVIATION SERVICE
Gary Vincenz, Owner
 50 Mortensen Ave, Salinas CA 93905
 (831) 422-7488
<http://www.ccasfbo.com/>

Dave Anderson, Jr
 Individual sponsor
 Salinas CA 93908

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 & Restorations
Dave Teeters, Owner
 37 Mortensen Ave, Salinas CA 93905
 (831) 757-7154
www.airmotives.com

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

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

AIRFLOW TECHNOLOGY
Alan Bikle, Owner
 1586 Moffett St., Ste. E, Salinas CA 93905
 (831) 771-0438
alan@airflowtec.com

RAPID PRINTING CENTER
Glynn Dennis, Managing Owner
 554 East Alisal St., Salinas CA 93905
 (831) 757-3636

NORM YOP, INC. REALTORS
 1418 S. Main Street, Ste. 102
 Salinas, CA 93908
 (831) 424-1593
www.normyop.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

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

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