

# CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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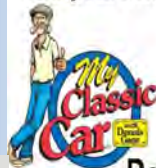
Drop by our booth and help CalPilots celebrate our 70th Year Anniversary. We will be joined by Guest Speaker Assemblyman Jim Patterson, together with

Central Valley Aviation Association Chapter, for their Fifth Annual "Remember When" Fly In and Classic Car Show.

September 28, 2019 from 9 AM to 4 PM

Fresno Chandler Airport

This year's show is being filmed for feature in its own episode of the highly popular TV Show:



### My Classic Car

Reaching over 100 million households!

**BRING YOUR CAR FOR A CHANCE TO BE FILMED  
AND FEATURED BY MR. DENNIS GAGE FOR OUR  
VERY SPECIAL EPISODE OF THE HIT SHOW!**

**September 28, 2019 – 9am to 4pm**

Fresno Chandler Executive Airport (KFCH)  
510 W. Kearney Blvd., Fresno, CA 93706

**Classic Car Admission \$20 pre-registration until  
September 1, 2019. Registration is \$25 day of event**

Get your picture taken with your car & a classic aircraft

**SPECIAL COMMEMORATIVE SHOW RIBBON & CHANCE TO WIN 1 OF 3  
SPECTACULAR TROPHIES!**

**Please call Paul Hinkle for more information: 559-970-2274**

Dozens of classic cars and vintage aircraft on display.

Food available from Flight Line Café & Food Vendors on the Tarmac



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The official publication of the California  
Pilots Association  
[www.CalPilots.org](http://www.CalPilots.org)

September / October 2019



Carol Ford

## PRESIDENT'S PERSPECTIVE



Our President usually addresses you all but as she is a very busy person I've stepped up to put in sentiments of us all, from the founding members to the current hard working crew.

The California Pilots Association is a non-profit mutual benefit California Corporation formed in 1949. The mission of our statewide volunteer organization is to preserve, protect and promote California's general aviation community and airports. We have long recognized that the state's general aviation airports are more than irreplaceable transportation infrastructure assets. They also serve as disaster recovery centers - most recently demonstrated during the annual wildfires across the state, and in the past during the major earthquakes. Airports are also beneficial as regional economic engines, just as the highway system serving the community is. Past studies have confirmed the financial benefits of general aviation airports to their communities.

Now in our 70<sup>th</sup> year our mission is more important than ever. With the advent of "Air Mobility" and constant influx of cities and counties wanting to close airports for other land uses. We must ' **Preserve and Protect** ' these resources. Come and join us at the "Remember When Event" at Chandler Airport in Fresno the 28<sup>th</sup> of September. You can help to get the message out by joining us. After all, if you not you, who will protect your airport and flying privileges? We hope to see you in Fresno. "Let Your Dreams take Flight "

Tony Marchese CalPilots Newsletter Editor

### Fuel Update From CVAA For the "Remember When Fly in" Event

CVAA has negotiated a very favorable fuel price through a new FBO at Chandler, Flight Level Aviation, (FLA) for the first 50 Classic Planes that arrive Saturday, September 28, 2019 and are in place by 9:00 AM for static display until 4:00 PM (no early departure). No CVAA members or Chandler based aircraft are eligible. The first 50 Classic Planes will be able to purchase up to 30 gallons of fuel at \$3.80 per gallon. FLA plans to have a fuel truck that will fuel the planes starting at 3:00 PM so by 4:00 PM most of the planes will be fueled and can start departing if they wish. The pilots will be able to purchase more than 30 gallons, however, anything over 30 gallons will be billed at the going commercial rate in effect on the 28<sup>th</sup>. That rate currently is \$5.25/gal. Thanks much for all your help and interest in 'Remember When'

Morris Garcia ; Central Valley Aviation Association

[www.centralvalleyaviation.com](http://www.centralvalleyaviation.com) 1959 Gateway Blvd., Ste. 102 Fresno, CA 93727 (559) 453-1957 Office (559) 453-2556 Fax

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Women in Aviation International is a nonprofit organization dedicated to the encouragement and advancement of women in all aviation career fields and interests. Our diverse membership includes astronauts, corporate pilots, maintenance technicians, air traffic controllers, business owners, educators, journalists, flight attendants, high school and university students, air show performers, airport managers and many others. We provide year-round resources to assist women in aviation and to encourage young women to consider aviation as a career. WAI also offers educational outreach programs to educators, aviation industry members, and young people nationally and internationally. Our most recent initiative is our Girls in Aviation Day program for girls ages 8 to 17. In addition, WAI promotes public understanding of the accomplishments and contributions of women in aviation. This includes historic notables such as Amelia Earhart, Bessie Coleman, Eileen Collins, Jeana Yeager, Nicole Malachowski

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## Schedule of Events in California

WAI Corporate Member: Sonoma Jet Center

Sonoma, California

Event Date: October 5, 2019

Contact Person: Julia Hochberg

Contact Email: [angelina@sonomajetcenter.com](mailto:angelina@sonomajetcenter.com)

Contact Phone: 707-217-0568

Reservations are required - [Please contact Sonoma Jet Center via email](#)

WAI Wings of the West Orange County (WOW OC) Chapter

Fullerton, California

Event Date: October 5, 2019

Contact Person: Llen Oyco

Contact Email: [wowocchapter@gmail.com](mailto:wowocchapter@gmail.com)

Contact Phone: 714-234-3420

WAI Wings of the West Orange County (WOW OC) Chapter

Fullerton, California

Event Date: October 5, 2019

Contact Person: Llen Oyco

Contact Email: [wowocchapter@gmail.com](mailto:wowocchapter@gmail.com)

Contact Phone: 714-234-3420

WAI San Diego Chapter

San Diego, California

Event Date: October 5, 2019

Contact Person: Jill Meyers

Contact Email: [waids\\_pres@gmail.com](mailto:waids_pres@gmail.com)

Contact Phone: 505-610-8851

Event Website: <https://www.waids.org/girls-in-aviation-day.html>

WAI San Francisco Bay Area Chapter with WAI Corporate Member United Airlines

San Diego, California

Event Date: October 7, 2019

Contact Person: Ana Uribe Ruiz

Contact Email: [wai.sfbay@gmail.com](mailto:wai.sfbay@gmail.com)

Contact Phone: 609-915-7840

Event Website: [www.waidsbayarea.com](http://www.waidsbayarea.com)

Reservations are required - Please [RSVP via email with the Chapter](#)

WAI California's Aerospace Valley Chapter

Lancaster, California

Event Date: October 12, 2019

Contact Person: Leigh Kelly

Contact Email: [leighkelly@pobox.com](mailto:leighkelly@pobox.com)

Contact Phone: 661-256-1616

Space is limited and reservations are required. Please [email the chapter](#) to RSVP

Visit their web site for more information : [www.wai.org](http://www.wai.org)





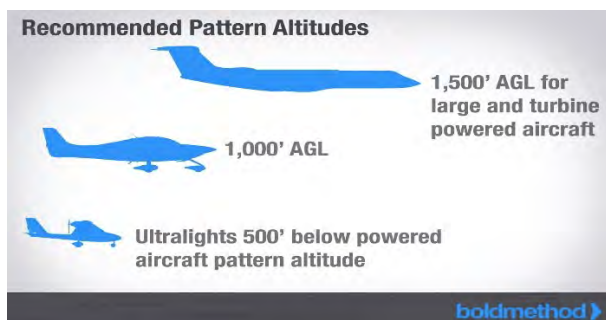
## Did you know? Changes to Aviation that Affect YOU!

Keeping up with our changing aviation world can be a full-time job. If you're a GA pilot, you have several important items to be aware of: Our thanks to Bold method ([www.boldmethod.com/blog](http://www.boldmethod.com/blog)), for bringing these 2018 changes to our attention:

### 1) An Update To 25-Year-Old Traffic Pattern Altitudes

According to previous guidance from the 1990s, traffic patterns were to be flown between 800 and 1,000 feet above ground level (AGL). The new AC sets a clear standard of 1,000 feet AGL, eliminating 200 feet of confusion. Unless terrain or obstacles require another altitude, 1,000 feet AGL is now the standard for non-towered pattern altitudes.

The AC also clarifies that "large or turbine-powered airplanes" should enter the traffic pattern at an altitude of 1,500 feet AGL, or 500 feet above the established pattern altitude. Ultralight aircraft are to operate no higher than 500 feet below the powered aircraft pattern altitude. These standards were detailed in a recent change to the Aeronautical Information Manual, and are included in this AC.



### 2) Big Changes to Part 61 Training Requirements

In June, the FAA published changes to Part 61, including broader use of technology to reduce the cost of flight training. For instance, you can now use an ATD Simulator to gain instrument currency for 6 months, instead of the previous 2 months. In April, the FAA eliminated the requirement for complex airplanes on commercial pilot practical tests. Now they've taken the rule a step further,

Predicted to save GA Pilots in the USA \$110 Million over the next 5 years, changes to Part 61 are a big reason to be excited. [Read more about the changes here.](#)

### 3) Updated Procedure for VFR Traffic Pattern Entries

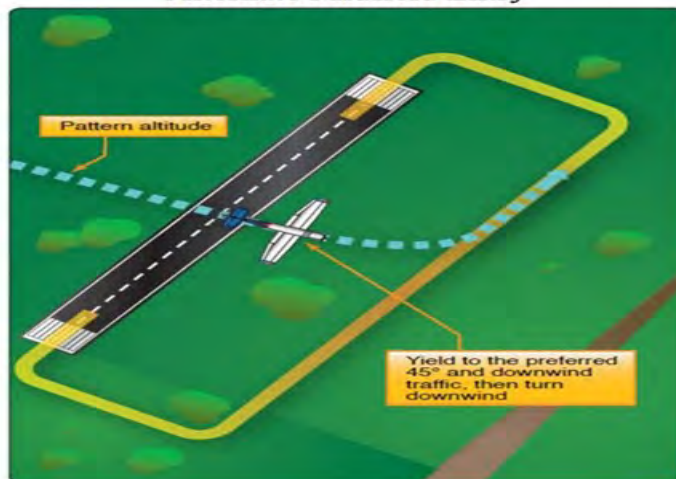
Section 11.3 of the AC clarifies traffic pattern entry procedures. Unlike previous guidance, the FAA has expanded their guidance for entering the pattern when you're crossing over midfield. The preferred method is the "midfield overhead teardrop entry" (left diagram), and the second option is then "alternate midfield entry" (right diagram). If you're crossing midfield to get to the downwind leg, the FAA recommends that you cross pattern altitude at 500+ above pattern, fly clear of the traffic pattern (approx. 2 miles), and then descend to pattern altitude and make a teardrop entry to the midfield downwind.

Submitted by Karen Kahn

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



## Small-plane pilots try to protect their place at John Wayne Airport

by HILLARY DAVIS

About 37 acres at John Wayne Airport are set aside for private planes like Gary Schank's single-engine Beechcraft Bonanza. The six-seater is what pilots call "light GA," a smaller class of general aviation planes in contrast with heavier corporate jets such as Bombardiers and Gulfstreams, which get 27 acres of their own at JWA. As Orange County, which owns and operates the airport, ponders upgrades to aging general aviation infrastructure such as buildings and airfield roads to comply with Federal Aviation Administration standards and reflect what officials say is current usage, light-GA pilots fear being squeezed out by private jets. Under a plan preferred by airport staff, private jets would get more benefits, including a new terminal, and small planes could lose up to 20 of their 37 acres, displacing 250 light-GA aircraft.

The [SoCal Pilots Assn.](#), of which Schank is vice president, believes it has a solution. The association, which says it provides a "voice for general aviation" at Southern California airports, suggests leaving overall space allocations, and activity, the same for light and heavy general aviation and trading uncovered "tie-downs," or parking spaces, for enclosed hangars for the smaller planes. It also would allow for three support operators for corporate jets — providing services including fuel, hangars and maintenance — each with about nine acres. The Bonanza that Schank co-owns with two partners is stored in a \$140-per-month uncovered tie-down near the runways. It's the least costly of the three storage options, behind hangars and carport-like covered spaces. Covered spaces cost \$300 a month and hangars about \$700 monthly, and both have waiting lists, he said. Airport staff has recommended changes including the new general aviation terminal — the airport currently has terminals only for commercial service — and dedicated, fee-based customs screening for non-commercial international flights. The county says the updates would serve an increase in the number of private jets at the airport and reflect a decline in smaller planes. Schank said he also has seen a decline but added that the trend includes the recession years of a decade ago and that the drop wasn't huge. Leading into the start of the recession in 2008, 445, or 74%, of the 604 general aviation planes based at JWA were single-engine aircraft, while 68, or 11%, were private jets, according to airport data. By 2017, the most recent year for which data is available, all types of private aircraft based there had dropped — 358, or 77%, of the 462 planes were single-engine, while 40, or 9%, were jets. Schank said the pilots association is allied with [Newport Beach residents concerned](#) that the airport's preferred plan would lead to increased noise from more jets. Schank, who lives in Coto de Caza in south Orange County, said that if he has to move his plane to the Corona, Long Beach or Fullerton airports, it would be inconvenient and far from what he considers his home airport, JWA. "Nobody wants to be evicted from their home," he said. County officials have delayed votes on the general aviation matter several times in the past month. The Board of Supervisors had been scheduled to resume discussions Tuesday but is now scheduled to vote on a plan June 25. After the supervisors spent roughly five hours on discussion and public input at their May 7 meeting, they appeared to lean toward [a compromise](#) that would expand business jet services while limiting overall private jet activity and preserving storage capacity for smaller planes. But the board has twice put off a vote. The compromise, suggested by Supervisor Andrew Do, would allow for a general aviation terminal while capping the number of private planes based at the airport — 65 business jets and 374 light planes, primarily single-engine aircraft. The compromise also would keep the number of support operators the same and increase hangar space for light GA. The county Airport Commission twice has delayed votes on recommending a general aviation plan to the Board of Supervisors in hopes of [maintaining onsite storage](#) space for smaller private planes that could be squeezed out by amenities for corporate jets. Laguna Niguel pilot Randall Lipton told the supervisors that private pilots who preceded the arrival of commercial carriers at John Wayne Airport didn't mind sharing their space at first. At this point, he said, "as a GA pilot, I'm sorry that we let the camel's head into the tent." It would be a mistake to scrap parking for small planes, he said, adding that their economic impact hasn't been properly measured. Newport Beach pilot Jeffrey Swedo, who has been based at JWA for 15 years, used aviation metaphors to urge the supervisors to consider the pilots association's plan. "You're flying around in the soup. It's in the clouds. You're bumping along. You need to get down safely. And how do you do that? You pull the throttle back. You slow down, you assess what you're doing," he said. "You know why? Because you have one chance to get your plane on the ground and do it right. You all have one chance to come in for a great landing."

Submitted by Ed Story



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**NBAA**  
NATIONAL BUSINESS AVIATION ASSOCIATION



## What is the Health of your Airport

Many CA Airport operations are being curtailed through land development and noise restrictions or even being closed by their Sponsor (FAA term for owner). The Sponsor typically being the City or County. CalPilots has been monitoring these curtailments to establish the cumulative effect on CA airports and the pilots who use them. CalPilots would like to hear from you.

Santa Monica (SMO) - Actively under threat, "excess" pavement being destroyed, estimated closure ~ 2028. Litigation continues to keep the airport open.

Reid Hillview (KRHV) - Actively under threat - no federal funds for 10 years, Possible closure in 2031. Already planning discussions about what else to do here.

Gustine (3O1) – Degradation of hangers and overall airport maintenance has been lagging. Pilots are moving their planes to other airports. Misuse of Runway for car testing (n which has been stopped) .

Livermore Airport (KLVK) - Consideration of elimination of height restrictions on buildings near airport within the Airport Influence Area.

San Jose (KSJC) - successfully have eliminated small GA from SJC, now moving to close where those planes went - RHV

Sacramento Executive (KSAC) - City Council Considering zoo at end of runway or closing airport for zoo - County airport director has mentioned wanting to close this airport

Banning (KBNG) – City Council passed Resolution to close airport. Pilots and Law enforcement working to keep the airport open.

Los Banos (KLSN) - Suggestions of moving airport, but no action on new airport, potential for closure despite runway lengthening in 2002/3-time frame

Delano (KDLO) - Allegations of failure to maintain & amp; non-aeronautical uses. Denying use of airport

Bermuda Dunes (KUDD) – CalPilots won Legal Battle against city/orthopedic hospital on 1/2 mile final.

Oceano (L52) – City has asked SLO County to study what other uses could be made of the airport.

Cloverdale (O60) - City council moved forward with a proposal for a resort that would close the airport, only cost to eliminate funding stopped them. Also, one half of Chief of Police salary assessed against Airport

Continued on page 7

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



for at least 20 t-hangars).

South Lake Tahoe (KTVL) – Airport requested FAA procedures required to close the airport.

Hoopa Airport (O21) – Native American owned, not eligible for CA Grant Match~ Change State Rules.

BOEM (Bureau of Ocean Energy Management) – Proposed Wind Generators could affect coastal Airport operations. Attend meetings and Webinars.

Madera (KME) Runways 08/26 for agriculture use only and will likely close when the agricultural applicator lease expires in 2019. Proposed considerations for use will be for non-aviation development.

How you can help?

Become a member of CalPilots or Board Member

Start a CalPilots Chapter at your airport

Start a CalPilots DART Program at your Airport

Attend and comment on City Council Agenda Items that could affect your Airport:

Your Airport Standing Committee Meetings.

Your City or County Planning Commission meetings

Your City or County Supervisor meetings

Your County Airport Land Use Commission (ALUC) meetings

Should your Airport be on this list?

Contact: Andy Wilson ,CalPilots Director-at-Large ,Email: [andy.wilson@calpilots.org](mailto:andy.wilson@calpilots.org)



### Reminder on IFR Clearances

As part of a continued effort to streamline service delivery, the FAA recently published phone numbers for pilots to obtain or cancel IFR clearances directly from Air Traffic at non-towered airports. The phone numbers to obtain clearances are listed in the communications section of the Chart Supplement, US. Many airports have direct communications outlets to Air Traffic. If a clearance delivery phone number is not listed for your airport. Remote Communications outlet (RCO) frequency for Flight Service or Remote Transmit Receive Outlet (RTR) frequency for Air Traffic. Ground Communication Outlet (GCO) connection to Air Traffic – If the GCO only connects to Flight Service, contact Air Traffic via the telephone number provided (currently available via NOTAM until published). This initiative does not affect pilots requesting clearances from locations in Alaska. Find the information for your local airport at: [http://www.faa.gov/air\\_traffic\\_info/aeronav/digital\\_products/dafd/search](http://www.faa.gov/air_traffic_info/aeronav/digital_products/dafd/search).







By Mark Wainwright, Vice President of Communications

### October 26 CalDART Exercise

CalDART management has been working diligently for the first Bay Area DART exercise. Planning has been centered around the Bay Area UASI (Urban Area Security Initiative) Catastrophic Earthquake Scenario that imagines a 7.9 magnitude temblor centered on the San Andreas fault near the Golden Gate Bridge. The following DART operators are committed to participating: SCAPA DART at San Martin, CAAPSO DART at Reid Hillview, WEACT at Watsonville, Half Moon Bay Airport Pilot Association DART, North Bay DART in Santa Rosa, and the Lincoln Regional Airport Association DART. We welcome any assistance from any CalPilots member with this exercise—please request an invitation from one of our operators and make sure that you have received a confirmation in writing (email).

### Insurance

CalDART has purchased General Liability Insurance and Non-Owned Aircraft Liability Insurance that will cover the authorized DART Operators and their staff. If you are interested in participating in the October 26 exercise, you will be covered by our insurance by coordinating with one of our DART Operators. The important contact information is as follows:

SCAPA DART  
CAAPSO DART  
WEACT  
Half Moon Bay DART  
North Bay DART  
Lincoln Airport DART

John Liegl, johnliegl@gmail.com  
Mark Wainwright, mlwainwright@mac.com  
Tom Hail, fly44d@gmail.com  
Marian Harris, ms.marianharris@gmail.com  
Andy Werback, andyw54\_punt@earthlink.net  
Gary Patburg, gpatburg@sbcgloal.net

### CalDART Medical Officer

CalDART is very happy to announce that Daniel Masys, M.D. has joined the organization as Chief Medical Officer. Dr. Masys is a graduate of Princeton and Ohio State Universities. He trained in Internal Medicine, Hematology, and Medical Oncology, and served as Professor of Medicine at Vanderbilt University. Dr. Masys had previously spent a decade on the faculty of UC San Diego's School of Medicine.

Dr. Masys earned his private pilot license in 1970; he has since built three experimental aircraft with his wife, and has flown his current airplane, an RV-10, over 1100 hours. We are very pleased that Dr. Masys has joined us.

### Join

Please join CalDARTS. We welcome new members. Our web address is "caldart.org" and you can join directly by going to "https://caldart.org/join-caldart". We very much appreciate any contributions, which will support the October 26 exercise; the link for contributions is "https://caldart.org/support-caldart-2/189-2".





# New Organization Champions E-aviation AIN Article on Launch Events ~ Eco-Aviation Foundation

July 15, 2019, 12:19 PM by Curt Epstein

With a mission to promote awareness and early adoption of hybrid and electric aircraft, along with the development of infrastructure at airports to support them, **the Eco-Aviation Foundation International**, a 501 C3 non-profit organization, officially launched on Friday with a reception at the Museum of Flying at California's Santa Monica Airport (SMO).

As dozens of companies are currently working on such aircraft, many see their eventual acceptance as the biggest revolution in the industry since the introduction of the jet engine. "Twenty years from now, there will be very few, if any petroleum-engineered aircraft," predicted foundation president Scott Burgess. "In our lifetime, we will see the end of them," Burgess noted he was approached at the event by representatives from several airports seeking information on how to prepare for their arrival.

Toward that end, the organization is working on a manual for airport sponsors looking to embrace electric- and hybrid-powered aircraft, which will describe their function and infrastructure needs. The foundation expects to release the manual by the end of the year. It is also lobbying manufacturers to identify and adopt one standard for recharging technology so airports wishing to attract these aircraft can quickly and confidently move ahead with installing the required charging stations. The foundation will also advocate for more widespread adoption of solar energy collection at airports, which will help power those charging stations.

Thanks to those of you who came to our launch event Friday evening at the Santa Monica Museum of Flying or to our Saturday morning event at Bit Central Offices near John Wayne Airport. We appreciate it! And we look forward to meeting with those of you who could not attend. All the Best ED

Edward C. Story

Board Member, Santa Monica Airport Association

Board Member & Region 5 VP, California Pilots Association

Board Member, Disaster Airlift Response Team

Board Member & VP, Eco-Aviation Foundation Int'l

Member, Southern California Airspace Users Working Group



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# FAA Safety Team | Safer Skies Through Education

## Runway Safety Tips for Construction Season

Notice Number: NOTC9621

Winter is over, and that means construction season is upon us all! Airport construction projects aim to make enhancements to infrastructure and safety, but they come with their own risks. Use these resources in your flight planning, training, and airfield operations to help increase your surface safety:

### Graphical Airport Construction Notice Diagrams

#### ***Now available in Fore Flight!***

Provides a graphical representation of construction NOTAMS.

Available at [www.faa.gov](http://www.faa.gov). **Click here!**

Also available with NOTAMS at [Pilot Web](http://Pilot Web). **Click here!**

Then click on the right "Aeronautical Information" bar, and from the dropdown "Construction Notices".

### FAA Runway and Taxiway Construction Website

Contains checklists, articles, and other resources for all airport operators and users.

Available at [www.faa.gov](http://www.faa.gov). **Click here!**

### FAA TV: Orange is the New Black and Yellow

Short video to increase your awareness of construction signs and markings.

Available at [www.faa.gov/tv/](http://www.faa.gov/tv/). **Click here!**

Remember that orange signs around the airfield this season indicate construction hazards. Paying attention to NOTAMS, using the Graphical Construction Notice Diagrams, and working carefully with air traffic controllers are just a few ways you can enhance safety at our airports.

Fly safe,

Nick DeLotell ; [nicholas.delotell@faa.gov](mailto:nicholas.delotell@faa.gov) FAA Commercial Operations Branch ,(609) 485-9500

California Airport and Pilot Political Action Committee

#### WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

The California Airport and Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.

#### WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly" legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation.

The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or 'Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee Contributions can be made to payable to:

#### CALIFORNIA AIRPORT AND PILOT PAC

Chairman

1414 K St., 3rd Floor,  
Sacramento, CA 95814

PAC contributions are not tax deductible.  
CALIFORNIA AIRPORT AND PILOT PAC

California ID 811653



## Updates for Redlands Airport from Chapter President

Thanks for following up for the CalPilots newsletter. We have always had issues with getting maintenance monies for the airport, but it is getting better. We have had recent projects performed for weed control and runway and taxiway crack sealing. In my opinion, the largest issues that exist at KREI are:

1. **Non-aviation use of the airport-** The city knows the rules, but they appear reluctant to engage in the legal battle to remove non-aviation tenants from the airport. As non-aviation tenants do not have aircraft, they don't pay taxes on aircraft or fuel flowage fees. That reduces the potential revenue the airport could generate. It would be great if the FAA could do a "routine" field audit of KREI to get this remedied.
2. **Drawing aviation business to KREI -** Aviation business opportunities exist at KREI. We do not have any Jet A fuel at the field and can use a fuel supplier. Our 100LL supplier is unreliable too. We have a dozen or more turbine aircraft and the owners have their own fuel supplies (in their hangars-scary!) All hangars are full (not all with airplanes) and we have undeveloped airport property that could support additional hangars. It would be great to find someone willing to build some hangars. Flight school and maintenance shop opportunities exist too! The City of Redlands is part of this problem as they are not very business friendly.
3. **A Declining Pilot Population-** Not much to say here other than we need to do a better job marketing general aviation to new pilots and reducing costs for aspiring aviators. The costs involved with getting a pilot's license and buying an airplane is insane. This issue has bearing on my other two issues at my airport.

I am not sure if the City of Redlands has recently applied for the Caltrans \$10k Annual Credit Grants for the airport. It's in their adopted 2018 -2019 budget but they do forget to do this. I left a voicemail at the general phone number for Cal Trans Division of Aeronautics (No one answers the phone). They used to have some data on their website about grants but its currently not accessible.

Please let me know if you have questions.

Ted Gablin



**Please Come by our booth at the 'Remember When' event in Fresno to check out our new merchandise now available .**







# Pacific-Coast-Avionics<sup>TM</sup>

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\$2149  
G5/HSI  
\$2975



GDL-82 ADS-B  
Low Cost Solution!.....\$1795  
GTX-335/GPS Transponder.....\$2995  
GTX-345 (Out/In).....\$4275

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IC-A25N NAV/COM  
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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:  
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### September/ October Events

- Sept. 2 - **Open Cockpit Day** at Castle Air Museum in Atwater , web site ; [castleairmuseum.org](http://castleairmuseum.org)
- Sept. 7— **EAA Young Eagles** event at Sutter County Buttes Airport web site ; [suttercountyairport.org](http://suttercountyairport.org)
- Sept. 11-13—**ACA Conference** in South Lake Tahoe beach Resort web site ; [calairports.com](http://calairports.com)
- Sept. 21— **EAA Young Eagles** event at Nut tree Airport Vacaville web site ; [flynutttreeairport.com](http://flynutttreeairport.com)
- Sept. 22— **Dream flights** at Tracy Airport 9am by Ageless Aviation Foundation; (209)- 833-2200
- Sept. 28- " **Remember when** " event at Chandler airport , Fresno Chandler executive airport on Facebook
- Sept. 21-22—**Lemoore Central Valley Air Show**, website; [blueangleslemooreairshow.com](http://blueangleslemooreairshow.com)
- Sept.28-29— **MCAS Miramar Air Show**, web site; [miramarairshow.com/air-show-schedule](http://miramarairshow.com/air-show-schedule)
- Sept. 28-29— **Wings over Wine Country** Santa Rosa Airport
- Oct.5-6—**The Great Pacific Air Show** , Huntington Beach Airport
- Oct. 5&6—**Capital Air Show** in Sacramento at Mather air field, web site; [capitalairshow.com](http://capitalairshow.com)
- Oct. 7— **EAA Young Eagles** event at Sutter county Buttes airport
- Oct.12 **Apple Valley Air Show**, Apple Valley Airport
- Oct. 12-13—**Central Coast Air Fest** Santa Maria Airport

**September / October 2019**

