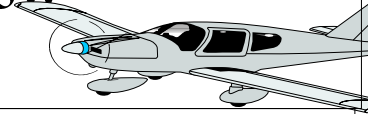


May NEWSLETTER 2009

FROM THE PRES..... CHEROKEE N7655W



Hello SOPA family,

There is a lot going on around the airport. On the south side you may have noticed all of the painted numbers in front of your hangar if you are facing 8-26. This is the first phase of some airport improvements to include, seal and re-stripe taxi way Delta and the new taxi way Papa, which is the old runway 14-32. Reconstruction and realign taxi way Bravo at 8. Mill and replace runway 8-26 at Papa (Remove the hump on 26). Another business at the Salinas airport bites the dust. I am sad to report that Light Sport Airplanes West is closing. I believe they have two airplanes left that I am sure they would love to sell them quickly so if you are in the market this would probably be a good time to make the purchase. June 6, 2009 is the annual Salinas Airport Tenant Appreciation Day. This will include a flour bomb drop, spot landing contest, awards and prizes, lunch and honorees. Mark you calendar for this event. A group of SOPA members competed in a Poker Run which began at the Oakdale airport and traveled to different airports picking up a playing card at each stop. The idea is to get the best poker hand by the final airport destination. This was a lot of fun and I now see more of these events popping up. Give it a try I think you will enjoy it.

Fly safe.

Jeff Soares
SOPA Prez...



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

in The Landing Zone Restaurant, Salinas Airport

Family Membership

Only \$15.00 Annu ally

(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 April 14, 2009

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

Approve minutes of March 2009 meeting.

Receive Treasurers report

Old Business: Jeff reported on the EAA 90 Poker run in Oakdale, it was a lot of fun. Petaluma is sponsoring an event in May.

Business: Jeff discussed AOPA's proposed SB737 (Senate Bill), which has the support of the California Pilot's Association. The new bill changes the wording in who can serve on an Airport Land Use Commission, which may be helpful to Watsonville.

Dennis King reports Andy Cowan's ashes have been released and will be scattered by Sean Tucker in the same area Andy's wife's were.

Salinas Airport Tenant's Appreciation Day will be Saturday June 6, 2009. The event will include recognizing an airport tenant (to be named), and dedication of the heliport to Jim Cheatham.

A Request for Proposal is being issued by the City for the AirTrails building. A lease arrangement is being worked out for the Verticare building to allow the current tenants to remain, and lease the remainder of the building.

Discussion was held on the issue of formation flying at Salinas.

Bill Sabo reports on a Memorial to Legends of Aviation 5-14-09, in the Monterey Airport Terminal from 5:00 p.m. to 7:00 p.m. The event will honor former local residents General Doolittle & Butch Voris.

For tonight's program the group listened to audio of the King Air 200 incident in Florida. Passenger Doug White safely landed the aircraft with assistance from Air Traffic Control when the pilot suddenly died at the controls.

Jack Jella reports the Salinas Area Modelers Club will be assisting the Boy Scouts obtain their Aviation Merit Badges.

Meeting adjourned at 8:15 p.m. Submitted by: Lori Atkinson

ECONOMY TAKES ITS TOLL ON SNS

With Light Sport Airplanes West closing its' doors another Salinas Airport business leaves. Last month we saw AirTrails fold up with the death of Jim Cheatham; now there is a question on the proposed Jet Center with a hotel for our airport. Is it still in the works? Well, the company is asking the, City of Salinas, for an extension for the "Right to Negotiate." The City Council will take up that issue the first week in May.

Things are not looking well for our restaurant, The Landing Zone. James and Helen are barely hanging on. At times they have to take money out of their own pockets to make ends meet. Both have taken on other jobs after hours just to survive. It is important that we help them by eating at the Landing Zone. Remember the last time we didn't have a restaurant? The airport was dead. We all are hurting with the economy but can we really afford to lose the restaurant? Please, help out.

Greenhouse gases threaten public health, says EPA(AOPA E-pilot)

The Environmental Protection Agency has proposed to find that six greenhouse gases—including some emitted by general aviation aircraft—threaten public health and welfare. The agency did not propose any regulations on emitters of greenhouse gases, but the finding could be a preliminary step toward the eventual regulation of greenhouse gas emissions, including those from engines. “Piston-powered aircraft account for approximately one-tenth of 1 percent of total greenhouse gas emissions,” said Craig Spence, AOPA vice president of regulatory affairs.

Flight service 101(AOPA e-pilot)

Warmer temperatures and VFR weather conditions calling you to the sky? Make sure you are up to speed on Lockheed Martin's flight service system known as FS21. To reduce briefing times—and potential errors—you need to supply specific information at the beginning of each briefing. If filing a flight plan, follow the flight plan form. For pilots who want only a briefing, just nine items are needed (first half of the flight plan form, excluding airspeed). Print this quick reference card for the specific order. For more tips, take the AOPA Air Safety Foundation's minicourse, A Pilot's Guide to Flight Service. After your briefing, you can let the FAA know your thoughts on the quality of the briefing by calling 888/358-7782.

AOPA e-Pilot

Question: I am a private pilot and would like to fly light sport airplanes as a sport pilot. I plan to let my medical certificate lapse and use my driver's license instead. Do I need to take a flight test with an examiner or fill out a new 8710 form?

Answer: Since you already hold a higher-grade certificate, you will not need to complete a flight test or submit any paperwork. You will simply limit yourself to sport pilot privileges and limitations (i.e. no flying at night). You will only be able to fly airplanes that qualify as light sport aircraft. As long as your most recent medical certificate has not been suspended, revoked, or denied, you can fly with a valid driver's license under the sport pilot rule.

FAA WILL DEVELOP NEW HEMS RULES(AvFlash Apr.30)

Last week, during a hearing convened by the House Aviation Subcommittee to address safety issues regarding the use of helicopter emergency medical services (HEMS), an FAA spokesman said the FAA has reversed its previous stand that the current rules were adequate, and new rules will be forthcoming soon. "We recognize that relying on voluntary compliance [with suggested safety standards] alone is not enough to ensure safe flight operations," said John Allen, the FAA's director of flight standards. "The FAA Rulemaking Council has given approval to begin drafting a Notice of Proposed Rulemaking, which we are aiming to have published in late 2009 or early 2010." Allen also said the FAA does not support new legislation now in play in Congress that would empower states to impose more regulations on HEMS or require HEMS operators to comply with Part 135 procedures. "The FAA does not believe that new safety legislation is needed at this time," he said. Matt Zuccaro, president of Helicopter Association International, also testified at the hearing, and said FAA action is too slow. "Congress should direct the FAA to review its current rulemaking procedures and revise same to expedite implementation of beneficial safety initiatives, when appropriate," Zuccaro said.

FLORIDA TECH GOES WITH REMOS LSA FOR FLIGHT TRAINING(AvFlash Apr 30)

One trend we noticed at Sun 'n Fun last week -- more and more LSA manufacturers are finding that flight schools are interested in their products. The LSAs are less expensive to acquire and operate, and they can be used for flight training right up to ATP. Now that the aircraft have been around for a few years, and have a track record and some maturing of designs, flight schools are finding them hard to resist. Case in point was the decision, announced last week, by the Florida Institute of Technology's FIT Aviation program to utilize new Remos GX 2009 light sport aircraft not only for its flying club but also for primary flight training and time-building in its professional pilot curriculum. "We were very impressed by the useful load factor in the Remos," said Nick Frisch, director of FIT Aviation. "The fact that we could fill it with fuel and take up two large adults with room for plenty of baggage, spoke highly of the aircraft's capability." Copies of various LSA designs were flown by the flight training staff and students at FIT Aviation. "We asked everyone who flew the airplanes for their overall impressions, their response to the ergonomics, the layout of the aircraft, its performance and handling. ... In the end, nine out of ten picked the Remos GX," said Frisch. .

AIR JOURNEY WORKING TO OFFER FLY-YOURSELF TRIPS FROM FLORIDA TO CUBA(AvFlash)

Flying to Cuba from southern Florida could be an appealing trip for a GA pilot -- it's only about 80 miles away, and the beach resorts and Cuban cigars still have the romantic appeal they had in Hemingway's time. But while flying your private airplane into Cuba is not expressly forbidden, it's not easy to do, and restrictions on spending make it impractical. But Thierry Pouille, CEO of Air Journey, is working to change that, by organizing escorted trips where his company will handle all of the bureaucracy and paperwork. The educational trips, which include meetings with Cuban officials to learn about their aviation system, will depart on a Thursday and return on Monday, with time to visit Old Havana, a cigar factory and more. The journey is pending approval by federal officials, but Pouille said he is hopeful that the first trips will be launching by this summer.



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