



Serving Pilots Of California With Pride



January/February 2013

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Meet Us at Mojave! Draws Pilot Crowd from throughout California

Over 80 people were fortunate to have attended Cal Pilots' premier weekend at Mojave Air and Space Port for the organization's Annual Meeting and a commercial space celebrity and aerospace entrepreneur-studded weekend from Friday October 19 through Sunday October 21st.



Consistent with Cal Pilots' prime organizational goal to look after the airports of this great State, this year's meeting took place at the altogether unique and world-famous Mojave Air and Space Port, an airport "in our own backyard" which serves as a world-famous incubator for some of the most bold and innovative commercial aerospace endeavors to date but which until now has not served as a rallying point for the airport focus of a Cal Pilots' gathering.

The weekend featured fascinating presentations, discussions and tours led by astronauts and engineers, CEOs and scientists, and noted aviation leaders on such diverse subjects as commercial space exploration, to mandated integration of Unmanned Aircraft Systems (UAS); to extremely high flying – virtually mesospheric, in fact – sailplanes to down and detailed test pilot training.

The weekend was kicked off on Friday evening with a meet and greet social at the Mariah Suites Inn featuring Rick Searfoss, NASA Astronaut and currently Chief Test Pilot for XCOR. Rick provided an "up close and personal" insight into his training, the adventures of riding into space aboard three Shuttles, including the challenges, precision and beauty of the re-entry glide to landing. All attendees had an opportunity to speak with him personally at this relaxed event.

Saturday was packed with activities. The formal portion of the CalPilots Annual Meeting kicked off the day, chaired by President Ed Rosiak. The summary of the year in airport advocacy was immediately followed by a fascinating briefing by Jim Payne, retired USAF test pilot and F-4/F-5 Ag-

CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public benefit California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

See Annual Meeting (Continued on page 2)

www.calpilots.org

Presidents Corner by Ed Rosiak

It Makes Me Smile

Happy New Year! Here we are in 2013 with a shiny new year upon us. So what shall we do with it? I have a few suggestions for your consideration.

First, let's confess that we have endured multiple years of political uncertainty and anguish over the never-ending economic and finger pointing issues.

And yes, we aren't out of the woods just yet, but things are looking up. And, we must remember that each of us is in charge of our destiny.

So how can we better deal with this difficult situation and stay positive? That my friends is something each of us has to decide for ourselves.

Why not start off by each of us asking ourselves some aviation related questions? Questions like - Why did I learn how to fly?

Why aren't I flying more? What am I missing as a result? Am I a little grumpier as a result?

I make these recommendations because I decided I needed to ask myself the same questions. In my opinion it is important to self-reflect, especially when things aren't going the way one would prefer, whether in our control or not.

When I am asked why I fly, I provide answers such as – the beauty, the complexity, man over machine, travel, aviator camaraderie, making new and renewing existing friendships, the feeling of accomplishment, discovering differing types of aircraft, the precision, and lets not forget - its fun.

We aviators are a practical bunch though, our obligations always come first, it's who we are. Even so, it's important to

consider that we all need balance in our lives, and we are less likely to be fully content without balance in our lives. All work and no play and all that.

Flying is one of the means aviators can use to achieve balance. Plus, let's not forget that flying skills, and aircraft, tend to atrophy with non-use, and that is not a good thing.

I have come to accept that even if I can't afford to fly as much as I used to, flying is therapeutic, subsequently I am willingly to give up other recreational activities to continue. My guess is it might be the same for you.

So there you have it - my New Year's gift to each of you – practical reasoning why you should get out and fly more in 2013. And if that is not enough for you, then you can use my final reason to fly more – it makes me smile.



"I make these recommendations because I decided I needed to ask myself the same questions. In my opinion it is important to self-reflect, especially when things aren't going the way one would prefer, whether in our control or not."



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California Pilots Association Annual Meeting

(Continued from page 1) Annual Meeting

gressor Pilot at the prestigious USAF "Top gun" Fighter Weapons School as well as instructor at the USAF Test Pilot School and Global Hawk Flight test manager.

Jim is also one of the world's top sailplane pilots with over 5,100 hours in gliders in the process of setting 13 world soaring records and over 70 national records. Among his many soaring accomplishments, he flew to 42,200 feet in a standard sailplane wearing a pressure suit. He serves as Chief Pilot for the Purlin Project, a legacy endeavor of Steve Fossett <http://perlanproject.org>. Jim regaled the crowd with the technical issues and challenges of flying a pressurized sailplane (glider) to an altitude of 90,000 feet. Preparations are currently underway for this record-setting attempt in the fall of 2013.



The attendees were then treated to a briefing by Bill Weaver, SR-71 pilot, test pilot, L-1011 DER, and current Chief of Pilot Operations for the Orbital Sciences L-1011 used for high altitude satellite launches including unique polar

Annual Meeting (Continued on page 3)

California Pilots Association Annual Meeting

(Continued from page 2) Annual Meeting

launches. Bill outlined what had happened in the now famous 3 Mach break-up of his SR-71, his descent by parachute and his rescue by a rancher in a personal helicopter.



Ed Dunlap, Manager of L-1011 Operations at Orbital Sciences Corporation, oversees the "Stargazer", the carrier aircraft used to air launch the Pegasus rocket for unique polar satellite launches. He briefed the group including Plane Crazy attendees on these operations and then provided a tour of the Star-gazer in-

cluding briefings on the cockpit by Bill Weaver and briefings on the launch and control panels just behind the cockpit (in what was the First Class section when the L-1011 was a passenger plane). Attendees got a walk through and a walk around of this magnificent plane and the last flying L-1011 in the United States.

www.orbital.com/SpaceLaunch/L1011/index.shtml



Our lunch, as with most of the Saturday activities, was in the hangar of our hosting organization, Firestar Technologies, right on the flight line at Mojave. Speaking for Firestar was Greg Mungas, CEO, specializing in the development and commercialization of technologies for advanced chemical propulsion and power systems. Greg has authored more than 40 research based publications, has 15 pending United States Patents and has received numerous awards from the United States Congress and NASA. His greatest accomplishment was being awarded the opportunity to serve as Principal Investigator for the ISS flight experiment as well as the delivery of the first gas-cooled rocket engine in history.



Greg reviewed the Firestar-created rocket engines that will be a part of Elon Musk's Dragon spacecraft and pointed out advanced technology for combustion engine exhaust systems that was also being developed at Firestar.

Greg Mungas

XCOR Aerospace is developing the Lynx Spacecraft. Cal Pilots was treated to a triumvirate of executives from XCOR including Aleta Jackson, Founder, Dan DeLong, Founder and Chief Engineer, and Dr. Lee Valentine, M.D., Chairman of the Space Studies Institute and XCOR Board Member.



After an animated introduction by Aleta, Dan spoke extensively concerning the development of the Lynx spacecraft, the competitive approach being taken by the company to provide low cost (edge of) space travel to the public, and the testing and challenges for this runway-take-off and runway-landing rocket powered space vehicle. A prototype of the Lynx was flown by Sean Tucker and Rick Searfoss at EAA Osh Kosh this past summer, the video of which flight we saw along with a narrated 'backstory'. www.xcor.com



Annual Meeting (Continued on page 4)

California Pilots Association Annual Meeting

(Continued from page 3) Annual Meeting

Lee Valentine whose specialties include Internal and Emergency Medicine spoke on the medical and physical challenges of spaceflight and what is being done in the commercial sector to adapt pilots and passengers for these rigors.

Steve De La Cruz and Bill Power teamed up to provide back-to-back comprehensive briefings on Unmanned Aircraft Systems (UAS). Steve is a civilian project engineer for General Atomics Aeronautical, responsible for the design and construction of MQ-1 Predator and MQ-9 Reaper cockpits, and himself an experienced UAS (as well as competitive aerobatic) pilot. He briefed on UAS capabilities and quirks, comparing and contrasting the various military UAS platforms and literally providing an "inside view" of what a UAS pilot "sees."



Bill Power, retired USAF Lt. Col. and B-1/B-2 pilot, USAF Test Pilot, as well as seasoned MQ-1/MQ-9 test pilot, briefed on the challenges of integrating UAS into the National Airspace System (NAS), paying close attention to H.R. 658 (FAA Modernization and Reform Act of 2012), the principle legislation creating an imperative for the FAA to go forward with UAS-NAS integration by September 2015.



George Whitesides was the keynote speaker for the gala banquet Saturday evening at the Mariah Hotel. George is CEO and President of Virgin Galactic which sprung from the X-Prize-winning, Scaled Composites and Burt Rutan-designed Space Ship One and White Knight. He was previously Chief of Staff of NASA, and has served as the Executive Director of the National Space Society. He is the co-creator

of Yuri's Night. He gave the audience a detailed briefing on the development of Space Ship Two and White Knight Two as well as the company's new launch facilities. www.thespaceshipcompany.com.

On Sunday, Cal Pilots and guests were treated to a full briefing and extensive tour at the National Test Pilot School www.ntps.edu, virtually the only civilian test pilot school in the world, by CEO, Al Peterson. Al took us through the curriculum, the market for the company's services, the background of all the instructors and an extensive tour of the fleet of over 25 aircraft from props to jets to rotary wing including extensive aircraft and equipment simulators used in the teaching process for the international student body of experienced pilots and systems engineers.

The Sunday contingent was treated to a weekending tour of Mojave Makers an organization of young engineers working on individual projects from hovering and room-mapping devices to home-made CNC machines and miniature 3D printer (manufacturing) equipment. Ethan Chew hosted us in the Makers workshop building just south of the flight line. www.mojavemakers.com

By Edward Story CalPilots VP Region 4 & Chris Mannion Director-at-Large

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<http://www.dot.ca.gov/hq/planning/aeronaut/>

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/AeroNewsletter2010.html>

Toys for Tots at Oceano Airport makes kids smile at Christmas



On Saturday December 1st, the Friends of Oceano Airport, a CalPilots Chapter, held its annual Toys for Tots event. Though the weather was far from last year's 72 degrees, the event still garnered eight large bags of toys and hundreds of dollars in cash donations.



Region 3 VPs Mitch Latting and Jolie Lucas began the annual event in 2009. It is their belief

that community events make airports a good neighbor. The Toys for Tots gala combined airplanes, antique cars, live music, Oceano Fuel discount, lodging discounts and was catered by Central Coast Smokers.

Friends of Oceano volunteers, along with 4-H aero, Lambda Chi Fraternity, and the Kids of Oceano Airport made sure attendees got into the Christmas spirit.

The next big event is Oceano Airport Celebration Days, May 10-11th, 2013. Celebration is a salute to veterans. Once again, the Friends of Oceano Airport will be collecting care package items for active duty overseas service members.

The Beach Burger Fry and Dance is May 11th and features

the San Luis Jazz Band, burger fry, and hayrides. The Saturday Celebration Day is a good-old fashioned airport day.

There is no admission charge, free children's activities, static displays highlighting our emergency responders, and live music. For more information:

<http://www.FriendsofOceanoAirport.com>



UAVs are loaned to local police by Homeland Security

"The public needs to know more about how and why these Predator drones are being used to watch

AVIATION eBRIEF™

The U.S. Department of Homeland Security has loaned Predators, multimillion-dollar unmanned aerial vehicles, to local law enforcement for use against civilians on several occasions. Questions have been raised inside and outside government about whether federal officials are creating an unofficial program without formal

rules of engagement. "The public needs to know more about how and why these Predator drones are being used to watch U.S. citizens," said Jennifer Lynch, a lawyer for the Electronic Frontier Foundation. [WTOP-FM \(Washington, D.C.\)/Washington Guardian](http://www.wtop.com/story/2011/12/11/fm-washington-dc-washington-guardian/) (12/11)



San Rafael Airport Safety Zone Threatened

San Rafael Airport Marin Soccer Complex Hearing Postponed Following Allegation of Mayor's Conflict of Interest - Monday's public hearing for the San Rafael Airport's proposed soccer complex was rescheduled so Mayor Gary Phillips, who has a lease with the airport, could obtain written approval from a state agency that will allow him to participate in the decision. The planned public hearing on the San Rafael Airport's proposed soccer facility has been postponed following an allegation that Mayor Gary Phillips should recuse himself from the meeting due to a conflict of interest.

Phillips, who has a lease with the airport for a private hangar, requested written direction from the Fair Political Practices Commission, a state agency that strives to enforce objectivity in policy decisions, to confirm that he may lawfully participate in the decision.

"The city has been processing the soccer facility application for more than five years and it is obviously a significant local land use decision," City Attorney Rob

Epstein said in a statement. "Under the circumstances, I think it is appropriate for the mayor to seek a pre-decision ruling, and for the city to delay the hearing on the matter until that ruling is obtained."

According to the FPPC, a public official must recuse himself from any decision where he has a financial interest in the outcome. San Rafael resident Barry Taranto first brought up the potential conflict of interest during the open public comment during a City Council meeting last month.

The decision to postpone the hearing was made by Assistant City Manager Jim Schutz and Epstein, who reviewed the allegations of conflict and determined that there is no disqualifying conflict.

"This opinion is shared by the mayor's private counsel, Vigo G. "Chip" Nielsen, a well-known expert on political law," Schutz said in a release.

Despite this opinion, Nielsen notified city staff that he intends to request that the FPPC provide a written ruling to confirm that

Phillips may participate in the decision.

The planned recreational building, which was first proposed in 2004, was approved by the Planning Commission in early June. The complex will house indoor soccer fields and courts with spectator seating, offices, food and beverage service and meetings rooms. There will also be two outdoor soccer fields with parking and exterior lighting.

The City Council meeting was scheduled for Aug. 6. City officials did not give a new date for the meeting.

CalPilots Editor's Note: Please note the location of this proposed facility on the lower right side picture. This is not a safe location to build this facility and the City Council should know that. Further, the Caltrans Division of Aeronautics (DoA) sent a letter advising against the location based upon safety concerns.

Written by San Rafael Patch
03 December 2012



***"San Rafael Airport
Marin Soccer
Complex Hearing
Postponed
Following Allegation
of Mayor's Conflict
of Interest."***



California Pilots Association Airport Reps

Charlene Fulton will be the Coordinator of Airport Alert Reps.

Jack Kenton will be the Assistant Coordinator of Airport Alert Reps.

Their contact information is on page 10 of the Newsletter


Appeals made to let business stay at SMX

Eviction process under way against ArtCraft

ArtCraft Paint has been in business for 28 years. The Santa Maria Airport Board is trying to evict the business for chronic late payments of rent. This move is particularly interesting timing-wise because Teresa Arredondo, ArtCraft's owner just ran as a candidate for the board. Though she was unsuccessful,

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Please click the  on our
page and tell your aviation
friends to "Like" us as well

See SM  (Continued on page 8)



RAVENDALE AIRPORT MAKEOVER

Ravendale Airport is a public use general aviation airport located in northern California's Lassen County at an altitude of 5299 feet above sea level. The airport is operated year round and is also used for and fire suppression emergency medical response.

Single Runway 17/35 is 2,920 feet long and 30 feet wide. Its width does not meet the minimum Feder-



Ravendale Airport
Susanville, California



al Aviation Administration's (FAA) standard of 60 feet wide. A pavement inspection was conducted in 2002, and the pavement condition index (PCI) value was rated 28, indicating a poor surface. Cal-trans' Division of Aeronautics conducted a visual inspection in July 2010, which showed the runway pavement markings were faded, and the pavement had numerous alligator cracks and loose gravel.

The purpose of the project was to crack seal and remark the run-way for safe take off and landing. Construction was delayed until summer 2012. The existing runway was repaired where the pavement had alligator cracks, the pavement cracks were repaired, and markings were refreshed. The project took ten working days at a cost of \$44,000.

While this project was only a temporary fix, within the next few years, future projects will include runway widening to the 60 foot FAA minimum standard, the taxiway will be rehabilitated, and the runway and tiedown area will be overlayed with a two-inch asphalt concrete surface. By Danny Uppal



Runway after Construction

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Congressman Schiff says he will reintroduce helicopter noise bill

Congressman Adam Schiff says he plans in January to reintroduce a bill on regulating helicopter noise after initial attempts to pass a bill last year in Congress stalled out. After a meeting on Wednesday with Federal Aviation Administration officials and several homeowners associations, Congressman Schiff (D-Burbank) said he would reintroduce the Los Angeles Helicopter Noise Relief Act, a bill Congressman Howard Berman proposed before he lost a tough reelection campaign in November.

The bill would require the FAA to regulate helicopter flight paths, minimum altitudes and other helicopter operations in Los Angeles within a year after the president signs it into law. Helicopters are generally unregulated. Law enforcement, emergency, and military helicopters would be exempt from any new rules.

"I think it's important to have the legislation in the process in case we run into a logjam in terms of the FAA's action," Schiff said. "Hopefully they can act without the necessity of legislation but if it

is necessary we will be prepared to go forward." People concerned about 'copter noise gave FAA officials an earful at an August meeting in Sherman Oaks. They talked about the way low-flying helicopters - including news and traffic craft and sightseeing excursions over celebrity homes - shook windows multiple times a day and hovered above for long periods of time. The FAA said agency representatives would continue to meet with stakeholders to hear their recommendations for proposed regulations. Congressman Schiff said FAA officials explained it would be a tough task to regulate helicopter altitude minimums because of the airspace above Los Angeles is already pretty crowded.

Without a bill, some helicopter users have already adopted some recommendations; news media pooled helicopter coverage of major events like Carmageddon Two and the 12-mile NASA Shuttle Endeavor trip through L.A. After years of complaints from Long Island residents in New

York about helicopters buzzing to the Hamptons, the FAA introduced voluntary regulations in 2008 asking helicopters to fly along the coast of the North Shore. They also suggested that helicopters take off at different times - but eventually the FAA established rules for helicopters that fly over Long Island. "I do think it's going to require some mandatory standards of regulations on what the helicopters can do," Schiff said. "But I do appreciate all the FAA has been doing thus far." Wednesday's FAA meeting was the third and final Los Angeles stakeholder event before officials plan to release a report in May summarizing the testimony collected and the FAA's proposed actions on any type of helicopter management or regulation.

The bill would require the FAA to regulate helicopter flight paths, minimum altitudes and other helicopter operations in Los Angeles within a year after the president signs it into law.



"The bill would require the FAA to regulate helicopter flight paths, minimum altitudes and other helicopter operations in Los Angeles within a year after the president signs it into law."



Members of the Thousand Oaks Homeowners Association had yellow stickers printed to allow their opposition to helicopters flying over neighborhoods.

12/7/12 Aviation E Brief

(Continued from page 6) SM

ful, many believe these proceeds could be based on retribution. Art-Craft is a woman, and minority-owned business.

I spoke on behalf of the California Pilots Association as well as the Friends of Oceano Airport.

Jolie Lucas Co-VP Region 3 CalPilots
http://santamariatimes.com/news/local/govt-and-politics/appeals-made-to-let-business-stay-at-smx/article_3f8db5a6-45c1-11e2-9213-0019bb2963f4.html

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Prototype Nav Chart Hits LA Basin



"To help pilots navigate in such airspace, the FAA and industry partners have come up with a solution to help pilots understand their responsibilities. One such area is Los Angeles."

What happens when low-level commercial airliners, general aviation aircraft, military jets, and helicopters all fly together in the same complex Class B airspace? It becomes a challenge to minimize the risk of midair collisions. To help pilots navigate in such airspace, the FAA and industry partners have come up with a solution to help pilots understand their responsibilities. One such area is Los Angeles. A new prototype VFR navigational chart combines information from the existing Terminal Aeronautical Chart, VFR Flyway Planning Chart, and Helicopter Route Chart

into a single product. It is designed to be easy to read and navigate while preserving the necessary requirements and criteria. Although no decision has been made to replace or supplement the existing charts when placed into production, the FAA is currently sharing this prototype with stakeholders and soliciting input from users with how to proceed. This type of chart may be the new standard for other complex airspace in the future. Go to AeroNav.faa.gov for more information about aeronautical navigational products.



Detail of Prototype Navigational Chart

Huerta UAS Integration Delayed

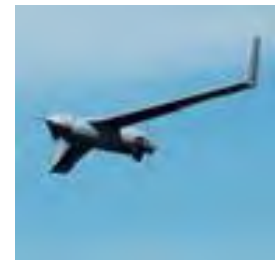
"To learn more about the AOPA Pilot Protection Services program or to enroll, visit the Pilot Protection Services website."



Citing concerns over privacy, FAA Administrator Michael Huerta has told members of Congress that the selection of six test sites for unmanned aerial systems will not happen in time to meet the agency's target of the end of this year. In a letter ([PDF](#)) to U.S. Rep. Howard McKeon, R-Calif., co-chair of the Unmanned Systems Congressional Caucus, Huerta said FAA staffers have been "working diligently to establish the framework for test-site selection ... However, increasing the use of UAS in our airspace also raises privacy issues, and these issues will need to be addressed as unmanned aircraft are safely integrated." Earlier this month, 20 aviation advocacy groups (including AOPA, EAA, NATCA,

NBAA, GAMA, and more) jointly sent a letter ([PDF](#)) to Huerta, asking him to keep the FAA focused on safety, not privacy issues, in regards to the integration of UAS.

"The FAA has no statutory standing or technical expertise" in regard to privacy issues, the letter reads. The groups also asked Huerta to "ensure UAS are safely and responsibly integrated into the national airspace in a timely manner." At a meeting of the Association for Unmanned Vehicle Systems in August, Huerta [said](#) he was "very optimistic" that the FAA would meet the congressional mandate to integrate most UAVs into the national airspace system by 2015 (2014 for UAVs weighing less



than 55 pounds). "Rest assured that the FAA will fulfill its statutory obligations to integrate unmanned aircraft systems," he said. However, a [report](#) by the U.S. Government Accountability Office released in September noted that although the FAA "has taken steps to meet the requirements set forth in the [2012 Act](#), it is uncertain when the national airspace system will be prepared to accommodate UAS."

AVweb 11-22-12

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PRESIDENT

Ed Rosiak
(408) 218-8184 Cell
president@calpilots.org

SENIOR VP

Doug Rice
(408) 354-5824
doug.rice@calpilots.org

GENERAL COUNSEL

Jay White
(800) 319-5286
general.counsel@calpilots.org

TREASURER

Walt Wells
(707) 785-3921
treasurer@calpilots.org

VP-REGION 1

Carl Leach
(916)-276-5216 Cell
carl.leach@calpilots.org

DIRECTOR-at-LARGE

Andy Wilson
(510) 489-5538
andy.wilson@calpilots.org

DIRECTOR of COMMUNICATIONS

Larry Chapman
(310) 200-9314
webmaster@calpilots.org

EXEC ADMIN

(800) 319-5286
admin@calpilots.org

VP-REGION 2

Carol Ford
(650) 591-8308
carol.ford@calpilots.org

DIRECTOR-at-LARGE

Jim MacKnight
(408) 779-0301
jim.macknight@calpilots.org

DIRECTOR-at-LARGE

COORDINATOR AIRPORT REPS
Charlene Fulton
(209) 521-6022
charlene.fulton@calpilots.org

CO VP-REGION 3

Jolie Lucas
(805)-709-6619
jolie.lucas@calpilots.org

CO VP-REGION 3

Mitch Latting
(805) 305-1506
mitch.latting@calpilots.org

DIRECTOR-at-LARGE

Bill Sanders
(858) 752-4000
bill.sanders@calpilots.org

VP-REGION 4

Edward Story
(310) 827-1600
ed.story@calpilots.org

DIRECTOR-at-LARGE

Peter Albiez
(818) 445-2027
peter.albiez@calpilots.org

ASSISTANT COORDINATOR

AIRPORT REPS
Jack Kenton
(951)-567-5760
Jack.kenton@calpilots.org

VP-REGION 5

Bob Eppers
951-837-0462
bob.eppers@calpilots.org

DIRECTOR-at-LARGE

Chris Mannion
(951) 551-6197.
chris.mannion@calpilots.org



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CALIFORNIA PILOT PAC

WHAT IS A PILOT PAC?

The California 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

Chairman

Contributions can be made to payable to

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California ID 811653



FEDERAL AND STATE CONTACTS

President Barack Obama

The White House
1600 Pennsylvania Avenue
Washington, DC 20590
FAX (202) 456-2461
president@whitehouse.gov

Secretary of Transportation

Ray LaHood
U. S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
Phone (202) 366-4000
Dot.gov.comments@pst.dot.gov

FAA Administrator Michael P. Huerta (Acting)

Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591
Phone (202) 366-4000
1-866-835-532

Contact FAA

Governor Jerry Brown

State Capitol Building
Sacramento, CA 95814
Phone: 916-445-2841
Fax: 916-445-4633
<http://www.govmail.ca.gov>

Senator Barbara Boxer

Hart Senate Office Building
Washington, DC 20510
Phone (202) 224-3553
Web Form: boxer.senate.gov/en/contact/

Senator Diane Feinstein

Hart Senate Office Building 112
Washington, DC 20510
Phone (202) 224-3841
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

Congressman Mike Honda 15th District

1713 Longworth HOB
Washington, DC 20515
Phone: (202) 225-2631
Fax: (202) 225-2699
<http://honda.house.gov/>

Other California Congressmen

http://www.house.gov/house/MemberWWW_by_State.shtml#ca
Gary Cathey, Chief Division of Aeronautics
Department of Transportation,
Division of Aeronautics, MS #40
P. O. Box 942874, Sacramento,
CA 94274-0001
Phone (916) 654-5470
Fax - 916.653.9531
gary.cathey@dot.ca.gov

For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>

FAA Safety Team

FAASTeam

FAA Plastic Certificates

If you have already replaced your paper pilot certificate, then this message is not for you. On the other hand, if your pilot certificate is still printed on paper, please read carefully.

The FAA is under a mandate to replace all paper certificates with plastic certificates. In fact, paper pilot certificates have already expired!

If you are a mechanic, on the other hand, and do not re-

place your paper certificate on or before March 31, 2013, you will no longer be able to exercise your privileges!

All certificated Airmen, including mechanics, repairmen, pilots, etc., are required to replace their paper copy with a plastic copy, or they will no longer be able to exercise the privileges of that certificate.

The best way to get a new replacement certificate is to follow the instructions at http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/.

The replacement cost is \$2.00, unless you still have your Social Security Number on your certificate and you ask to have it removed.

Avoid the Rush! Apply to-day!



California Pilots Association

P.O. Box 6868
San Carlos, CA 94070-6868

Phone: (800) 319-5286

E-mail: inquiries@calpilots.org

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Fax: 951-372-0555
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<http://www.aircraftspruce.com/>

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(818) 989-2900
FAX (818) 904-3450
www.claylacy.com

Precissi Flying Service (Q80)

11919 N. Lower Sacramento Rd.
Lodi, CA 95242-9248
(209) 369-4408

Bud Field Aviation (HWD)

Hangar Address:
22005 SkyWest Drive
Hayward, CA 94541
(510) 782-9063
FAX 510-782-9081
www.budfieldaviation.com

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2091 Goetz Rd.
Perris, CA 92570-9315
1 (800) 832-8818
FAX +1 (951) 657-5904
<http://skydiveperris.com>