

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

INSIDE THIS ISSUE

<i>President's Perspective</i>	2	<i>In Search of The \$100 Burger</i>	8	<i>CalPilots Business Partners</i>	13
<i>Protecting Your Airport at</i>	3	<i>San Francisco Bay Tour</i>	9	<i>CalPilots EXPO October 13-14</i>	14
<i>ALUC News from Around</i>	4	<i>Who's Who in California GA</i>	10	<i>CalPilots Membership</i>	15
<i>Region 5 Stranger Airports</i>	6	<i>Form Regional Updates</i>	11	<i>Upcoming Events</i>	16

July/August 2017



Mojave Spaceport

The official publication of the California Pilots
Association www.CalPilots.org



PRESIDENT'S PERSPECTIVE



Today I'm celebrating the individuals who have gone above and beyond with their efforts to contribute to the California Pilots Association's purpose of promoting the state's General Aviation Community.

The members of your California Pilots Association leadership deserve more accolades than you can imagine. As an all-volunteer organization, their focus has been on work that is truly meaningful. Please join me in providing applause and a sincere "thank you" to each. Some have undertaken "high profile" projects while others appeared to be in the shadows but are quietly engaging in other critical tasks. In each case, however, I cannot thank them enough for the work they do. (Their names and contact information are on page 15 of this publication.)

Another group of extremely helpful people who have largely been "flying under the radar" (aviation cliché perhaps but appropriate in this situation) are the Life Members of the Association. These individuals have weighed the value of CalPilots' activities and committed to a long-term relationship of support and engagement. To them I extend heartfelt praise.

<i>John & Karen Agee</i>	<i>George A. (Skip) Forster</i>	<i>Chris Marshall</i>	
<i>Joseph Aguiar</i>	<i>Christopher Freeze</i>	<i>William Massey</i>	
<i>Peter Albiez</i>	<i>John Grant</i>	<i>Walter F. Ramseur</i>	
<i>Carol Andrews</i>	<i>Brad Guske</i>	<i>Douglas L. Rice</i>	
<i>Bill Borgsmiller</i>	<i>Michael Jesch</i>	<i>Christopher Rimer</i>	
<i>Brian Branscomb</i>	<i>Karen M. Kahn</i>	<i>Rob Roper</i>	
<i>Michael Brogley</i>	<i>Jack & Cindy Kenton</i>	<i>Edward Rosiak</i>	
<i>Kim Caldwell</i>	<i>Carl W. Leach</i>	<i>Ronald Thomas</i>	
<i>Tom Cartier</i>	<i>W. D. Lewis</i>	<i>Walter C. Wells</i>	
<i>Brian Cavanaugh</i>	<i>George A. Loegering</i>	<i>Jay C. White</i>	
<i>Regina Fink</i>	<i>Dale R. Machalleck</i>		

Yes, the California Pilots Association is comprised of individuals. Yet the only state-wide pilots' organization excels when individuals come together collectively for a common purpose. You are urged to be part of the corps that not only says they care about the future of California's General Aviation Community but demonstrate it by giving generously of their time and resources. I expect to see you at the CalPilots EXPO in Paso Robles on October 13-14!

Aeronautically,

Carl Leach

CalPilots is recognized by the IRS as a 501(c)(3) tax exempt, nonprofit corporation. Your dues and donations may be deductible. Consult a tax professional for advice.





PROTECTING YOUR AIRPORT AT THE ALUC

by Karl Schweikert, CalPilots General Counsel

This month, I continue my series of articles on how to protect an airport. There is of course the political route, which I raise again as the most cost-effective method to protect an airport. Educated politicians, who understand the value of aviation, are our most effective tool to protect airports. This month, I focus on Airport Land Use Commissions, or ALUCs.

The details of the formation, operation, and responsibilities of an ALUC are quite extensive. For the purposes of this article, I will boil them down to this:

- 1) An ALUC establishes an Airport Land Use Compatibility Plan (“ALUCP”) for each airport in the County. The area of the ALUCP, roughly a 2-statute mile radius around the airport, is called the Airport Influence Area. This requires a study and costs money, so in the case of many small airstrips, no ALUCP exists, and consequently no ALUC oversight occurs.
- 2) A project located within the ALUCP, such as a new cell phone tower or hospital, must first be presented to the ALUC for a determination of whether the proposed project is or is not consistent with the ALUCP.
- 3) The determination by the ALUC is advisory, meaning with a 2/3rds vote, the local municipality or county can override this finding. An override takes many steps and is subject to various challenges, which will not be discussed here.

It is this requirement that projects be presented to the ALUC before going to the planning commission that provides the first notice of a proposed project. Of course, this only applies if an ALUCP exists for your local airport. If no ALUCP exists, the project goes directly to the planning commission.

I’ve started looking at my county’s ALUC agendas, but each of these items seem like they’re a hundred pages long. I’m not a lawyer, what do I do? Do not become intimidated by the length, most of the length comes from location maps or architectural drawings of the building, not from details. While that’s not always true, they all come with a staff report where someone at the ALUC has reviewed the proposal and made their first determination. Your job is just to read the staff report and make sure it jibes with the proposal. As a member of the public, you can submit your comments to the proposal by email, letter, or in person at the hearing. There’s no actual need to appear in person. Comments at this early stage, such as providing suggestions on how a project could be changed to better support aviation, may even succeed in getting some changes made. In many cases, the ALUC will suggest certain conditions that must be met to build out the project. This is your chance to influence the process at the beginning. It is much easier for a developer to comply with the ALUC recommendation than to go through the process of overriding the ALUC’s recommendation.

What is a reasonable project? For those who are interested in the details, Caltrans has produced an Airport Land Use Planning Handbook to explain that.¹ It will often be referred to as the “Handbook” or “Caltrans Handbook.” It has the detail needed for [closet] attorneys to argue over details. This detail is extra. Your job is to go for the obvious; a hospital subject to repeated overflight or flight within 1000 feet is not a good idea. Take your piloting skills and think about what they’ve missed, like ignoring the noise abatement procedures at the airport in their analysis.

Remember, land near an airport is cheap and available. So long as the proposed project will not shut down the airport or shorten the runway, local government will look at any additional revenue or development fees associated with the project as new income, not as income that reduces income from the airport. Your goal is to get reasonable development near the airport that is compatible with the airport, not to prohibit any development. A goal to keep 2 miles of open space around every airport does not work for small close-in airports and would stifle their ability to provide value to the communities they serve.

Go forth and advocate for sensible projects. Consider submitting a comment letter to the ALUC about a project that you find is clearly appropriate (e.g. a storage facility). This will help increase the credibility of the pilot community when we oppose an inappropriate project.

¹ <http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>



REGION 5 NEWS

Community outreach is a priority for LA County airports. Each field is required to host at least one free Open House each year. At Compton (KCPM), there are three free events; the renewed "Air Faire" now termed Woodley's Wings and Wheels, Tomorrow's Aeronautical Museum Open House, and the EAA 96 Model Expo. These occur in March, May and the Expo is scheduled for Sept. 23 this year. (More below), Dennis Lord (Commissioner, LA County Aviation Commission)



Compton/Woodley Airport: The County Aviation Division and our Commission continue to entitle Compton airport use of AIP funding. Recently, the Board of Supervisors approved going out to bid for the \$6.5M replacement of both runways and taxiways. We expect that to commence before year end. In 2010, we garnered a \$10M Federal American Recovery and Reinvestment Act grant to regrade and repave the entire airport over a year in four phases. Therefore, we are in pretty good shape with proper drainage and no standing water.

At EAA 96, our Young Eagles program is flourishing with monthly rallies and STEM activities while youth await their rides. Our partnership with talented aerospace personnel from Los Angeles Air Force has been instrumental for this new energy. We have already exceeded last year's totals in four months. Next up is our June 24 rally at CPM at noon and we welcome all youth from ages 8-17. Watch our calendar for these in our newsletters on our EAA website at www.96.eaachapter.org. These rallies are rotated between CPM, TOA, and HHR. If you are passing by on the ground or in the air, stop in and see for our progress for yourselves. If the door is open at EAA 96 stop in for a snack or beverage and catch up on our current aircraft build projects. Tell them Dennis sent you! Dennis Lord



El Monte Airport: KEMT is now officially known as San Gabriel Valley Airport. Gabe Lopez, President of the San Gabriel Valley Airport Association, has visited the governing agencies of 31 surrounding San Gabriel valley cities to let them know that KEMT is their airport.

At KEMT, Phase 2 of the tarmac resurfacing project is slated to begin in August and last six months. First, the area (including all hangar areas) will be resurfaced from the fuel pit south to the southern end of the airport, Then, likely in December, resurfacing will occur from the tower to the northern end of the airport. The resurfacing will cause 26 hangars which currently sit on the tarmac to be lost. Many of those tenants are a bit displeased. The San

Gabriel Valley Association has a monthly meeting with interesting speakers the third Wednesday of the month at 7:00 PM in the terminal building. Kevin Baines



Hawthorne Municipal Airport: HHR has won the battle of Parallel Approaches with LAX and the Approach Waiver became permanent in 2017. The HHR Tower hours were extended when LAX was faced with the three-year program to rebuild their runways.

The long standing HHR departure waiver was canceled in late 2016 due to loss of separation with LAX Arrivals, causing unacceptable IFR Departure delays. The fix is in the works and will include a "No Transgression Zone" between the HHR Departures and LAX Arrivals.

A new IFR RNAV departure and SID are being developed for HHR. The **Obstetrical** Departure Procedure, (ODP) for HHR will be enhanced, and Pilots will be reminded to turn to the new departure heading of 205 immediately after passing 400 ft AGL when departing from Runway 25. If that is not done they could find yourself subject to a Traffic Analysis Review Program (TARP). That is a modern "electronic tattle tale" that tells the Quality Control Office of So Cal TRACON, or LA Center if separation is lost between two aircraft. Pilots may have an opportunity to discuss the matter with an FAA FSDO Inspector, and find themselves in a "Remedial Training Program" if they miss the turn. Failure to turn immediately after departure may also jeopardize the new HHR departure procedures and waiver so it is recommended that pilots follow the ODP, it is serious business, but no different than many critical procedures from other airports, especially LAX.

More good news is the joint partnership between the City of Hawthorne and the Hawthorne Airport LLC which will soon break ground on new hangars, ramps, and taxi lane on the last "Old" section of HHR the Northwest end of the airport.

The unique support of the Hawthorne City Mayor, City Council, City Manager, City Staff, and the Hawthorne Citizens and Home Owners Associations has been significant to the development of the airport since the election in 2000 when developers tried to close HHR. The 71% vote by the citizens to keep their airport was a great triumph. The support in the past year and a half by the current city leadership has been especially outstanding.

Finally, business is booming at HHR. Advanced Air Management Inc. the parent company of Advanced Air Charters, LLC., Jet Center Los Angeles LLC., and Hawthorne Airport LLC., has experienced significant growth in 2016 and 2017. Star Helicopters has added 135 approval to their already successful Tour business, and 141 flight school operations. Security Aviation Maintenance is busier than ever. Wolfe Air and Aerial Filmworks seem to hold the aerial filming business



steady. Even Beach Cities Aviation Academy, the fixed wing pilot school with two Designated Pilot Examiners has stayed busy turning out pilots. Eureka Restaurant Chain is headquartered at HHR and the tasting kitchen is open daily. And Space X, the hometown giant, is moving forward with the Space Exploration business with many successes in the past year. The Hawthorne Airport success is attributed to hard work, great staff, good leadership, and again an outstanding City Council, and City Staff, along with a community that is proud of their airport.

As the Fifth Runway of LAX, HHR has come full circle as a reliever airport, and a partner to all the GA airports in the LA area. **Pat Carey, DPE, Chair, Southern California Airspace Users Working Group (SCAUWG)**

Los Alamitos Army Airfield: Continues to support a myriad civil and military operations in the Southern California area. KSLI currently has several permanent tenants that call the airfield home - to include the 63rd RRC, MEDEVAC UH60 unit, and fixed-wing C12 unit. The AAF also hosts CA ARNG Aviation units which include the 1-40th UH60 Air Assault Battalion and the 640th General Support Aviation Battalion (GSAB).



KSLI also hosts the USDA MEDLY outfit, which houses and flies King-air fixed-wing aircraft from the field daily in support of the MedFly Eradication program. Operations have been steady and busy with rotational units monthly to include the USMC, and US Navy.

KSLI also hosts selected landing permitted civilian and municipal agencies to include the LAPD, OC Sheriffs, US Customs, and more. The proximity to the "urban environment" and helicopter friendly environment at Los Al makes it the perfect hub for rotary-wing operations in the LA/SoCal area. Los Al continues to be the busiest and most active Army Airfield in the country, with multiple civil and military flights and operations. **Jeff Sibley,**

LTC, USA, Base Commander

Redlands Municipal Airport: Construction of new airfield lighting and signage project is 75% complete. The project cost was slightly over \$1M, funded with FAA AIP grants, Caltrans grant and the balance by the City of Redlands. Scheduled completion by June 2017.

Hangar 24 held it 9th annual airshow, AirFest 2017, at Redlands municipal on May 20th. We are hearing we had 20,000 visitors at REI that day. Here is links to read plus video coverage of AirFest 2017 at: www.airshowvid.com



We are an online multimedia aviation website that covers military and civilian aviation events in the United States.

Three new Airport Advisory Board Members were selected by the City of Redlands to replace 4 board members (3 termed out and one resigned). Two of the three selected are RAA Directors, James Hoyt and RAA Treasurer Ensen Mason. The Airport Advisory Board acts in an advisory role to Redlands City Council on all airport matters. **Ted & Cindy Gablin, Bob Pearce**

Van Nuys Airport: VNY continues to experience growth through development on the field and in the community relations department. Recent RFP's awarded to Jet Aviation and Clay Lacy Aviation are providing a refreshment of the 85 year old San Fernando Valley airfield.



The Pacific Aviation Development Corporation is nearing the completion of a multiyear development call The Park. A propeller only area of almost 35 acres that is exclusive to under 12500# category 1 aircraft. A self-serve fuel site and do it yourself wash rack are now open to aircraft owners and transit aircraft. Completion of the terminal with a top-level restaurant will make KVNY a destination for that \$100 hamburger. Elliot Sanders

Corl Leach, President, CalPilots, and Edward Story, Region 5 VP, attended the VNY Prop gathering June 7th at the new hangars. The party was complete with a band including the guitar work of Tom Rincker, President of VNY Prop. Corl spoke to the value of CalPilots involvement. Ed spoke to the current status at KSMO. **Edward Story**

Zamperini Field: Torrance Airport Association ("TAA") hosted a very successful visit from The Collings Foundation, a living history group of WWII bombers. About 2,000 people visited the airport, 320 bought rides and over a thousand more took ground tours. TAA also put on their second annual STEM Day at the airport for 100 area high school and middle school students. They had a full day of hands-on classes put on by airport businesses. The Western Museum of Flight enjoyed a record number of visitors and gift shop sales during the event.



Anne O'Brien organized and executed the STEM day and the feed-back we got was that both the students and teachers thought the event was outstanding and they want to do it again!

TAA is forming an Air Logistics Emergency Response Team (ALERT). We flew a mission in the Watsonville exercise in May, learned how a real emergency response would be executed, began FEMA training courses, and received a grant from Boeing Employees Community Fund to purchase equipment. We are planning an exercise in the fall. **Anne O'Brien and Jim Gates**





STRANGE AIRPORTS (PART 1)

Karen M. Kahn, Director Region 4, Retired Captain, Master Flight Instructor

Strange airports are kind of like checkrides. Every pilot has some concern about them and the amount is often directly proportional to their advance preparation. If you've done your homework it's much easier to deal with what's an inevitable and very enjoyable part of flying...heading off to new places and experiencing, first-hand the fun of flying to a new locale.

"Strange" can have many different meanings, ranging from unfamiliar, to different, weird, unusual, or difficult. Depending on who's talking, the level of their pilot skills and prior experience with that airport, you may even find "strange" applied to *your* home airport and wonder what all the fuss is about.

We all have our own lists of "good" and "bad" airports and the latter are often ones we've not flown into – at least not solo. Those strange airports are usually ones we've either heard hanger tales about (often exaggerated to enhance the status of the storyteller) or had trouble with in the past. We tend to avoid them and by doing so, our fears about them often become unjustly magnified and likely blown out of proportion.

Many factors can be responsible for the bad press some airports receive. It may be due to winds, unpredictable weather, a complicated layout, convoluted local procedures, minimal facilities or maybe it's just the locals and how they treat transient pilots. I learned to fly at Gness Field, an airport which had such strong crosswinds that it was off limits to solo students based across the SF Bay at Oakland's big, multi-runway, tower-controlled field. To me, a pilot who "grew up" at Gness (and consequently hadn't heard the references to "strange or difficult"), it was home, sweet home.

If you're familiar with an airport's quirks you'll find the only thing strange about it is the undeserved label some other pilots give it. The key to changing an airport's "bad rap" status is to find someone who's knowledgeable about the field to brief you. Lacking that, find a way to familiarize yourself with the various important details in an orderly manner – just like you might receive during a face-to-face briefing from a local instructor pilot.

Finding a new airport you've never flown to before is a form of trail-blazing, particularly if you're flying VFR. It's much easier to find the field when you're IFR. The correct runway (and of course, the airport) will magically appear at the end of your instrument approach with relatively little looking, wondering or waiting. Matter of fact, I know some pilots who file IFR regardless of the weather and admit they obtained their instrument tickets for just that reason.

It's not easy if you're VFR. You'll need to plan ahead, crosscheck landmarks with your chart, use any available nav aids, and remember that GPS is not the total solution. You should "see" the airport with your own baby blues in time to adjust your speed and altitude, enter the correct traffic pattern, make a normal approach and landing.

Spotting the airport involves what I call the "hi/low" dilemma. Should you stay at a higher altitude to help you find the airport...and then lose the excess altitude at the last minute, probably to the discomfort of you and your passengers? Or, do you begin a gradual descent at a reasonable distance, hoping you'll spot the field with sufficient time remaining to accomplish all the necessary pre-landing preparations?

The solution to this common problem is simple. When in doubt, overfly the airport at altitude (at least 1000' above the traffic pattern altitude), figure out the lay of the land and then return for a landing. The adage "one peek is worth a thousand words" is certainly true in the aviation world, particularly when you're a first-timer, looking for the field.

I learned this lesson the hard way, many years ago, while approaching the terminus of the 1972 Power Puff Derby (transcontinental) air race. Not having the luxury of time to spare, I elected to make a long descending final toward what I thought was the correct airport (and runway) we were supposed to fly by to mark our time across the finish line. Unfortunately, what I *thought* was a runway turned out to be a mirage. We ended up at pattern altitude, 5 miles south of our goal, staring straight ahead at a deserted country road. Not a good race strategy when every minute counts.

The other side of the coin happened a few years ago when I flew to an unfamiliar airport for some maintenance on my Baron. I did my preflight planning carefully and, by noting local landmarks, using DME distances and VOR bearings, all supplemented by a GPS distance, I found that during the descent, the airport magically appeared right ahead of me, just as I reached pattern altitude. I smiled, remembering some of my faux pas of yesteryear and then looked around for some nearby landmarks to help me find the field during my next visit.



Probably the hardest thing for any pilot to handle is the departure out of an airport that you haven't flown into. That is, you arrived at this location by some other means and now you must instantly familiarize yourself with the area, the procedures, the layout and all the airport details you'll need, prior to taxi. Once again, thorough preflight planning will relieve you of much of the natural anxiety over what's where and how do I get from here to there?

The "strangeness" of unfamiliar airports will, I've found, continue throughout your entire aviation career. The keys to keeping those unknown factors to a minimum are threefold: 1) ask questions, 2) pre-plan your trip carefully and 3) confess when you're not sure or think you might be "temporarily disoriented" (aka lost).

Asking questions sounds like an easy enough solution, but you'd be surprised at how many pilots don't, or won't. I recommend you talk to other pilots, and be sure to ask them specific questions. Which runway did you use? What kind of traffic pattern? Are there any landmarks that stand out like rivers, mountains, special terrain or man-made features to help you find the airport sooner? How far out could you pick up the ATIS? Which FBO did you choose and why?

Listen carefully during hanger-flying sessions and ask questions about any items that may concern you, be it the local terrain, or how to get an IFR clearance when the tower's closed. Most pilots are happy to share their inside information about an airport, since everyone was once in your same position. Hopefully, one day you'll find yourself "paying it forward" to someone who has the same need to know.

To get the most out of your knowledgeable source, outline your plans (and concerns) and ask for alternate suggestions, particularly if you're planning a long cross-country trip with a flexible itinerary. Learning how the locals do it can relieve a lot of preflight stress and make your trip much more enjoyable.

My second suggestion, pre-planning your flight, may sound like old news to many of you. But there's a lot of help available, beginning with charts, either electronic or (gasp!) paper which come in a variety of flavors, including sectionals, terminal area charts, approach charts, and airport diagrams. The on-line assistance from the various electronic sources provides detailed overviews of specific airports is a great addition to safety and is designed to help you navigate safely on the airport surface. For you round-dialers, I use www.airnav.com a lot just to give me general airport info, then delve into Foreflight or any of the other electronic flight planning programs.

After I've got a good idea of where the airport is in relation to major landmarks and how it's generally laid out, I'll check out more detailed airport info and look for airport-specific websites that provide more detailed information. One of my first concerns is to determine where the airport lies in relation to local nav aids and VFR landmarks. Are there any other airports nearby that I might confuse with my destination? Then, I'll start writing notes on my sectional or enroute chart. When should I begin my descent to allow for a slow, shallow descent (which your airplane's engine will greatly appreciate)? When should I start listening for the ATIS or ASOS and when to tune in approach control (if I'm not already with them for flight following) or start listening to the Unicom to get familiar with what's happening at my destination?

When I get my weather briefing, I'm always looking for NOTAMs or other information available concerning my destination. The last thing you want to learn on an approach to minimums is that the glide slope is out and has been for the past 10 months! This happened to me some years ago, going into New Orleans Moisant Field. Unfortunately, the FDC NOTAM that described that fact has been conveniently left off our airline's weather summary. Learning late that the approach was to be a non-precision one with multiple step-down fixes, took more hand-eye coordination at changing altimeter bugs and re-reading charts for new minima and procedures than I care to do on short notice.

A handy trick that many corporate pilots use to avoid last-minute surprises is a simple phone call. Telephone ahead to the FBO and get answers to your detailed questions. You may ask to speak to a CFI or pilot who's familiar with the field and have them give you a phone briefing. Be sure to let them know of any special requests or needs you may have.

Basically, you'll need to be your own 1-person flight department and do for yourself what many big companies hire several people to do: complete all the pre-planning that's required to make the trip go smoothly. Many years ago, I flew a Lockheed JetStar to Israel. They provided routings, flight plan filing, weather briefings, overflight and landing permits, hotel accommodations, parking and tie-down, fueling customs, sightseeing and innumerable other details.

When we inquired about flying into Haifa from Tel Aviv, we learned that it was better left to a smaller aircraft due to the short runway length. We ended up chartering a Navajo for the 40-minute trip and I sat in the right seat at my boss's request. Talk about strange airports. The communications for the entire trip were conducted in Hebrew (as were their charts) and the only word I understood on the radio during the entire flight was the instruction to "back taxi".





IN SEARCH OF THE PERFECT \$100 HAMBURGER

by Joe Borzelleri, VP Region 2

I have been looking for the perfect \$100 burger (pizza, taco, burrito, pancake, pie) for many years now. Like most pilots, I really don't need much of an excuse to go flying. But, if there is some great food at a destination airport, it makes it more fun being on a mission to get a tasty meal! There doesn't necessarily need to be a restaurant on the field to find a great burger.

A favorite destination airport for breakfast is located at Willows ([WLW](#)). Located on the field is Nancy's Restaurant ([www.nancysairportcafewillows.com](#)). They have an excellent menu for breakfast and lunch and it is not pricey. They also have excellent pies! Another favorite is Wings Cafe at Auburn ([AUN](#)). They also have an excellent breakfast and lunch menu and on any given Saturday, you just might see Chuck Yeager there!

A fun and not so we'll known restaurant destination is located at the Oroville airport (OVE). It is known as the Table Mountain Golf Course Grill. You can taxi right up to the golf course and park right next to the restaurant. They have a menu of burgers, sandwiches, hot dogs and salads. They also serve breakfast and the Eggs Benedict are my favorite.

Bacon Waffle! Do I have your attention now?

The Two Niner Diner at Petaluma ([O69](#)) has them! This is a fun and beautiful flight from the Central Valley. During the summer, you will need to plan accordingly for fog.

A frequent stop for me is Rancho Murieta ([RIU](#)). There is not a restaurant on field, but within a 5-minute walk there are several. You will find Mexican & Chinese food, a coffee shop that serves breakfast, a sandwich shop and a very good pizza place called GoFore Pizza, rated #1 on TripAdvisor. The pizza is served by the slice and they have a great lunch special that includes a slice of pizza, salad and a drink for \$8.29.

A short hop from RIU is Lodi ([103](#)) and the Lodi Airport Cafe. If have been looking for a \$100 fresh baked scone, this place has them! They have a great breakfast & lunch menu. My favorites here, are the scones and the Apple pancakes. This is a busy Jump Zone. Keep your eyes open for skydivers and the frequent takeoffs and landings of the Twin Otter jump plane. The calm wind runway is 26, but the jump plane typically uses the diagonal runway, 12/30.

Columbia airport ([Q22](#)) does not have a restaurant on field, but there are several places to eat within a 10-minute walk into an old western gold mining town. You can find breakfast, sandwiches, pizza, ice cream and my favorite, Mexican food at El Jardin.

If you are a true foodie and can't make up your mind on what type of food you want, an excellent airport to stop for lunch is Vacaville/Nut Tree ([VCB](#)). The old Nut Tree restaurant is long gone, but there are many choices in the shopping center. Everything from burgers, burritos, sandwiches, sushi, pizza, pancakes, ice cream and even jelly beans! Also, the Legends of Flight Museum hosts a pancake breakfast on the 4th Saturday of the month. They have some secret recipe pancakes and some amazing sausage patties for \$5. You will also see some unique antique aircraft that fly in and display here.

If you are traveling to Central California, then Harris Ranch is a perfect stop for fuel and breakfast or lunch! They serve breakfast, lunch and dinner. The menu is extensive and has something that even the most discerning (picky) eater will love. Also, they offer a discount of 10% when you show your pilot's license, whether you fly or drive in. Paso Robles ([PRB](#)) now has the One Niner Diner, which is amazing for breakfast and lunch.

Will we ever find the perfect \$100 hamburger? I hope not! We will have our favorites, but I don't think that we will ever find it, and that is OK with me! If you have a favorite place to fly to and get breakfast or lunch, please send an email and tell me about it!



\$2000 Hamburger



FLYING THE SAN FRANCISCO “BAY TOUR”

A single line in Phil Corman’s article “*Flying in Class B, Class C, Class D, MOA, and Restricted*” in the May/June 2017 issue of CalPilots really caught my eye: “My best example [of Class B flying] is the Bay Tour in San Francisco...” It made me smile. I fly lots of IFR cross country, both when I was a cargo pilot and now as an attorney. I’m always going somewhere.

But the “Bay Tour” is my favorite flying trip, and guests are always excited to see the Bay Area sights by air.

The Bay Tour starts at San Carlos Airport, flies up along Highway 101, skirts SFO, continues over downtown, and drops you off at the Golden Gate Bridge, Alcatraz, Angel Island, and the Bay Bridge/Treasure Island. You can do the Golden Gate Bridge without the Bay Tour, but being about 1000 feet over SFO is a unique view of a large airport at work.

Getting To San Carlos (KSQL)

San Carlos Tower is the ATC facility that coordinates Bay Tours with SFO, not NorCal Approach (they are too busy generally). If the weather is not VFR, it is unlikely Bay Tours are available. Getting to KSQL from the South is easy, fly straight there... but mind your altitude. Class Bravo airspace is getting lower and lower. You will need to ultimately be at less than 1500 feet. From the East, put the “cement plant” into your GPS (“VPWFR”), and again, look out for descending altitudes. From the North, ask NorCal for the “Oakland Transition” [See Inset].

Typical Oakland Transition:

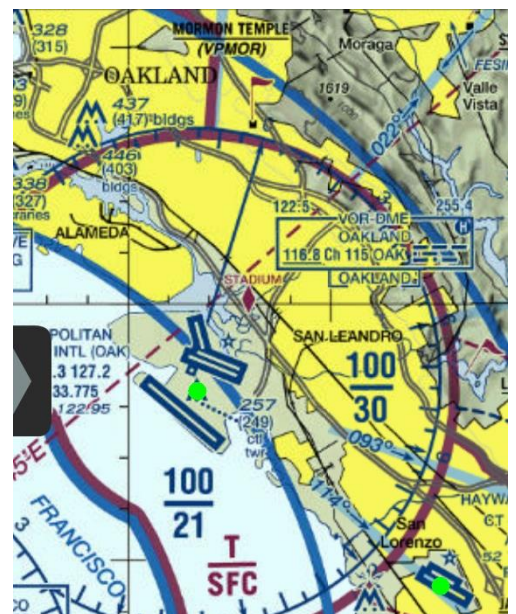
- Mormon Temple (“VPMOR”) at 2500 feet
- Oakland Coliseum at 2000 feet
- End of runway 29 (“the numbers 29”) at 1500 feet
- Mid-span San Mateo Bridge (“VPMID”) at or below 1400 feet (Class Bravo starts at 1500 feet, they really mean 1200 feet or so)
- Direct KSQL (which really means direct to the Cement Plant (“VPWFR”))

Request the Bay Tour

When in range of San Carlos Tower (119.0), upon contact, inform them you are looking for a “Bay Tour.” They will tell you not to enter Bravo Airspace and should tell you to “hold South of Highway 92 and West of Highway 101” at a specific altitude (less than 1500 feet). This is identified by the green box on the chart. When the Bay Tour is ready, San Carlos Tower will have you contact San Francisco Tower (120.5). YOU ARE NOT CLEARED INTO BRAVO YET. Contact SFO tower, inform them you are South of 92 awaiting a Bay Tour. They will clear you into Bravo. Until you hear the words “Cleared into Bravo Airspace” you are not allowed to go North of Highway 92.

The Bay Tour

You will be cleared into the Bravo to fly along Highway 101, keeping the freeway on your right. If you are lucky, as you come up to the end of Runways 1R & 1L, you may be told to hold for someone departing Runways 28L&R. What a fun view of a big plane taking off! Once past the airport, you will be told to climb, likely to about 2000 feet to fly up 101 towards San Francisco. Further North this will cause you to exit Bravo airspace. At that time, they will hand you off to NorCal. You are not authorized to return to Bravo Airspace and again are responsible for maintaining your altitude to avoid this issue. Now flying over downtown San Francisco, take in the view,





head over to Golden Gate Park, the Bridge, and Angel Island. While you can do “Eights on Pylons” over the Golden Gate Bridge, it is not advised. The goal is to sightsee.

Heading Home

When you are done with the obvious sights, you have three choices to end your tour: 1) Head up to the Marin Headlands to the Northwest, 2) Head towards Oakland/Sacramento (East/North), or 3) Fly the Coast back to the South. If you choose the last option, beware of the charted NOAA altitude restrictions for overflight of marine sanctuary spaces. While CalPilots believes these restrictions to be unlawful as contrary to the FAA’s exclusive control over airspace, challenging any fine assessed for violating the NOAA’s prohibition would be an expensive proposition. That said, if you time it right, you can watch the sun set over the ocean on your way to a dinner in Monterey or stop by Half Moon Bay Airport and walk to a restaurant (South 1.2 miles) or check out my favorite, the Moss Beach Distillery (Northwest 1.8 miles).

WHO'S WHO ON THE CALIFORNIA GENERAL AVIATION COMMUNITY TEAM

As a baseball fan, I wouldn't think of attending a game without possessing a roster of the players. The team coach, however, needs a bit more insight.

CalPilots has resumed making the rounds to personally meet with leaders of local aviation association and groups to discover what

roles and level of engagement they wish to have. I recently made the journey to meet with Tom Rincker, president, VNY Propeller Assoc. [VNY] and Mark Bassam, president, Brackett Airmen Association [POC]. These pilots bring a great deal of enthusiasm to advocating for General Aviation. Yet like most every volunteer organization, they're in need of additional people willing to contribute a bit of time and effort to raise the flag promoting the benefits of GA.



Mark Bassam, Pres. Brackett Airmen Assn
with Corl Leach, Pres. CalPilots



Tom Rincker, Pres. VNY Propellor Assn
with Corl Leach

JOIN THE CALPILOTS TEAM

As a CalPilots Team Member, you will help to not only Save Our Airports, but to help them to “Grow and Thrive” as key components of the local and state economy. Our airports Fight Fires with CalFire, Provide Public Safety with CHP, Provide Disaster Relief (DART) after Earthquakes, Floods and other disasters, Fly people to Medical Services via Angel Flight, Rescue Dogs via Pilots for Paws, Introduce Kids to Flight via Young Eagles, and great events for families at the Airport. Be the Eyes & Ears for your airport

Join CalPilots!



WE WANT YOU!



Regional



Region 1	Redding Municipal Airport is under construction. The West Apron Pavement Reconstruction Project is already underway. The airport will be reconstructing the pavement on the main Aircraft Tie-down Area. The project is anticipated to be completed by September 2017. Please check out their Facebook page to see details as they move forward.
Region 2	Aircraft Display Days at O52 on the 1st Saturday of each month, at MYV on the 4th Saturday. Truckee Tahoe Airshow, Sonoma Schellville Airport Display Day and Nevada County Airport Day on July 8th. Colusa County Old Time Fly-In on July 15th. Nut Tree (VCB) Legends of Flight breakfast 8am - 11am, pancake breakfast on the 4th Saturday of the month.
Region 4	The Region 4 Team of VP Phil Corman & Director Captain Karen Kahn are putting the first annual CalPilots Expo in Paso Robles (October 13-14) program together. Wine Receptions, Pancake breakfast, Cheesesteak Lunch, Seminars for Pilots & Passengers and more.

DEPART FROM AVERAGE.

Churchwell White LLP

PUBLIC LAW | GOVERNMENT RELATIONS | REGULATORY ADVOCACY | CHURCHWELLWHITE.COM





All Pilots and Aviation Enthusiasts are
Invited to Attend this Special Evening
at Oshkosh with guest speaker,
Adrian Eichhorn

Tuesday, July 25, 2017 • 6 PM
in the Nature Center

\$30 in advance by credit card only

Pre-register and pay by July 21, 2017

www.99sOshkoshdinner.com

email: 2017dinner@ninety-nines.org



Adrian Eichhorn currently flies for JetBlue Airways on the Airbus 320 and holds several type ratings. Credentialed as an ATP, CFI, CFII, MEI, AGI, IGI & IA, he is also type rated in the Gulfstream IV, III, II, 200, Challenger 604 and Cessna 560 Excel. Prior to JetBlue he flew for the FAA, NASA, General Dynamics, and the Washington Redskins. He has received numerous national awards including the FAA National Safety Counselor for 2001 and National Aviation Technician of the Year in 2016. He is the sole recipient of both of the highest honors given by the American Bonanza Society. Adrian also served 20 years in the U.S. Army Corps of Engineers retiring as a Lieutenant Colonel. His last four years in the Corps were spent as the Strategic Nuclear Operational Plan Advisor to the President of the United States and the Chairman, Joint Chiefs of Staff.

CALIFORNIA LEGISLATIVE TRACKING



California Aviation Related Legislative
Bill Analysis Summary
Prepared by the

California Department of Transportation
Division of Aeronautics
October 7, 2016

Keep up-to-date on the California Legislature at:

http://dot.ca.gov/hq/planning/aeronaut/documents/leg_reports/



CalPilots

ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

EXPO

FRIDAY (FREE TIME)
5-7:30PM WINE & FOOD RECEPTION w/MUSIC

SATURDAY (8AM-4PM)
PANCAKE BREAKFAST
ANNUAL MEETING & ELECTION
LUNCH (CHEESESTEAK SANDWICHES)
KEYNOTE SPEAKER: CAP. BRIAN SCHIFF
"GA SAFETY TIPS FROM AIRLINE CAPTAIN"
SEMINARS

PILOTS:	BASIC MED SUPPORT YOUR LOCAL AIRPORT
PASSENGERS:	FLYING COMPANIONS CALIFORNIA DESTINATIONS

EXHIBITORS ALL DAY
STATIC AIRCRAFT DISPLAY ALL DAY

PASO ROBLES (KPRB)
OCTOBER 13-14, 2017



WWW.CALPILOTSEXPO.COM

SPONSORED BY





THINGS TO DO ON YOUR OWN
ESTRELLA WARBIRD MUSEUM
HEARST CASTLE
WINE TASTING





CalPilots Partners



Worldwide Distributor of
Certified and Homebuilt Aircraft Supplies.

1-877-4-SPRUCE

www.aircraftspruce.com



1-855-942-6427

www.hangarnetwork.com



Lincoln, CA [KLHM] 1-916-730-0788
www.lincolnskywaysinc.com



(707) 263-0412

www.LASAR.com



Aurora, Oregon [KAUO]
800-353-0370
www.pca.aero



(805) 782-9722

www.ACIJET.com



Fresno, CA 1-559-422-7867
www.roodravens.com



Davis, CA [KEDU] 1-530-752-3067
www.calaggieflyers.com

Churchwell White LLP

916.468.0950
www.ChurchwellWhite.com



(Website host for CalPilots)
Loma Linda, CA
<https://backyllchosting.com>

The California Pilots Association thanks these Business Partners whose generous support enables the continuing mission to preserve, protect, and promote California's General Aviation Community and Airports.

Become a CalPilots Business Partner ... \$250/year. Visit www.calpilots.org or call and leave a message at our toll-free answer line: 1-800-319-5286.





CalPilots Partners



AIR GALORE

MENDOCINO LLR BOONVILLE D83

AIRCRAFT • CAR RENTALS

www.air-galore.com

Mary 707-972-4498 c3458j@gmail.com



ATLANTIC AVIATION's FBOs in CA:
[BFL], [BUR], [CRQ], [LAX],
[PSP], [SCK], [SJC], [SMO], [SNA]
www.atlanticaviation.com

Signature
FLIGHT SUPPORT
BBA Aviation
www.signatureflight.com

**Become a
CalPilots Business Partner
HERE**

GUSTINE AIRPORT FLY-IN
KEEPING AVIATION ALIVE!
SEPTEMBER 23, 2017
9:00AM - 3:00PM

FREE DONUTS & COFFEE IN THE MORNING!
FREE LUNCH FOR ALL PILOTS THAT FLY-IN!

KID'S ACTIVITIES
FOOD BOOTHS
AIRCRAFT TOURS
FREE DRAWINGS
SILENT AUCTION
ANTIQUE CAR SHOW
INFORMATION BOOTHS
AND MUCH MORE

BIPLANE RIDES AVAILABLE

Hosted by the Gustine Airport Commission and the City of Gustine
Sponsorships and Booth Spaces Available!
For Information call 209-854-6471

**Fly on the Flabob Express:
Douglas DC-3**



Fly Back into the Golden Age of Aviation

**For more information visit:
CENTRALVALLEYAVIATION.COM**

SEPTEMBER 29 - OCTOBER 1, 2017
FRIDAY: NOON TO 5PM
SATURDAY: 9AM TO 5PM
SUNDAY: 9AM TO 3PM
Fresno Chandler Executive Airport

TICKETS
ADULT \$90 • CHILD (12 AND UNDER) \$65

HOSTED BY:
CENTRAL VALLEY AVIATION ASSOCIATION

The California Pilots Association thanks these Business Partners whose generous support enables the continuing mission to preserve, protect, and promote California's General Aviation Community and Airports.

Become a CalPilots Business Partner ... \$250/year. Visit www.calpilots.org or call and leave a message at our toll-free answer line: 1-800-319-5286.



CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____ ¹ Home Airport: _____

Address: _____ City: _____ State: _____ ² Zip: _____

Home Phone: (____) ____ - ____ Work Phone: (____) ____ - ____ FAX: (____) ____ - ____ Cell Phone (____) ____ - ____

Email: _____ Aircraft: _____ N#: _____

Membership Options Please Circle One New Renewal Individual: \$35 Pilot Organization: \$50

Aviation Business: \$50 Business Partnership: \$250 Lifetime: \$500 Additional Donation \$ _____

Please send your check with the application, or fill out credit card information. MasterCard ____ or VISA ____

Card# _____ Expiration Date ____/____/____

Signature _____ Date _____

CALPILOTS is a 501(c)(3) organization — membership dues and donations may be tax deductible.

Donation \$ _____ ³ PAC Donation \$ _____ (Political Action Committee- not tax deductible)

³ Occupation _____

Employer _____

1. Required

2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known)

3. For Political Action Committee (PAC) donations over \$100, above information required by law

Renewals or New Memberships only please mail to: California Pilots Association, 1414 K St., 3rd Floor, Sacramento, CA 95814

>>Note: Please use the above address only for membership applications and renewals<<

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE: www.calpilots.org

PRESIDENT

Corl Leach

(916)-276-5216 Cell)

President@calpilots.org

VP Region 1

Paula Jessup

(530)-708-1436

Paula.Jessup@calpilots.org

VP Region 2

Joe Borzelleri

(530)329-4573

Joe.Borzelleri@calpilots.org

VP Region 3

Carol Ford

(650) 591-8308

Carol.Ford@calpilots.org

VP Region 4

Newsletter Editor

Phil Corman

(805) 769-8750

Phil.Corman@calpilots.org

VP Region 5

Edward Story

(310) 827-1600

EdStory@calpilots.org

VP Region 6

Kurt Knepper

(949) 395-9692

Kurt.Knepper@calpilots.org

Director of Communications

Chris Novotny

Chris.Novotny@calpilots.org

Director-at-Large Region 1

Paul Osterman

(530)-524-9580

Paul.Osterman@calpilots.org

Director-at-Large Region 2

J. Gill Wright

(303) 435-8178

gill.wright@calpilots.org

Director-at-Large Region 3

Andy Wilson

(510) 489-5538

Andy.Wilson@calpilots.org

Director-at-Large Region 4

Karen Kahn

(805) 689-2686

Karen.Kahn@calpilots.org

Director-at-Large Region 5

Peter Albiez

(818)445-2027

Peter.Albiez@calpilots.org

Director-at-Large Region 6

Bill Sanders

(858) 7524000

Bill.Sanders@calpilots.org

Secretary

Charlene Fulton

(209) 480-8740

Charlene.Fulton@calpilots.org

Treasurer

Walt Wells

Walt.Wells@calpilots.org

Chapter Administrator & Coordinator

Airport Reps

Dave Williams

(650)-224-5608

Dave.Williams@calpilots.org

Exec Admin

(800) 319-5286

Admin@calpilots.org

Advisory Council

Bill Turpie

916-759-6898

Bill.Turpie@calpilots.org

Doug Rice

(408) 354-5824

Doug.Rice@calpilots.org

Jim MacKnight

(408) 779-0301

Jim.Macknight@calpilots.org

Jack Kenton

Jack.Kenton@calpilots.org

John Pfeifer

John.Pfeifer@calpilots.org

General Counsel

Karl Schweikert

Counsel@calpilots.org

DART Program Manager

Paul Marshall

Paul.Marshall@calpilots.org

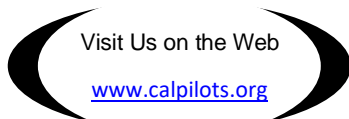
CALIFORNIA PILOTS ASSOCIATION REGIONS





Phone: (800) 319-5286
E-mail: inquiries@calpilots.org

CalPilots Association is a nonprofit,
mutual-benefit 501(c) (3) California
Corporation



NONPROFIT
U.S. POSTAGE
PAID
SAN CARLOS, CA
PERMIT NO. 4



July 24-30	Airventure in Oshkosh
September 9-10	Capital Airshow, Mather Airport KMHR, www.californiacapitalairshow.com
September 23-24	California International Airshow, Salinas, KSNS. www.californiacapitalairshow.com
October 6-8	Fleet Week in San Francisco. http://fleetweeksf.org/air-show/
October 13-14	CalPilots Annual Member Meeting in Paso Robles KPRB.

