



January/February 2015

## Serving Pilots Of California

### Flabob to double amount of hangar space

We just had a briefing on plans to expand the hangar offerings at Flabob in that the Rialto Airport, closed via Congressional action, has wanted all the structures removed from Rialto. BTW, the March ARB GA facility is now operating and avgas is available. In the forwarded message is a link to the EAA 1 newsletter which has a map of Flabob and plans for the hangars. Here is the text:

Rialto's loss is Flabob's gain! Rialto unfortunately lost an airport, but as a result, Flabob gained a

bunch of hangars and other airport related items. Flabob's "briar patch" hangars have been torn down, grading has begun, and asphalt will soon be laid west of the gas pump in preparation for the erection of a whole slew of new hangars—some 65 to eventually be available to house planes at Flabob ..doubling the hangar space now offered. The hangars and other equipment were donated by the city of Rialto. L67 was closed this past Sept. 18. On Oct. 8, Flabob officials were notified that they were

the recipient of most of the hangars and equipment offered through Rialto's "Disposition of Surplus Property" contract. Problem was, Rialto wanted the property moved in a hurry. Since the price was right, Flabob immediately hired contractors to disassemble and move the hangars and equipment. Hangar space at Flabob has long been at a premium, with many names on a waiting list.

*See Flabob Continued on page 6)*

### New SLO Council votes to overrule Airport Commission

The San Luis Obispo City Council voted 4-1 in December to override a ruling by the Airport Land Use Commission, which allows the city to move forward with long-range plans for large residential developments at the city's southern edge. New Councilman Dan Rivoire, who was sworn in Dec. 1, decided the city's path forward by providing the swing vote needed to pass the override. Rivoire said the benefits of moving ahead with housing and transportation planning outweighed the negatives of

potential future litigation and concerns about long-term liability issues.

"I know well the responsibility and consequences of this action," Rivoire said. "In moving forward with the Land Use and Circulation Element Update, we can move forward with the issues we face today." His vote was needed for the city to move forward with updating its General Plan — the city's blueprint for growth — which will shape development for the next 20 years. The plan envisions new developments in the southern section of the city where the airport is located.

The airport commission believes the city's plan is inconsistent with its own Airport Land Use Plan which, based on noise and safety concerns, limits development near the San Luis Obispo County Regional Airport. More than 50 people attended the council meeting Tuesday — which was the council's third attempt to gain the 4-1 vote needed to pass the overrule. The council's decision takes land use planning near the airport away from the Airport Land Use Commission and instead puts it in the city's control.

*See SLO (Continued on page 9)*

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## CALPILOTS

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

## Presidents Corner by Corl Leach

### The Never-ending Quest for Hearts and Minds

There was one overwhelming fact that stands out from 2015: until the citizens of a community truly believe that the benefit of having a local airport are worth the inconvenience inherent with the facility no airport is truly safe from elimination.

Exhibit A: Santa Monica Municipal Airport. Even after an incredible amount of effort and expenditure by a multitude of aviation organizations and entities, the residents of Santa Monica voted to deliver the future of their airport to an overtly pro-development, anti-airport City Council.

Exhibit B: Rialto Municipal Airport. Even though the FAA repeatedly warned the city that attempts to close its airport would be met with the Administration's opposition, an act by elected Congressional representatives authorized the closure. Would this have happened if the local residents understood the value of having a well-maintained runway in their neighborhood?

As a community of General Aviation supporters and enthusiasts, we must strengthen our efforts to educate the public, sending the message of GA's positive influence on society. Psychological researchers have often stated that an idea needs to be heard many times before it becomes believable, and many more times before it becomes credible. Clearly, once we've expressed our message, we must present that message again. And again. And again.

The next step logically raises these questions: what is "the message" and who are "the messengers"? The former will take some work; the latter is easier.

In April, CalPilots will team with several other state and national aviation organizations to present the California Aviation Day [[caaviationday.com](http://caaviationday.com)] in Sacramento. Although this event is focused on educating the elected legislators and their staff, the collaboration for this activity will bring the right parties together to develop a comprehensive and cohesive strategy to promote all facets of the general aviation spectrum in California. (Some ideas of how the message may evolve are already playing on the internet in the form of the NBAA's "No Plane, No Gain" campaign [[noplanenogain.org](http://noplanenogain.org)] and through the Alliance for Aviation Across America [[aviationacrossamerica.com](http://aviationacrossamerica.com)].)

If you or your airport group is already conducting local outreach education programs I'd really like to learn what you're doing. Please contact [CalPilots](http://CalPilots) so we can work together building the message that General Aviation is valuable to everyone in California.



***"As a community of General Aviation supporters and enthusiasts, we must strengthen our efforts to educate the public, sending the message of GA's positive influence on society. ."***

***"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the "spare time" segment of its leadership."***

## California Avgas Lawsuit Settled

The Center for Environmental Health, which filed a lawsuit in 2011 seeking to prohibit the sale of leaded gasoline in California, has reached a settlement, NATA said on Tuesday. Under the agreement signed last week, FBOs at 23 airports will provide warnings of lead exposure to individuals residing within one kilometer of the airport, will post warning signs at the airports, and will pay about \$550,000 in penalties and legal costs. The fuel distributors also agreed to offer for sale the lowest-lead fuel that is commercially available, and to

make mogas available to FBOs that request it. "We are pleased the matter is concluded and that California general aviation and its related businesses are no longer threatened," said Thomas Hendricks, president of NATA. "100-low-lead avgas is currently the only fuel that allows the entire piston engine fleet to operate safely. We are working closely with the FAA as part of the Piston Aviation Fuels Initiative, and it is entering into an exciting period in the search for an unleaded fuel for general

aviation aircraft." Caroline Cox, director of research for CEH, said the FAA is moving too slowly to find a replacement fuel. "With this settlement today, we expect the aviation industry to move more quickly to towards safer, lead-free fuels," she said. "We will continue to monitor the industry and keep the pressure on for safer fuels as quickly as possible." AVweb By Mary Grady Contributing editor | December 16, 2014



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# Redlands City Council wants strongly worded letter sent to county over dirt stockpile at airport

***"The Airport Advisory Board during the Oct. 1 meeting asked that the City Council weigh in on the dirt stockpile near the Redlands Municipal Airport. They requested the City Council direct city staff to write a strongly worded letter to the county opposing a permit extension."***

The City Council has directed staff to write a letter to San Bernardino County officials opposing a possible permit extension allowing a dirt stockpile to remain near one of the runways at the Redlands Municipal Airport for up to another year.

The Airport Advisory Board during the Oct. 1 meeting asked that the City Council weigh in on the dirt stockpile near the Redlands Municipal Airport. They requested the City Council direct city staff to write a strongly worded letter to the county opposing a permit extension.

"As far as an extension of the permit for the dirt pile, I think the council could take an aggressive position requesting the county not to consider an extension and have it moved sooner rather than later," said Gilbreath, who serves as council liaison to the Airport Advisory Board. "An extension for one year that may be unacceptable."

The stockpile was formed during the construction of the nearby 400-foot "Citrus Reservoir" by the California Department of Water Resources. The

existence of the reservoir near the airport is also a concern for pilots as it has the potential of attracting waterfowl.

Councilman Jon Harrison asked that the letter to the county be as aggressive as possible.

"I think we really need to make it clear to the county and the DWR and anybody else that the pile of dirt needs to be done and absolutely as quickly as possible," he said.

Harrison asked city staff to investigate the potential safety hazard waterfowl could pose to pilots.

It "behooves us to look back at the original documents and environmental impact reports to see if indeed the basin was

put in the correct place. The dirt wasn't, but maybe the basin wasn't either," he said.

Patrick Miles, aviation safety officer with the California Department of Transportation's Division of Aeronautics, has been working with city, county and Federal Aviation Administration officials on the stockpile situation.

Miles updated the City Council on the progress being made toward its complete removal.

Miles said the project's environmental impact report was reviewed in 2008 and the safety issues were addressed. In 2013, Miles said he began receiving calls from pilots about the pile's height and location. It was later discovered that the position of the stockpile was off by 400 feet and closer to the runway than originally proposed, he said.

The contractor agreed to reduce the height of the pile, but complete removal of the pile depends on availability of projects to take the dirt, Miles said. By August, the pile no longer exceeded obstruction limitations by the state and FAA, he said.

"The bottom line of this is the state recognizes the value of this new reservoir. It's a very important asset to the community and we realize it will take some time to get rid of that quantity of dirt," Miles said. "We are very satisfied it is very safe at this point and it doesn't exceed any of our obstruction standards or those of the FAA."

Ted Gablin, president of the Redlands Airport Association, said just because something is not an obstruction under FAA regulations, does not mean it is a compatible use.

"I just really want to bring home the point that it's really clear the stockpile has an impact on airport operations. It's not an ideal situation," he said.

"We believe, the Redlands Airport Association, that it's a potential hazardous condition to pilots utilizing the Redlands Airport."

Gablin said he believes the contractor has an economic benefit to keep the pile there longer, as that allows them to market the removed materials.

"There does not appear to be any safety motivation for the stockpile's removal," he said. "We're asking the city of Redlands to get involved and deny any permit extension with a sharply worded letter to the county of San Bernardino. We don't want the stockpile out there another year. It's just not a good thing."

Councilman Bob Gardner pointed out that the reservoir does have a benefit.

"A lot of decisions were made, a lot of intergovernmental involvement and perhaps not as much com-



*Dirt Pile looking East*



*Dirt Pile on Base*

*See Redlands (Continued on page 11)*

## CalPilots Affiliates With United States Pilots Association

California has a history of leading the trends that slowly work their way across the nation. Established in 1949, the California Aero Federation (the original name of what would become CalPilots) was one of the earliest statewide aviation associations in the nation. Geographically isolated on the far west coast, most of the energies of the Californians were focused on building a network of intra-state groups, rarely engaging with other organizations that were more than a state or two beyond our their own vast borders.

As the years progressed the pilots in many states banded together to form pilots associations to promote General Aviation. It was apparent that the work was worth the effort to create them and the United States Pilots Association (USPA) was chartered in 1981 to help organize pilots in those states where none existed. A large number of the state pilot associations were born from USPA initiatives, particularly in the Midwest surrounding the USPA's home in Missouri.

Perhaps a more significant function of USPA is to serve as an informal "Association of State Aviation Associations." In this role, leaders of the numerous affiliated State organizations are provided a unified link, a conduit through which issues faced and solutions employed in one part of the country can be transmitted to all.

Affiliating with USPA in no way lessens CalPilots relationship with other national organizations. Rather, because AOPA's memberships focus primarily on individuals, USPA provides a different level of support and collaboration that is complementary to our existing partnerships. In fact, USPA and

AOPA frequently team on issues that require responses from "national" organizations. The 2014 rescinding of the FAA's proposal to require sleep apnea testing for pilots was achieved through a cooperative effort.

Financial support for the USPA is generated through donations and non-compulsory memberships of individuals and affiliated state organizations. All USPA officers and directors are volunteers and absorb the cost of their activities. Some state associations do reimburse their representatives who attend USPA meetings but there are no mandatory "dues" or "fees" for a state organization to be an affiliate of USPA. (Note: by joining both AOPA and USPA your voice can be heard twice when national issues need a response from the aviation community!)

The USPA web site (admittedly in need of updating) can be found at: [uspilots.org](http://uspilots.org). A monthly report on USPA activity is printed in each issue of Fly-Low [website: [fly-low.com](http://fly-low.com)], a publication sent to all individual members of USPA.

USPA hosts fly-ins around the country as part of its business meetings. The Spring Fly-In will be March 12-15, 2015 at Kerrville, Texas [KERV], the location of the Mooney International factory



***"Established in 1949, the California Aero Federation (the original name of what would become CalPilots) was one of the earliest statewide aviation associations in the nation."***



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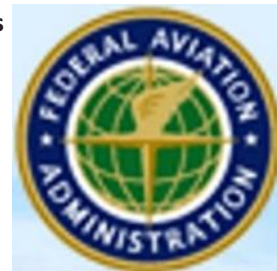
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## FAA Funding Secured

***"Senate passed the so-called 'Cromnibus' spending bill that approves appropriations for most government departments through September 2015. "***



The FAA has funding security (assuming presidential approval) for nine months after the Senate passed the so-called "Cromnibus" spending bill that approves appropriations for most government departments through September 2015. The vote was held late Saturday. The \$1.3 trillion spending bill also rejects an administration user fee proposal and gives the FAA more money than the White House wanted it to have. The FAA gets \$15.72 billion, about \$440 million more than the administration proposed, and it includes money for NextGen implementation. The National Air Transportation Association (NATA) stayed up late Saturday night to follow the legislative process and President Tom Hendricks said the relative stability is welcome.



"Taking such action funds important priorities such as NextGen and removes the budgetary uncertainty the agency faces when operating under short-term funding bills," said Hendricks. The FAA was among 11 government departments that got their full funding in the bill. The Transportation Security Agency only got three months, a position with which the FAA is familiar. It functioned on such temporary authorizations for several years until last year.

AVweb Flash December 15, 2014

## Report FAA Drone Rule Imminent



***"The rules "will open the door to a lot of commercial operations that aren't authorized today," according to Jim Williams, manag-***

The proposed rules for integrating unmanned aerial systems into the national airspace may be published before the end of this year, according to a report in the National Defense Industrial Association blog on Tuesday. The rules "will open the door to a lot of commercial operations that aren't authorized today," according to Jim Williams, manager of the FAA's UAS integration office. Williams provided the update during a program review last week with the Association for Unmanned Vehicle Systems International, according to NDIA. "We're taking great strides to authorize commercial operations in the U.S., and the small unmanned aircraft systems rule that

we've all been waiting on so long is getting really close to being done," Williams said.



**New York City Drone Film Festival logo**

A mandate from Congress in 2012 specified that the FAA should have a plan to integrate small UAS -- 55 pounds or less -- into the domestic airspace by September 2015. Williams said the FAA has received 117 requests for

exemptions from the current rules, as of Nov. 5, and more are coming in every day. Under the current rules, no commercial use of UAS is allowed, although recently several exemptions were granted for the film industry. In other drone news, the first film festival exclusively for movies shot with drones is set for Feb. 21 in New York City. All films must be under five minutes long.

AVweb By Mary Grady Contributing editor



# AOPA advocates for pilots on proposed California overflight regs

AOPA continues to advocate for pilots' access to airspace on what has become a multi-year effort by the California Department of Parks and Recreation to regulate airspace over its state wilderness areas, cultural preserves, and national preserves. The association has repeatedly reminded state officials that the FAA has the sole authority to regulate airspace.

The state's latest proposal has been amended to remove banning flights below 500 feet agl over cultural and natural preserves but retains the restriction for flight below 2,000 feet agl over wilderness areas.

Formal comments filed Nov. 26, AOPA stated that the latest pro-

posal "is still in conflict with the FAA's sole authority to regulate the National Airspace System." This is the third draft of the proposed state regulation, with earlier proposals being advanced in 2013 and earlier in 2014.

"In the National Parks Air Tour Management Act, Congress recognized the FAA has sole authority to control airspace over the United States," AOPA said. "The Act also recognizes the FAA has authority to preserve and protect the environment by preventing the adverse effects of aircraft overflights."

AOPA expressed concern that if the California Department of

Parks and Recreation created such a regulation pilots could be flying over California complying with the federal aviation regulations but not the state's regulations.

"Allowing multiple agencies to control national airspace would create a patchwork quilt of overlapping and potentially contradictory regulations from Federal, State, and local municipalities, ultimately creating insurmountable barriers for pilots," AOPA said.

Additionally, AOPA pointed out that pilots voluntarily fly friendly over noise-sensitive areas like wildlife refuges and nature preserves.

Aviation eBrief December 11, 2014 By Alyssa J. Miller

*"The state's latest proposal has been amended to remove banning flights below 500 feet agl over cultural and natural preserves but retains the restriction for flight below 2,000 feet agl over wilderness areas."*

**AVIATION eBRIEF™**

## Flabob to double amount of hangar space

(Continued from page 1) Flabob

The sudden doubling of space available will certainly have a positive impact on the airport. Airport Manager Beth LaRock said there will be a priority structure for renting out the new hangars. "The first priority will be to those who were in the T-hangars that were torn down to make way for the new hangars," she said. "The second priority will be for pilots who wish to relocate from Rialto Airport." The third priority will be for those already on Flabob's waiting list for hangar rental. LaRock said the new tenants will provide new life-blood for Flabob Airport because of increased revenue and more pilots who will participate in airport activities.

Flabob's acquisition of new hangars include 16 Exec 1 Port-a-Ports, which are 41 wide and 34 deep. They will rent for \$295 per month. One Exec 3 Port-a-Port that is 60 wide and 47 deep will rent for \$695 per month. Ten Fitzgerald Box Hangars are 41' wide and 36 deep and will rent for \$495 per month.

Four Port-a-Port Box Hangars, 43 wide and 36 deep, will rent for \$495 per month. Some 24 enclosed nested T-hangars (REDA) that are 41 wide and 36 deep will rent for \$375 per month. Ten Hamic box hangars are coming; eight will be 50' wide and 44' deep, two will be 60' wide and 44' deep. These will rent for \$800 and \$925 per month, respectively. In addition to the 65 hangars, Flabob will be receiving two PAPI systems, three lighted windsocks, a rotating beacon and tower, spare runway lights, runway signs and taxiway signs. "This came on us all of a sudden," LaRock said, "and we've had to move fast. We hope to have all the hangars in place by January...if all goes well!" LaRock said she has been busy dealing with the permits and government red tape required to get the job done. "The City of Jurupa Valley has been wonderfully supportive and cooperative," she said. This bittersweet windfall

may be a huge boon for the future of Flabob

Airport. The influx of scores of new aircraft and pilots will make this historic airport a busier and more successful hub of aviation activity in the Southern California area. It will be a better looking, more active airport. Hopefully, there will be increased social activity among aviators, more new members to join EAA Chapter One.

We at Chapter One give our utmost support to the staff and contractors of Flabob Airport through this challenging and exciting transition!

Reprinted from The Wing Nut



**TheWingNut**

Casualty of the Expansion:  
The "Briar Patch" Hangars are Gone



### Hangar Locations at Flabob



- Legend
- 16 Exec 1 Port-a-Ports
  - 1 Exec 3 Port-a-Port
  - 4 Fitzgerald
  - 24 REDA
  - 10 Hamic
  - 3 Box
  - 1 Scholl

## New Flight School Opens in Modesto Airport

*"During the campaign to gain recognition, the opportunity to expand the business arose.*

*Provident Air Link Inc.*

*Owned by Jerry Tiu, acquired American Flight Academy in late 2014, providing a new face to AFA. "*

American Flight Academy began its adventure in the Aviation School industry about 1 year ago. Martin Campbell (Owner/CEO) leased a Cessna 172 and offered instruction with just one instructor (Nick Robles) and based the operation in Merced, California at the Merced Regional Airport (KMCE). In efforts to establish a profitable business in California's limited central valley aviation market, Martin and Nick began advertisement with UC Merced and other local airport businesses. They offered Discovery Flights, which gave prospective pilots thirty (30) minutes in the Captains seat of the Cessna Aircraft. During the campaign to gain recognition, the opportunity to expand the business arose. Provident Air Link Inc. Owned by Jerry Tiu, acquired American Flight Academy in late 2014, providing a new face to AFA. Provident Air Link purchased its own Cessna 172 allowing AFA to operate independently of outside interest. AFA also acquired the facility at Modesto airport which is well known to its long time aviation community as Modesto Flight Center.

American Flight Academy offers flight training to local students. Courses include: Private Pilot, Instrument Pilot, Commercial, Multi Engine, and Certified Flight Instructor. There are currently five (5) instructors that work with American Flight Academy. AFA instructors are dedicated to the Flight Instruction Industry. You can count on quality instruction from AFA instructors because they are not looking to build time to move on to an airline career, they are looking to create safe and proficient aviators.

"These students are a reflection of myself and American Flight Academy." Says Nick Robles. "My goal is for my students to achieve their dreams in aviation and wherever that may be I want their skills to reflect a solid foundation that I provided them." Flying is no longer a Dream, its reality at American Flight Academy. Learn to fly at one of its two locations: Modesto or Merced. Contact them today at Merced 209-388-1002 or Modesto 209-577-1110.



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# Work Begins on Fullerton Airport Renovations

Construction is underway for the first of a two-phase renovation project at the Fullerton Municipal Airport.

The upgrades are the first for the terminal and administration buildings at the only municipal airport left in Orange County since 1959, when the control tower was constructed on top of the administration building, according to a report from the city's Department of Public Works. The administration building dates back to the late 1940s

The approximate \$550,000 cost for the first phase includes new floors, walls, ceilings and windows, remodeled restrooms and relocating the administrative offices from the second floor to the first floor.

Nearly the entire cost of the first phase is being funded by grants from the Federal Aviation Administration and the California Department of Transportation. The second phase will include aesthetic and functional up-

grades such as a redesign of the front entrance and exterior of the administration building, the addition of a conference room and new landscaping

"When you come into Fullerton, (the airport) is one of the first things you see," said Brendan O'Reilly, the airport's director of operations. "We really want to make a statement."

The second phase is estimated to cost \$1.8million and most likely will be funded by the Airport Enterprise Fund, O'Reilly said.

That money comes from the fees generated by the airport, which operates independently of the city's general fund.

O'Reilly said he hopes to get the next phase designed in 2015 and have the work completed by 2017.

Meanwhile, a new airport restaurant, Wings Cafe, has been under construction for most of 2014 and could be open by late January, O'Reilly said.

The restaurant will sport an aviation theme, with a runway painted onto the floor, lanes created by two rows of recessed light starting at the front entrance and other accents.

The City Council, earlier this year, approved a 10-year lease with the cafe's owners, Brian and Sherry White, with two five-year options. The city will receive \$1,250 in monthly rent, plus 3percent of monthly sales of more than \$40,000. Fullerton can increase the rent by up to 5percent per year.

***"The upgrades are the first for the terminal and administration buildings at the only municipal airport left in Orange County since 1959"***



## AIRPORT ADVOCATE

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## New SLO Council votes to overrule airport commission



Dan Rivoire

***"Both the airport commission and the Caltrans Division of Aeronautics have implied that they will take legal action against a City Council decision to overrule the airport commission's findings."***

(Continued from page 1 SLO)

In the past year the controversial issue has triggered fierce debate on the dais and in the community. Several large developments that have been proposed, including the 131-acre San Luis Ranch planned for the Dalidio property on Madonna Road and the 150-acre Avila Ranch on the north side of Buckley Road will still have to go before the Airport Land Use Commission for comment but Tuesday's decision lays the groundwork for the City Council to make the final decision on those projects. Future challenges lie ahead.

Both the airport commission and the Caltrans Division of Aeronautics have implied that they will take legal action against a City Council decision to overrule the airport commission's findings. Councilman Dan Carpenter, the sole dissenter, has said he could not support an action that could expose the city to costly litigation. On Tuesday, the city's deputy director of long-range planning Kim Murry, told the council that Caltrans has also cautioned that future transportation projects would be complicated by the overrule. Kevin P. Rice, a San Luis Obispo resident and frequent City Council critic, also plans to

launch a referendum against the override. Councilwoman Carlyn Christianson, who has been resolute on the vote to override, said Tuesday, "If the city does not take action, then inaction becomes its own action and slowly but surely the city we love would die." She went on to say that the seven-member Airport Land Use Commission is not the expert in land use near the airport and that concerns about building housing in an area that was unsafe were unfounded.

"This is about noise, not about safety," Christianson said. "I can't support irresponsible fear-based decision-making ... my decision is based on the future."

By AnnMarie Cornejo

THE TRIBUNE

## Bob Hoover Accepts Wright Trophy

***"For 70 years he has set the standard for skill, leadership, and bravery which may last forever."***



The 2014 Wright Brothers Memorial Trophy was awarded to airshow legend Robert L. Hoover during a ceremonial dinner in Washington, D.C., last Friday. The annual award is given to a living American by the National Aeronautical Association to honor significant public service of enduring value to aviation. "There are very few people in the world that capture the history, progress, importance, and sheer excitement of aviation and aerospace like Bob Hoover," said Jim Albaugh, NAA chairman. "For 70 years he has set the standard for skill, leadership, and bravery which may last forever."

Hoover, at age 92, has been at the forefront of the aviation world long enough to have met

Orville Wright, Charles Lindbergh, James Doolittle, Neil Armstrong and virtually every other well-known aviator. Doolittle called him "the greatest stick-and-rudder man who ever lived." Chuck Yeager once described Hoover as "the best pilot flying today." The event included a clip from a documentary about Hoover's life, *Flying the Feathered Edge*, which is now available on DVD.



By Mary Grady | December 16, 2014

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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**Renewals or New Memberships only please mail to:** California Pilots Association, P.O. Box 4489, Long Beach, CA 90804

>>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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### CALIFORNIA PILOTS ASSOCIATION REGIONS



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# 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

P.O. Box 4489  
Long Beach, CA 90804  
PAC contributions are not tax deductible.  
CALIFORNIA AIRPORT AND PILOT PAC  
California ID 811653

(Continued from page 3) □edlands

munication as there could have been," Gardner said. "The bottom line is it isn't just a pile of dirt. There is a positive purpose associated with the project that will benefit the region. The difficulty is the trade off in terms of where and managing that whole issue and how that's been done."

By Sandra Emerson, Redlands Daily Facts 10/22/14

Redlands Daily Facts

## LOCAL GOVERNMENTS



Visit Caltrans Division of Aeronautics Website for a lot of good information.

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

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/documents/newsletters/index.htm>

## FEDERAL AND STATE CONTACTS

### President Barack Obama

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

### Secretary of Transportation

Ray LaHood  
U. S. Department of Transportation  
1200 New Jersey Ave, SE  
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Phone (202) 366-4000  
[Dot.gov.comments@ost.dot.gov](mailto:Dot.gov.comments@ost.dot.gov)

### FAA Administrator Michael P. Huerta

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1-866-835-532  
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### Governor Jerry Brown

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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/](http://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 Rep. Eric Swalwell (D)15th District

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<http://honda.house.gov/>

### Other California Congressmen

[http://www.house.gov/house/MemberWWW.by\\_State.shtml#ca](http://www.house.gov/house/MemberWWW.by_State.shtml#ca)

### Gary Cathey, Chief Division of Aeronautics

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### For Cal Senate and Assembly contacts

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



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E-mail: [inquiries@calpilots.org](mailto:inquiries@calpilots.org)

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CalPilots has Many other Business Partners  
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Use the link below to see the full list on our Website:  
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FAX 510-782-9081  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

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Perris, CA 92570-9315  
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FAX +1 (951) 657-5904  
<http://skydiveperris.com>

