

# CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

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[www.CalPilots.org](http://www.CalPilots.org)



## PRESIDENT'S PERSPECTIVE



I'm going to slip a little sleight-of-hand in the column this issue, with my own proclamation that the future of General Aviation doesn't lie in safer aircraft or even safer pilots. It lies inside the local ballot box. By growing an engaged General Aviation Community that works purposefully to educate the citizenry (voters) and decision makers, an airport can survive and thrive.

Identifying candidates willing to support the local airport as they move up the political hierarchy is crucial to its longevity. More than one account I've heard regarding Santa Monica lamented that real estate developers patiently assembled a sympathetic City Council over many years while aviation fans were content in the believe that the FAA would protect the aerodrome because of some legalese in a document written long ago. Sorry to break the news, but even the term "in perpetuity" has a finite lifespan if anti-airport leaders have the political power.

Remember the 2006 story of Rialto Airport? Its closure was specifically approved through an act of Congress even over the objection of the FAA. Oh, by the way, the people in Congress usually get their political teeth cut in local and county politics. Yes, the same people who you probably didn't think needed to be educated because their role at the time seemed unrelated. Even a Dog Catcher could benefit from knowing that Rescue Animal flights operate at your airport!

Do you ever wonder why it seems every other letter you get from AOPA is a solicitation for their Political Action Committee? It's because AOPA "gets it." Through the AOPA PAC, candidates for federal and top-level state offices can receive assistance.

Candidates running for the grass-roots offices aren't out of luck as the California Airport and Pilot PAC, operated by an independent Board of Trustees champions these races. The CAP-PAC directs donated funds to assist aviation-friendly candidates in local, county, and state contests.

Why am I writing this in May of 2017 when there aren't any "major" elections until next year? Call it "preflight planning" if you wish. This is the time to organize your airport organization, identify the value your facility provides, and begin polishing your pitch. The only thing worse than failing to educate your candidates is misinforming them.

It may be more fun to generate favor for your airport by holding airport open houses and airshows, but the real support for your airport begins at the local ballot box.

Aeronautically,

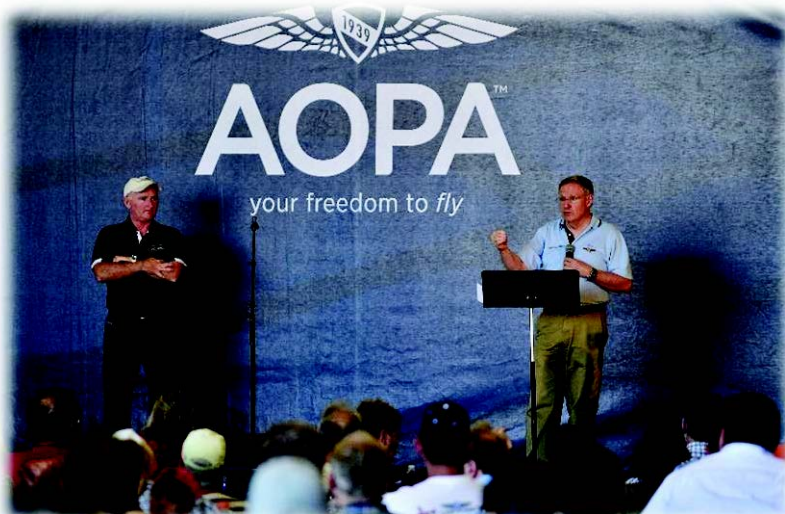
Corl Leach

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# CALPILOTS AND AOPA: PARTNERS IN AVIATION ADVOCACY

For the thousands of General Aviation enthusiasts attending the AOPA Fly-In at Camarillo in late April, the experience was one of marvel. There were multiple seminars and opportunities to view new products. The biggest draw, without question, was hearing directly from AOPA President Mark Baker and the AOPA Headquarters Staff during the Town Hall Meeting.



*AOPA President Mark Baker (left) listens attentively as CalPilots President Corl Leach explains the "Disaster Relief Airlift Team" program to attendees at the AOPA Town Hall in Camarillo.*

The "National News" items were addressed such as the implementation of BasicMed, possible "user fees", and the Santa Monica Airport, a test-case has far-reaching national effects.

Of direct interest to California's aviation community, was Baker calling on CalPilots President Corl Leach to address the gathering. Acknowledging AOPA's support of the CalPilots initiative to create "Disaster Airlift Response Teams" (DARTs) wherever a collection of available GA pilots and aircraft exist, Leach emphasized that "it isn't enough to make your airport valuable, it needs to be indispensable." Forming a DART chapter at your airport leads to its inclusion as a tool in the Office of Emergency

Services' disaster relief planning toolbox and adds municipal recognition to the critical role the airport will play when transportation is limited.

Without question, General Aviation is an activity that requires its participants to be engaged and in this area, AOPA and CalPilots are moving toward more cooperation. CalPilots created the Airport Representative program model in the 1980's at the urging of then Division of Aeronautics Chief Joe Crotti. After a successful launch in California, the concept was embraced by AOPA and evolved into the national Airport Support Network Volunteer (ASN).

Recently, ASNs have been re-directed to communicate directly with the AOPA Regional Representatives. Given the volume of this communication, CalPilots and AOPA's Western Pacific Representative Melissa McCaffrey have embarked on building an effective process by which items of concern submitted by ASNs can be handled by the organization with the most appropriate resources. If it requires "high level" action or significant resources, AOPA gets the call. If it's something in which engagement at the State or Local level is appropriate, then it may be sensible for CalPilots taking the lead.

To make this cooperation work, however, will require more participation by the state's aviation supporters. Of the 243 public use airports in California, more than 70 still lack a designated volunteer. Visit "AOPA.org > Advocacy > Airport Support Network" to find your ASN or to volunteer to participate.

General Aviation Advocacy requires a strong National, State, and Local presence. It is the responsibility of everyone to play an effective role in maintaining this defense by being an involved member of organizations at all three levels.



*Melissa McCaffrey, AOPA Western Pacific Region Manager and CalPilots President Corl Leach share a photo op during the AOPA Fly-In at Camarillo*







## SUPPORT YOUR LOCAL AIRPORT

by Karl Schweikert, CalPilots General Counsel

Do you like having an airport near your destination? I ask, because I know you like your local airport. I'm here to remind you of the old saw... only rich people fly airplanes. When combined with the other reality of real estate, land is cheap near the airport and conflict begins. CalPilots is attempting to stop a specialty surgical hospital from being built under the noise abatement flight path, a half-mile away from Bermuda Dunes Airport, adjacent to the missed approach point and under the VOR-C approach path. Hearings are scheduled for May and June (check the CalPilots website for more details).

Why did they pick that location? Cheap, available land. While many pilots will argue that airports bring millions of dollars of revenue to cities, they fail to understand that unless a new project suggests closing the airport entirely, elected officials are comparing a minimal impact to an existing airport against a development bringing millions of new dollars to a city. Additionally, those developers are likely ongoing campaign contributors.

Let's look at the hospital above. It brings new construction jobs, new high-end medical professional jobs, new security jobs, and so on. The perceived effect on the airport? It's just a building on the ground that doesn't affect any of the approaches to the airport or shorten the runway. That doesn't hurt the airport, so why are the pilots fighting this project? Unfortunately, the answer is it doesn't, until it does. Although flying is a statistically very safe activity, airplane accidents happen; 68 in April, in fact. What happens when the unthinkable happens and an airplane plummets into a hospital during surgery or at night when patients are recovering, but unable to walk? A crisis, public uproar, and attempts to label and close the airport as "dangerous" or "unsafe."

The rarity of aviation incidents causes cities and pilots to become complacent about their airport safety zones. The chances of an airplane crash are very low, but the statistics hide real tragedy. This is referred to as the "Fallacy of Large Numbers." In aviation, it is critical we protect our infrastructure, lest a single accident result in the closure of a precious resource; an airport near our destination. Generally, risk of airport closure remains relatively low in locations that have inadequate or non-existent airline service, but as Santa Monica demonstrates, when surrounded by airline service for the masses, airports are the unnecessary playgrounds for the rich. The business benefit is discounted and "Not In My Back Yard" takes over.

Over the next several magazines, my section will be dedicated to a series of articles on how to protect your local airport, and perhaps more importantly, the airports you fly to and from, from encroachment, closure, curfews, and fee increases which are designed to strangle the airport.

I call your attention to the recent issues with Bermuda Dunes (encroachment), Hayward (rent spikes), San Carlos (potential curfew and noise action), and Rancho Murietta (excessive landing fees). Although Rancho Murietta and San Carlos appear to be linked to individuals wishing the airport would close, Bermuda Dunes and Hayward are about city revenues. Each has a political solution as well as a potential legal solution. The political solution is grass roots, and you can afford it. The legal solution is expensive, time consuming, and likely only will secure a reprieve, not permanent protection, (think Santa Monica).

My future articles will focus on 1) How to defend against encroachment by starting with local Airport Land Use Commissions; 2) How to protect against budget changes (hangar rents, landing fees, etc.) by getting involved with local government; and 3) How to protect against access reductions related to noise, pollution, etc.

The modern world has made defending your airport much easier, but it has also buried local government under the noise of day-to-day events from around the world. However, airports are still controlled by those local governments. In truth, the FAA only protects your right to fly once you are airborne. It is our job to keep these precious assets safe, so individuals can fly and soar without having to belong to the class called "rich."





# WHO ARE CALPILOTS AND WHY IT MATTERS TO YOU

by Phil Corman, Editor

A lot of people ask, "What is CalPilots mission?". That's simple: **CalPilots are advocates for California's General Aviation Community and Airports.** What does that mean, more specifically?

## Pilots or Airports

I'm often asked, is CalPilots about Airports or Pilots? The answer is YES. **General Aviation is a "system"**. It's comprised of airports, pilots, airplanes, aviation businesses, and more. To be an advocate for only one of these components of the system does not recognize that to have a healthy airport, you need a healthy general aviation system. CalPilots understands this and supports all the components that make up a successful General Aviation community.

## Airport Advocacy

First and foremost, we are advocates for California's 243 airports. Airports are too often, under attack by complaints of noise from neighbors or developers who want the land to build upon. Our strategy for advocating our airports is simple. It starts with CalPilots members based at one of the state's airports. They work in concert with the Airport staff and the owner of the airport, typically a city, the county, or privately held. The next escalation point is local organizations such as an Airport or Pilot Association. They then get CalPilots involved, who in turn will

*Strong airports start with a strong working relationship and shared vision between local pilots & businesses and Airport management & staff.*

escalate to AOPA (Airport Owners & Pilots Association). CalPilots is currently negotiating with AOPA to align the AOPA ASN (Airport Support Network) with CalPilots to increase effectiveness and reduce redundancy. CalPilots strongly urges members to develop a strong relationship with Airport Management and Staff as well as City Councils (for municipal airports) and County Supervisors, for county-owned airports.

## General Aviation

The second major foundation for CalPilots is GA (General Aviation). By GA, we include all areas of aviation except Airlines. This includes private pilots, charter operations, medical, law enforcement, firefighting, and the military, and others. CalPilots works hard to protect GA from unnecessary regulation, encroaching Special Use Airspace, Airport Land Use Plans/Commission, and more. This segment of the CalPilots community consists mostly of pilots and support staff.

This advocacy mostly represents those people who conduct takeoffs and landings at airports in California.

## Aviation Businesses (and non-Aviation Businesses on Airports)

This segment of CalPilots helps to represent the interests of Aviation Businesses and also Non-Aviation Businesses operating at the Airport. Aviation businesses include FBOs (Fixed Base Operators), Maintenance & Repair Shops, Avionics Shops, Aircraft Paint Shops and the like. Non-Aviation businesses that operate on Airport properties are also included. The "Ecosystem of an Airport" is a crucial element determining the health and future of airports and General Aviation.

## THE 3 TIERS OF AIRPORT PROTECTION

### National Associations

These organizations maintain a presence in Washington D.C. which is critical to interface to our congressional representatives whom require constant reminders of the importance of General Aviation to the nation's transportation infrastructure.



A statewide airport advocate maintains contacts, information and existing strategies that can be implemented to protect airports. Is a respected presence in Sacramento, communicating often with the Division of Aeronautics and State legislators.

### Local Organizations

Who better to understand what the issues are and what the status is at an airport than the pilots who are based there?

[WWW.CALPILOTS.ORG](http://WWW.CALPILOTS.ORG)



## The Public

Too often, the public is not included in the discussion of airports. In a recent informal study, one city asked residents downtown what they thought of the airport. A significant number of residents responded, “What airport”. Nothing moves politicians more than a public opinion that is strong and prevalent.

Most airport advocates do not educate and involve the public. Anecdotally, South Lake Tahoe Airport was under siege by the local people. Then there was a huge wildfire that could have overwhelmed the city. After the fire was extinguished, a TV reporter asked the CalFire commander about the role of the airport in fighting the fire. His response was priceless. “If it were not for this airport, there might not be a South Lake Tahoe today”.

CalPilots advocates involving and educating the public. At a recent Paso Robles City Council Meeting, an airport advocate highlighted that CalFire fights an average of 240 fires from that airport per year. CHP rescues stranded motorists or accidents in remote areas of the county. Angel Flights fly kids and families to medical treatments on a volunteer basis. Pilots for Paws rescues dogs by flying them to places where they will be adopted instead of euthanized. Medical evacuations are another service that the general public appreciates and values. But typically, we do a poor job of educating the public. And what about jobs? Aviation jobs cannot be outsourced. They are needed at the airport.



Get the public involved by sponsoring an annual airport day that displays airplanes for the public. You could have music, EAA Young Eagle flights for kids and their parents, and food and games for families. This gets the public out to the airport and so they can appreciate all that goes on. Everyone loves airplanes once they are out at the airport.... Hotdogs, Apple Pie and Airplanes... Gotta love it.

Get the public involved by sponsoring an annual airport day that displays airplanes for the public. You could have music, EAA Young Eagle flights for kids and their parents, and food and games for families. This gets the public out to the airport and so they can appreciate all that goes on. Everyone loves airplanes once they are out at the airport.... Hotdogs, Apple Pie and Airplanes... Gotta love it.

The best way to save an airport is to not have to save it! What do we mean? Put a plan into place to:

- ✓ Get a strong working relationship with Airport Management & Staff
- ✓ Get a solid working relationship with the City or County that owns the Airport
- ✓ Develop a plan to educate and involve the public on the airport’s value to them and the local economy
- ✓ Get CalPilots involved in this planning
- ✓ Jump on any early warning signs of negative impact to the airport

If you succeed in this simple strategy, you will better position your airport as a highly valued member of the local community and economy. If something bad pops up, treat it early and with conviction. It’s like curing cancer. It’s a lot easier to address if you catch it early.

*Don’t Save Your Airport!*

*Preserve it, Grow It*

*And make it an integral part of your City’s Community & Economy*





# THE ASSOCIATION OF CALIFORNIA AIRPORTS (ACA)



We spoke with Brendan O'Reilly, President of the [Association of California Airports](#) this past month. Our missions seem to be intricately woven into a common fabric. We are both working hard to preserve and grow California's Airports. The ACA mission is: *The Association of California Airports or ACA represents both publicly and privately-owned airports in the state of California and organizations and individuals working to foster, promote, and develop the air transportation system.*



Brendan O'Reilly, President ACA

The ACA was formed 20 years ago by pilots in the Bay Area. It seems fitting that pilots, the largest community of users, would start such an association. At the time, they banded together to share and discuss the issues that their airports were facing, and what to do about it.

Membership is not restricted to full time airport management personnel. It is open to all levels and degrees of airport management such as city managers, public works directors, Airport Land Use Commission members and owners of private airports. ACA will represent these persons and all others involved with airports on issues that are of statewide importance. ACA is also unique in

that it actively seeks the participation of the airport-related industry in determining issues that need to be addressed for the betterment of all airports, large and small and the individuals and companies that rely on them. Airport consultants, engineering firms and airport-based businesses are regarded as an essential part of this association. This broad based, "partners in aviation" approach makes ACA's position stronger when dealing with important industry issues.

There are currently more than 200 members in ACA. They hold their annual meeting in South Lake Tahoe (KTVL). This year's meeting will take place September 13-15 at the Beach Retreat and Hotel. The focus is usually on Airport Operations, sharing best practices, and sharing successes and failures so that all airports benefit. Often the ACA focuses



Brendan at California Aerospace & Aviation Days

on the issues associated with the Environment, vis a vis airports because, according the Mr. O'Reilly, those issues tend to be complex. Other areas of focus include both State and Federal Contracting and Grant processes. Most of the airports represented are more General Aviation than Commercial.

The ACA is serious about their goals. They have hired Legislative liaisons to Sacramento to be better heard and dealt with in constructive ways.

The ACA conceived of, and started California Aerospace & Aviation Days. The 5<sup>th</sup> anniversary just took place in March 27-29. Both the ACA and CalPilots participated.

There seems to be a lot of potential synergy between ACA & CalPilots which should be undertaken.

## 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!



# FLYING IN CLASS B, CLASS C, CLASS D, MOA, AND RESTRICTED

by Phil Corman

The vast majority of California flying is Class E or Class G, which does not require much radio or precise flying, except to avoid the Sierra Nevada and Trinity Alps. But we have exceptionally busy airspaces as well.

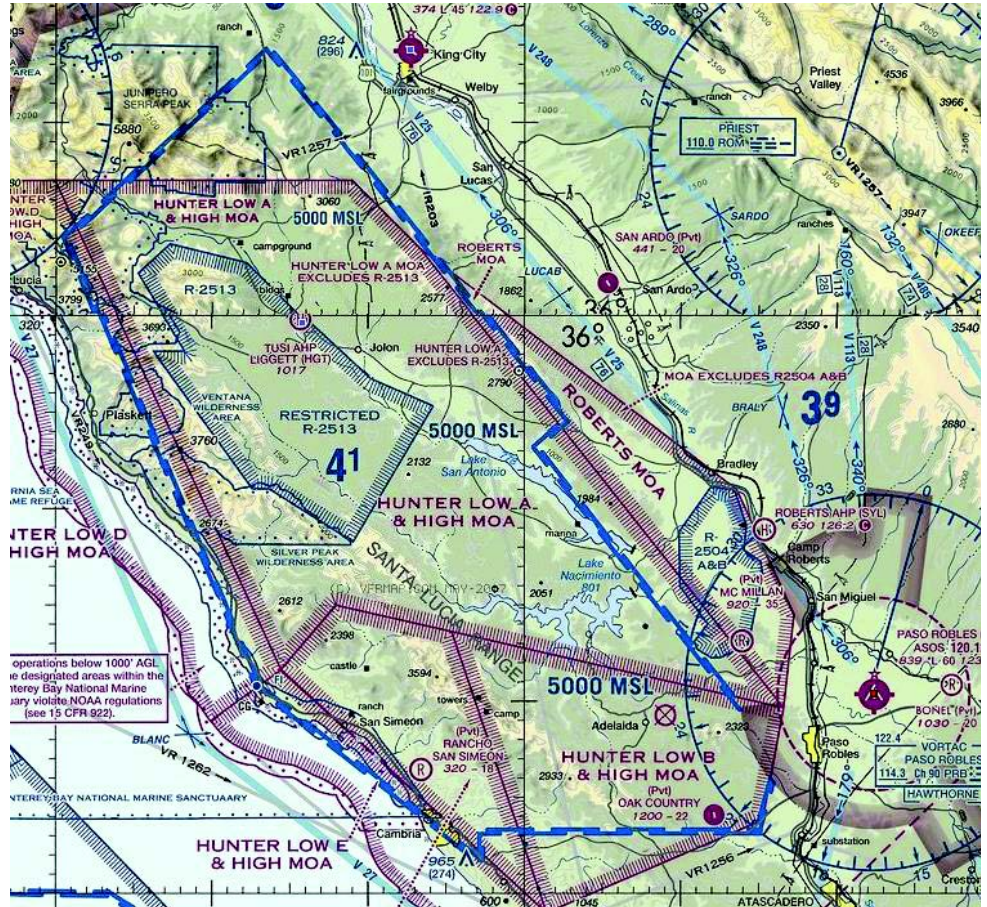
Let's start with **Military Operations Areas (MOA)**. Our state is plastered with them. The best way to deal with them is two-fold. First, find out if they are active. If not, feel free to enter without worry. If they are active, you can still enter them. You do NOT need permission. Our thoughts are to avoid them if not an inconvenience. But if you need to go through them, let ATC know so the military users will know.

**Restricted Airspaces** are very different. If they are active (and you check by calling Center), you CANNOT enter. But check on the floor and ceiling of the Restricted Airspace. Sometimes the floor is pretty high or the ceiling pretty low and easy to navigate over/under. Read the Sectionals carefully. See R2504 imbedded in the Roberts MOA? Cannot go there if active, even if you are transiting the MOA.

**Class D (Towered)** is also pretty straightforward. Most Class D airspace starts about 5 miles out. All you need to do before entering is for the Tower to repeat your N-number. So if you call the tower, and they respond, "Roger N12345", you are permitted to enter Class D. We recommend giving the tower your intentions on the radio call upfront.

**Class C** is a little more involved. They always have an outer circle and an inner circle with different floors, but the same ceiling. Again, you need to have the controller repeat your N-number, and then you are clear to enter. It's best to tell ATC your intentions upfront as to transiting or landing. Class C will have commercial traffic requiring you to be on top of your radio and "fly as you are instructed" game. Remember, when departing, you will be given a detailed clearance similar to an instrument clearance of runway, what to do climbing out, frequency to call Departure, and a Transponder Code. Have paper and pencil ready before making your ground radio call. Remember you need a Transponder to enter Class C.

Most of us do not transit or land in **Class B**, but it is very useful to do so. My best example is the Bay Tour in San Francisco. Again, you need to call before entering, and you need to hear the magic words "N-number, Clear to Enter Class B". If you don't hear those words, DO NOT ENTER. Class B is usually straightforward if you have crisp/accurate radio technique and do EXACTLY as instructed. Generally speaking, it is easy to get cleared into Class B if you are talking to ATC before getting close, say on Flight Following or a Flight Plan. Go enjoy. It's a great place to fly in California.





# CHARLES E. TAYLOR



When Orville Wright died Jan. 30, 1948, Charles E. Taylor became the only surviving member of the three who built the first airplane.

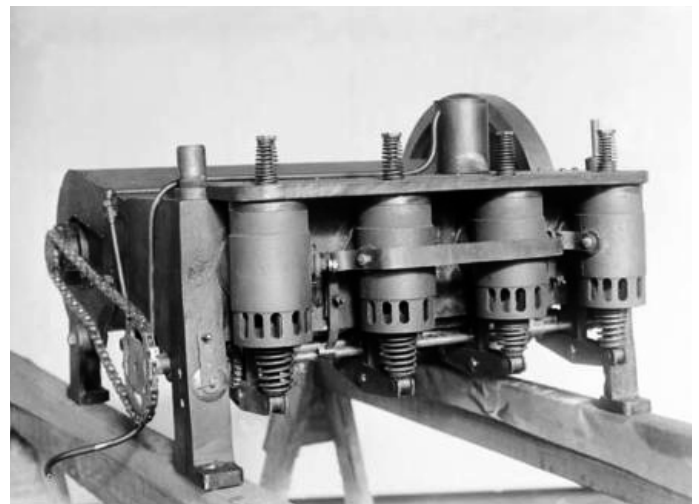
Charlie Taylor was born May 24, 1868 in Cerro Gordo, Illinois. He quit school at age 12 and was essentially self-educated. He had a brilliant, mechanically inclined mind. He settled in Dayton, Ohio, where, by chance, he met Orville and Wilbur Wright.

Charlie began working for the Wright Brothers on June 15, 1901 repairing bicycles and keeping shop. This allowed Orville and Wilbur the freedom to pursue their work with flying machines. Charlie accomplished many tasks for the Wrights while they pursued their dream of powered flight, allowing Charlie to demonstrate his genius. When the Wrights found that nearly a

dozen automobile manufacturers were not interested in building a powerful, lightweight engine, Charlie took on the task. Without instruction books, formal drawings, manuals, handbooks, or tooling, Charlie completed the 180 pound, 12 horsepower engine in just six weeks.

Charlie said, "[I] always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again."

Charlie worked for the Wrights for over a decade, and logged many "firsts" as a pioneering icon in aviation maintenance. In addition to building the first aircraft engine, he became the first Airport Manager, (Huffman Prairie, located about eight miles east of Dayton at Simms Station). He participated in building the first military airplane, engineered the first transcontinental flight and was the first person to investigate a fatal powered flight accident. In 2014, Charles E. Taylor was inducted into the USAF Museum (Dayton, OH), as the very first airplane mechanic.



Charlie worked for the Wright-Martin Company in Dayton until 1920. He later moved to California and invested his life savings in several hundred acres of real estate near the Salton Sea, but the venture failed. He returned to Dayton in 1936, and he and Orville helped Henry Ford in the planning, moving and restoration of the Wright family home and one of the Wright Brothers bicycle shops to Ford's Greenfield Village American Heritage Museum in Dearborn, Michigan. Upon Orville's death, he willed Taylor an annuity of \$800 a year.

In 1941 Taylor returned to California, finding work in a defense factory. He had a heart attack in 1945 and was no longer able to work. By 1955 his annuity and Social Security income were inadequate and he became a charity case in the Los Angeles County Hospital. When his plight was publicized, the aviation industry raised funds to move him to a private facility.

He died on January 30, 1956, eight years to the day after the death of his friend and employer, Orville Wright. Taylor is buried at the [Portal of Folded Wings Shrine to Aviation](#) in Burbank, California, a shrine to aviation history.

CalPilots pays tribute to Charles E. Taylor and the thousands of Aviation Maintenance Technicians who keep America's aircraft airworthy and return them to service when they require servicing, repair, or periodic maintenance.



# Regional



<b>Region 1</b>	<p>Construction will begin on June 7, 2017 at <b>Redding Municipal Airport</b>. The project consists of pavement reconstruction along the T-Hangar area and is expected to be complete in September 2017.</p> <p><b>Alturas Municipal Airport</b> has construction resuming on the Helicopter Parking Apron starting May 30, 2017 with the expected completion of July 1. All that remains is cutting of asphalt, placement of concrete pads, and marking.</p>
<b>Region 3</b>	<p>Many airports in the area are making improvements with FAA Grants in this construction season, Oakdale, Palo Alto, Watsonville and Stockton to name a few. The powers that be at Castle Airport wish to shorten the runway, which seems a waste of runway to me. Housing will be built nearby. San Carlos Airport still has issues with Surf Air which are being worked on by the San Carlos Airport Association, (A CalPilots Chapter) in conjunction with the County, and sometimes, SurfAir.</p>
<b>Region 4</b>	<p><b>AOPA held its Regional Fly-In</b> here in Region 4 at Camarillo (KCMA). Karen Kahn and Phil Corman established a CalPilots booth at the event. Corl Leach, President of CalPilots welcomed and introduced Mark Baker, President of AOPA to California.</p> <p>The <b>CalPilots Annual Member Meeting</b> is tentatively slated for October 13-14 in Region 4's Paso Robles Municipal Airport (KPRB)</p>



## BASIC MEDICALS ARE UP AND RUNNING

Basic Medicals took effect on May 1. They are an option to aviators instead of a a Class 3 FAA physical. The Basic Med lasts for 4 years and has no formal connection to the FAA. You simply go to a state-registered physician. Complete a form regarding your health. Then

you visit that doctor. If he determines you are fit to fly, he types out a letter for you stating such. Then you take a simple 30-minute online course. After that, your Basic Med is good for 4 years. You do need to take the online course every 2 years, however. The limitations are currently that you can only fly in the USA and the Bahamas. AOPA is working with Mexico and Canada to permit Basic Med pilots to fly there. Rumor has it that Canada may reciprocate with the US, if the US accepts the Canadian version.

Reference: [https://www.faa.gov/documentLibrary/media/Form/FAA\\_Form\\_8700-2.pdf](https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2.pdf)





# CALIFORNIA AEROSPACE & AVIATION DAYS

by Carol Ford



The long planned for California Aerospace and Aviation Days were March 27-29 this year.

The first day a Proclamation was presented in both the Assembly and the Senate to all the participating groups.

For the second day we divided up into teams to visit all State Senate and Assembly members at their offices in Sacramento explaining the benefits both economic and employment with aviation in the state. Among participants in this activity included Brendan O'Reilly the president of ACA (Association of California Airports) with whom I teamed to visit thirty-three offices; John Pfeifer and Chuck Cole who marshalled the forces; Sherry Miller, Past President ACA; Stacy Howard, CA rep for NBAA; Melissa McCaffery, AOPA;

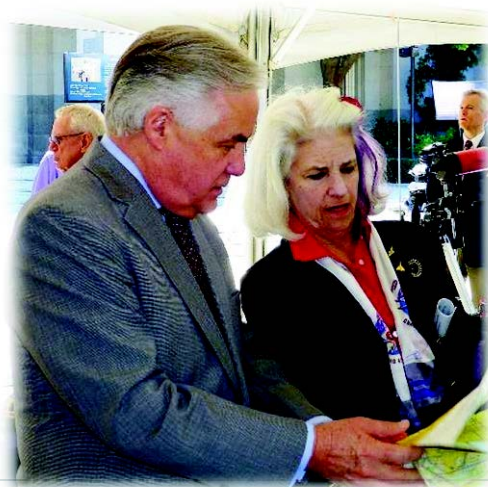
Scott Malta, Mgr. Castle Apt., Mark Bautista, Sara Johnson and Jim Lites, California Strategies; Gil Wright EAA, Karl Schweikert, Gary Gosliga and many others.

The same day there was a panel discussion with Northrop Grumman, Lockheed Martin Corp., Orbital ATK, The Boeing Company, and NASA Ames Research Center.

On Wednesday, the last day there was a tent set up on the capitol grounds. Inside there were many exhibits from all the companies mentioned above as well as Aeroplex/Aerolease Group, Aerospace Museum, Airport Cooperative Research Program[ACRP] to pick up the, AOPA, CalPilots, EAA, Embry Riddle, Lawrence Livermore labs, National Gay Pilots Association, both Northern CA and NBAA and State Div. of Aeronautics and others.



*Left to Right: Carol Ford, Jim Patterson, Corl Leach, Scott Malta, Christina*



The picture shows me discussing the state aviation chart at the Division of Aeronautics booth with Assemblyman Jim Patterson (Fresno) Co Chair Aviation Caucus.

There are many people to thank for these days which shine a light on aviation in the state; chief among them is Senator Jean Fuller from Bakersfield who has helped shepherd all of us to make these days successful.







**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](http://www.99sOshkoshdinner.com)

email: [2017dinner@ninety-nines.org](mailto: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/](http://dot.ca.gov/hq/planning/aeronaut/documents/leg_reports/)



Air Galore began operations as a mobile aircraft detailing service in 2003. Covering primarily Northern California, Mary Fairbanks and her team flew to client's airports to clean and detail their planes. Fully enjoying the perks of the job/adventure, post-work the crew would camp under the wing before returning to their home base.

While Air Galore still offers full detailing services, but they have expanded and now provide FBO services at Little River Airport [LLR] in Mendocino County. Meeting a frequent need at small-population airports, rental cars are available at both Little River Airport and nearby Boonville Airport [D83] .

Recognizing that General Aviation's future relies on introducing the next generation to flying, Air Galore offers ground school courses, both private pilot and instrument, providing financial aid and a sliding scale so that all are welcome to learn aviation and experience the joy of flying. Within the past 3 years 57 future pilots have completed courses.

Mary Fairbanks invites aviators to share in "the most amazing experience possible in this beautiful area of northern California, both the rugged and wild Mendocino Coast and the beautiful Wine-growing region of Anderson Valley."

California Pilots Association recognizes Air Galore as a "CalPilots Partner", demonstrating a commitment to enabling the Association to acquire resources needed to continue its purpose as advocates for California's General Aviation Community and Airports.





 <p>Worldwide Distributor of Certified and Homebuilt Aircraft Supplies. <b>1-877-4-SPRUCE</b> <a href="http://www.aircraftspruce.com">www.aircraftspruce.com</a></p>	 <p><b>1-855-942-6427</b> <a href="http://www.hangarnetwork.com">www.hangarnetwork.com</a></p>
 <p>Lincoln, CA [KLHM] 1-916-730-0788 <a href="http://www.lincolnskywaysinc.com">www.lincolnskywaysinc.com</a></p>	 <p><b>(707) 263-0412</b> <a href="http://www.LASAR.com">www.LASAR.com</a></p>
 <p>Aurora, Oregon [KAUO] 800-353-0370 <a href="http://www.pca.aero">www.pca.aero</a></p>	 <p><b>(805) 782-9722</b> <a href="http://www.ACIJET.com">www.ACIJET.com</a></p>
 <p>Fresno, CA 1-559-422-7867 <a href="http://www.roodravens.com">www.roodravens.com</a></p>	 <p>Davis, CA [KEDU] 1-530-752-3067 <a href="http://www.calaggieflyers.com">www.calaggieflyers.com</a></p>
 <p>916.468.0950 <a href="http://www.ChurchwellWhite.com">www.ChurchwellWhite.com</a></p>	 <p>(Website host for CalPilots) Loma Linda, CA <a href="https://backyllchosting.com">https://backyllchosting.com</a></p>

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](http://www.calpilots.org) or call and leave a message at our toll-free answer line: 1-800-319-5286.







<p><b>MENDOCINO LLR</b> <b>BOONVILLE D83</b></p> <p><b>AIRCRAFT • CAR RENTALS</b></p> <p><a href="http://www.air-galore.com">www.air-galore.com</a></p> <p>Mary 707-972-4498 c3458j@gmail.com</p>	<p><b>ATLANTIC AVIATION's FBOs in CA:</b></p> <p>[BFL], [BUR], [CRQ], [LAX], [PSP], [SCK], [SJC], [SMO], [SNA]</p> <p><a href="http://www.atlanticaviation.com">www.atlanticaviation.com</a></p>
<p><b>Signature</b> FLIGHT SUPPORT BBA Aviation</p> <p><a href="http://www.signatureflight.com">www.signatureflight.com</a></p>	<p><b>Become a CalPilots Business Partner HERE</b></p>

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## CALPILOTS ANNUAL MEETING ANNOUNCEMENT

We are excited to announce the 2017 CalPilots Annual Meeting. It will be held on October 13-14 in beautiful Paso Robles ([KPRB](#)). Registration will open soon.

The meeting will start on Friday evening with a Wine & Finger Food Reception at 5:30pm and will run until 7:30pm.

Saturday morning will begin with a Pancake Breakfast for those who arrived on Friday or arrive early on Saturday. The breakfast will run from 8:30 until 10:00am

At 10am, the meeting will begin with opening remarks by Corl Leach, President, a list of agenda items TBD, followed by a vote for Board members.

Lunch will be served at noon followed by an amazing presentation by Brian Schiff. After that, there will be 2-4 short seminars on key pilot topics. We know you will find them interesting.

The Estrella Warbirds Museum will be open from 10am-4pm on Friday and Saturday with a discount for CalPilots attendees.





# CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

Name: \_\_\_\_\_ <sup>1</sup> Home Airport: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ <sup>2</sup> 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 \$ \_\_\_\_\_ <sup>3</sup> PAC Donation \$ \_\_\_\_\_ (Political Action Committee- not tax deductible)

<sup>3</sup> 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](http://www.calpilots.org)**

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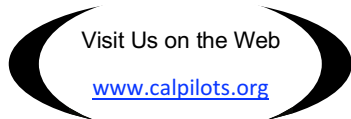




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<b>July 24-30</b>	Airventure in Oshkosh
<b>September 9-10</b>	Capital Airshow, Mather Airport KMHR, <a href="http://www.californiacapitalairshow.com">www.californiacapitalairshow.com</a>
<b>September 23-24</b>	California International Airshow, Salinas,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

