



May/June 2014

## Serving Pilots Of California With Pride

### FAA announces rulemaking on third class medical

Agency still considering AOPA-EAA petition

The FAA on April 2 announced plans to go through a rulemaking process that could result in expanding the number of pilots eligible to fly without the need for a third class medical certificate. The announcement comes two years after AOPA and the Experimental Aircraft Association [jointly petitioned the FAA](#) to expand the third class medical exemption to cover more pilots and aircraft.

The rulemaking effort, which the FAA is calling the "Private Pilot Privileges without a Medical Certificate" project, will consider whether to allow private pilots to fly without a third class medical certificate in certain circumstances. Instead, pilots will be able to use other criteria, including a valid driver's license, to demonstrate their fitness to fly. The agency offered no other details of the planned rulemaking.

As part of the announcement, the FAA said it will consider whether it can safely provide any relief to the medical requirement before the rulemaking process is complete. The agency also said it is still considering the AOPA-EAA petition, which received 16,000 overwhelmingly positive comments. Wednesday's rulemaking announcement comes as the FAA has been under increasing pressure to allow more pilots to fly

*See FAA (Continued on page 4)*

### Santa Monica launches effort to shut down all or part of city airport

The Santa Monica City Council late Tuesday took a major step toward closing all or part of the city's airport after July 2015 -- a controversial move that could result in years of additional court battles with the federal government.

On a 6-0 vote, the council decided to develop and evaluate a strategy to scale back flight operations, cut the 5,000-foot runway by 2,000 feet and reduce aviation related services, such as fuel sales and flight schools. The decision also calls for the city to consider converting airport land to low-

impact non-aviation uses.

Meanwhile, it will continue a legal effort to gain full control of the facility, which is subject to federal agreements designed to preserve the 227-acre airport, including its 5,000-foot runway. "We don't want to be told how to use our property," Councilman Bob Holbrook said. "I've sucked in the kerosene fumes.... I've seen the trees turned inside out by jet engines. It's not an environment we should live in. We need to fight for property that belongs to the city." In addition, city officials will consider paying back a \$250,000 federal airport improvement grant to free itself from a re-

quirement that the historic facility remain an airport until 2023. The council approved the reimbursement proposal although City Atty. Marsha Moutrie warned the Federal Aviation Administration has never allowed grant money to be repaid.

Council members said the package of ideas approved Tuesday night was not the final decision to close the airport or scale back operations.

FAA officials declined to comment on the decision. The agency, however, reiterated its longstanding position that un-

*See Santa Monica (Continued on page 5)*

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## Presidents Corner by Corl Leach

There's a mystical force that draws pilots to an airport early each Saturday morning. With steam rising from coffee cups into the crisp air, they assemble in a wide-open hangar doorway, purposefully positioning their chairs in just the right spot to observe whatever aerial activity may occur on the runway nearby.

Invariably though, the conversation shifts to the imminent demise of General Aviation. "There just aren't any new pilots!" "Young people don't have any interest in aviation!" "It's too expensive to fly!" A senior member of the group raises his hand, gesturing emphatically toward the downwind. "When I learned to fly this airport was a buzz of yellow fabric airplanes. What happened to the good old days?"

As a guest at the Washington Pilots Association's annual

meeting in a few weeks ago I watched as WPA President Les Smith interpreted several graphics projected on the screen. Most intriguing was an extract from the 2013 Aerospace Medical Certification Statistical Handbook counting the number of active airmen by age. The sum of aviators ages 20-39 ("younger pilots") tallied 231,385. As expected, the number of "older pilots", those 40-59, was larger, but surprisingly by only 1,515, a difference of 0.6%. The numbers simply don't support a disaster in the making. But they don't forecast a growing pilot population either.

Are we our own enemy to growing the pilot population? Les thinks its possible. We inadvertently discourage interest in aviation by emphasizing unfavorable comparisons to historical norms that simply aren't relevant in today's dis-

cussion. Who wants to join an activity that's in decline? To create an excitement toward learning to fly we must consciously manage our message, setting aside anecdotal stories of despair while accentuating the enjoyment and gratification becoming a pilot brings.

May 17, 2014 is the 5th annual "International Learn to Fly Day." This is a great time to seek out someone who has expressed an interest in becoming a pilot and share your enthusiasm. Take them to the airport. Let them join in the camaraderie; let them hear from every aviator you meet how learning to fly is awesome. If the prices of the local flight school's aircraft seem high to you don't even mention it. For someone who is not a pilot, these are their good old days!



***"May 17, 2014 is the 5th annual 'International Learn to Fly Day.' This is a great time to seek out someone who has expressed an interest in becoming a pilot and share your enthusiasm. Take them to the airport. Let them join in the camaraderie; let them hear from every aviator you meet"***

## California can't regulate overflight of parks, AOPA says

AOPA is requesting the immediate withdrawal of an amended draft regulation that would set minimum altitudes for aircraft flying over California state parks being proposed by the state's Department of Parks and Recreation. As written, the amended draft regulation conflicts with preemptive federal regulations and would have far-reaching effects and implications for general aviation pilots.

Under the amended draft, The California Department of Parks and Recreation would prohibit aircraft from flying lower than 2,000 feet agl in wilderness areas or lower than 500 feet agl in cultural preserves or natural preserves. "While AOPA recognizes

the state's mission to conserve and manage the state park system's cultural and natural preserves, we are concerned with the far-reaching effects and implications of this draft regulation on general aviation and the aviation industry," wrote Melissa McCaffrey, AOPA senior government analyst for air traffic services, in an April 4 letter to the state.

The FAA has sole authority to regulate airspace in the National Airspace System, said McCaffrey. "While the amended version of the most recent draft regulation is slightly different than what was published in 2013, [the California Department of Parks and Rec-

reation] is still proposing to set minimum altitudes which are inconsistent with FAA regulations," she added.

A pilot operating within navigable airspace in the National Airspace System and in full compliance with all federal aviation regulations could be inadvertently in conflict with California Department of Parks and Recreation regulations. "Pilots have a reasonable expectation to be familiar with applicable FARs and the operating parameters established therein," said McCaffrey. "Allowing multiple agencies to control national airspace would create a patchwork quilt of overlapping and

### AVIATION eBRIEF™

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*Parks (Continued on page 5)*



## TRIM TABS



***"Carol is the Vice President Region 2 of the California Pilots Association (aka Cal Pilots), President of the San Carlos Airport Pilots Association, and on the Board of Redwood Shores Community Association. She volunteers countless hours to help with aviation causes and is one of the organizers of California Aviation Day."***



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/AeroNewsletter2010.html>

What you notice when talking to Carol Ford is her passion for aviation, her superlative organizational skills, an ability to articulate aviation issues in a way that can easily be understood, and her ability to mobilize people to act on an issue. Carol's love of aviation is life long, and she promotes it every chance she gets. She's the owner and Principle of Ford Aviation Consultants, a small business specializing in grant writing and grass roots organizing that addresses aviation issues such as Airport encroachment and energy facilities site selections. Carol loves aviation, and it shows in everything she says and does.

Born and raised in New Jersey, Carol shared that as a child, she watched airplanes flying overhead and wondered, "What are they doing up there? Where are they going?" and thought, "Gee, it must be fun doing that!" Once, during an outdoor painting class in high school, she noticed a small plane headed towards the spot where the students were painting. She convinced the class to put their canvases on the ground forming the word "HI" to the pilot. The pilot flew over the students, circled back, and rocked his wings to the class. She thought that was the coolest thing she had ever seen. Her husband's job transfer took Carol to Sacramento where she earned her pilot's certificate at Phoenix Field in Fair Oaks. She moved to the San Francisco Bay Area and flew out of Fremont Airport until the airport's closure. Now her home airport is San Carlos Airport. Seeing the loss of airports distressed her and moved her to do something to

fight encroachment and airport closures.

Carol is the Vice President Region 2 of the California Pilots Association (aka Cal Pilots), President of the San Carlos Airport Pilots Association, and on the Board of Redwood Shores Community Association. She volunteers countless hours to help with aviation causes and is one of the organizers of California Aviation Day. She understands the need for well organized grass roots campaigns to fight for airport needs and has helped numerous airports martial their resources to successfully fight development proposals that would have negatively impacted airports' abilities to operate.

Carol was heavily involved with Hayward Municipal Airport's



Carol Ford

fight over the sitting of two power plants that were to be located in or

near the airport's traffic pattern in heavily used Class B airspace. The Federal Aviation Administration advises pilots to fly a minimum of 1,000 feet above the power plant stacks, even though the pattern altitude is only 650 feet due to the overlying controlled airspace. One of the biggest problems with power plants so close to airports is the thermal plumes, which create their own weather, turbulence, and visibility problems for pilots.

In spite of the aviation safety concerns and conflicts in airspace, the first of two proposed

power plants was approved. The permit for the second plant was not approved after a coalition of aviation interests, organized by Carol, created enough support to stop it.

Carol deeply understands the importance of coalition building and working with elected officials and other decision makers when fighting anti-airport development interests. She was awarded the Cal Pilots Airport Defender of the Year for her work in helping airports defend themselves over encroachment and land use compatibility issues.

Carol also understands and is a strong advocate for a community's needs and stresses the importance of building good relationships between the airport and its neighbors in several ways. She's an outspoken advocate of things like fly quiet procedures, airport open houses, aviation education, and community outreach and feels education is the best way to convert airport opponents into airport supporters. One of her favorite topics is the value local airports can be to their communities in times of emergencies and disasters.

A new area of concern for Carol is the growing interest in alternative energy development near airports, including wind farms and large solar panel fields. Too often, proposed alternative energy developments are too close to Airports, which may create new safety issues for pilots that are only beginning to be identified. As the need for alternative energy grows, so will the frequency and intensi-

*See Santa Monica (Continued on page 7)*



# FAA announces rulemaking on third class medical



(Continued from page 1) FAA

***"For a decade, sport pilots have flown safely without third class medical certificates, and we're confident private pilots can do the same. This issue is a top priority for our members and we appreciate the FAA's decision to move forward with rulemaking."***



a wider range of aircraft without a third class medical, a privilege already enjoyed by sport pilots.

AOPA President Mark Baker made pursuing the medical exemption a top priority when he took the reins at AOPA last September, and the association has pushed the FAA for a response to its petition and sought assistance from Congress.

"This rulemaking announcement is the next important step along a path that we sincerely hope will allow more pilots to fly without the expense and frustration of the medical certification process," said Baker. "For a decade, sport pilots have flown safely without third class medical certificates, and we're confident private pilots can do the same. This issue is a top priority for our members and we

appreciate the FAA's decision to move forward with rulemaking. We will continue to work with FAA, Congress, and our members to complete this process as quickly as possible."

Legislation to expand the medical exemption has been gaining momentum in both the House and Senate. That legislation, known as the General Aviation Pilot Protection Act, would go a step further than the AOPA-EAA petition. Under the General Aviation Pilot Protection Act, pilots who make

noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third class medical certification

process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

AOPA members Rep. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) [introduced the General Aviation Pilot Protection Act in December](#), and the bill now has 86 bipartisan cosponsors. Sens. John Boozman (R-Ark.), Pat Roberts (R-Kan.) and Jerry Moran (R-Kan.), all members of the General Aviation Caucus, on March 11 [introduced an identical measure in the Senate](#) which now has eight cosponsors.

"We are grateful to Reps. Rokita and Graves and Sens. Boozman, Roberts, and Moran, as well as all of the cosponsors of this legislation, for their leadership on medical certification reform. They understand the value of general aviation to the economy, the national transportation system, and the American way of life. And they recognize that expanding the third class medical exemption will make it easier to keep experienced pilots safely in the air," said Baker. He also noted that, while the FAA's rulemaking announcement is an important step, the process itself can be complex and continued involvement is critical.

"AOPA, and I'm sure the bipartisan efforts in Congress, will continue to push ahead to ensure that this rulemaking process is finalized as quickly as possible," Baker said. "And, at the appropriate time, we'll call on AOPA members to continue their engagement in this effort as well."

For their part, congressional leaders expressed hope that the FAA's rulemaking would deliver relief for pilots and promised to continue to focus on the issue.

"Since several of us introduced the General Aviation Pilot Protection Act to expand the successful light sport standard to general aviation, support from all political stripes has been overwhelming," said Rokita. "While I am encouraged by the announcement by the FAA today and look forward to studying the rule they propose, we will continue to push for the General Aviation Pilot Protection Act to spur growth in the general aviation industry and eliminate red tape."

Graves concurred, saying, "I am encouraged by today's announcement by the FAA that it is going to take a harder look at the third class medical requirement for certain private pilots. While the FAA conducts its review, I will continue pushing the legislation I introduced with Rep. Todd Rokita, the General Aviation Pilot Protection Act of 2013, to exempt private pilots from the third class medical hurdle. While every pilot should have a strong commitment to safety, this sort of bureaucratic hoop is arbitrary and unnecessary. I will be monitoring FAA's actions and look forward to continuing to work with AOPA and the general aviation community on this issue."

Boozman also expressed appreciation for the FAA's action.

"When we introduced our legislation last month, I urged the FAA to respond to the reasonable petitions that our pilots have submitted and to provide additional flexibility," Boozman said. "I am glad to see that FAA has finally taken this initial step, and I look forward to hearing from pilots in Arkansas as they review this proposal." Shortly after the legislation was introduced in the Senate, AOPA contacted its members, encouraging them to ask their elected officials to support the twin bills in the House and Senate. Thousands of AOPA members responded by calling their senators and representatives.

April 2, 2014  
By Elizabeth A Tennyson



# Santa Monica launches effort to shut down all or part of city airport

(Continued from page 1) Santa Monica

der a 1948 agreement, the city is obligated to operate the property as an airport unless the government approves a change in use. FAA officials say the agreement, which transferred the facility from the government back to the city after World War II, applies to the entire 5,000-foot runway. City officials say the agreement might not apply to 2,000 feet of runway on the west end, raising the possibility it could be closed. So far, the FAA has prevailed in every legal attempt by the city to ban certain jets and gain control of the facility. The latest victory occurred last month in federal court. Moutrie cautioned council members additional litigation was possible if they decided to close the airport and that it could take years, not months, to resolve the legal issues. She added the outcomes would be uncertain. During the hearing, the debate over the airport's future played out in full as more than 120 members of the public spoke in favor and against the effort to scale back or close the oldest operating airport in the county. Opponents of the airport said the facility should be shut down because of noisy overflights, air pol-

lution in surrounding neighborhoods and the potential for deadly crashes in nearby residential areas. "Every takeoff becomes terrorism," she said. Instead of an airport, opponents told the council the property should be converted into a much needed park with playing fields, gardens, walkways, picnic areas and cultural amenities such as an amphitheater. An environmental liability, they said, would become an environmental asset. "We are legion, we are many and we will win," said John Fairweather of Community Against Santa Monica Airport Traffic, which supports the park proposal. Supporters say the airport is an important part of the county's transportation system and contributes \$250 million annually and 1,600 jobs to the local economy. They noted the airport provides educational opportunities for children and a base for hundreds of medical-related flights a year. The concerns about noise and pollution, speakers said, will eventually fade because of the increasing use of unleaded aviation gas and cleaner, quieter aircraft engines. Some speakers chided airport critics who bought homes near the airport and then complained about

noise and aircraft emissions. They also contended that much of the air pollution around the airport comes from nearby highways and major thoroughfares.

Bill Dunn, a high ranking official of the Aircraft Owners and Pilots Assn., and Ed Story of the California Pilots Assn., asserted if the airport were closed, it would clear the way for high-rise development rather than a park -- a proposal they called the "Big Lie."

Others pointed out that without the airport, height limits on new construction in the area might be lifted, clearing the way for more dense development.

Just before the vote, Councilman Kevin McKeown described Dunn's and Story's criticism as a canard and alarmist. If his colleagues approved high-rise projects for the airport site, he said, they would never get reelected.

Reprinted from the Los Angeles Times By Dan Weikel March 26, 2014, 1:33 p.m

Editors Note:

Most of the houses to the west of the Airport were built in 1944 during WW II for workers at Douglas Aircraft so they could walk to work to build aircraft for the war effort.

Los Angeles Times



***"Bill Dunn, a high ranking official of the Aircraft Owners and Pilots Assn., and Ed Story of the California Pilots Assn. asserted if the airport were closed, it would clear the way for high-rise development rather than a park -- a***



Photos by  
Mark Smith  
310 213 0790



## California can't regulate overflight of parks, AOPA says

(Continued from page 2) Parks

potentially contradictory regulations from federal, state, and local municipalities, ultimately creating insurmountable barriers for pilots."

The FAA, through their flight standards district offices, are fully equipped to handle such issues and assist local governments in finding solutions that align with federal regulations, while retaining the appropri-

ate level of public safety expected in any given area.

"We encourage [the California Department of Parks and Recreation] to work collaboratively with the FAA to further educate pilots on overflights of sensitive areas," said McCaffrey. AOPA is also willing to help the California Department of Parks and Recreation perform more outreach and education to California's pilot community

on the location of noise-sensitive areas and to "fly friendly" in accordance with FAA recommendations, she added.

April 8, 2014

By Benét J. Wilson

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## Part 3 –Three Tiered GA Airport Protection Model by Ed Rosiak – Past President

This is an extension of the article series 'Understanding the Big Picture – Supporting GA'. In this edition we will review CalPilot's Three Tiered Airport Protection strategy.

You may ask "why an airport requires protection"? If you do, I'll refer you to the Santa Monica Airport's continuing issue with the city council's ongoing blatant attempt to close their airport. The very same airport that year's ago the city acquired from the military and in doing so promised to maintain it as an airport in perpetuity. That was then, this is now.

Not too long ago most of us were confident that by sending an annual check to our favorite national pilot org, i.e., AOPA, EAA, NBAA, 99's etc., would guarantee that our airport would remain protected. That has, unfortunately, changed. Why? There are simply too

many problems facing our general aviation airports. Our national orgs cannot do it all anymore and they need our help.

There are three parts to our airport protection model - local, statewide and national.

**Local** – Whom better than local aviators and airport users to understand the issues their airport is facing? They are the ears to the ground first line of defense. Organizing local pilots is key to the strategy. Do you belong to your local airport org - if not, why not?

**Statewide Org** – The statewide org interfaces in to the local org as well as the national org. The second line of defense, the statewide org has additional resources and expertise to help resolve local airport issues by working with the local org. Do you belong to your statewide airport org - if not, why not?

**National Org** – The national org has the most resources, but cannot be everywhere at once. They interface into Washington as well as some state legislatures. They understand politics and can work within the political arena. They are called on to testify and represent pilots in high profile situations such as Santa Monica issue as previously mentioned. Do you belong to your national GA org - if not, why not?

Here's the thing. In order for the strategy to work, every pilot, aviation advocate, and GA business owner has to belong to each org. Think of it as an investment in your aviation future. Everyone can do something to help GA no matter how small. A little of your time, and little of your money will help to insure that our airports remain. There really isn't an alternative.

For more information on our Three Tiered Strategy go to our



***"There are simply too many problems facing our general aviation airports. Our national orgs cannot do it all anymore and they need our help."***



## FAA Wings Safety Seminar at Modesto City/County Airport

On February 15, 2014 the FAA Safety Team held the Modesto Pilot Safety Seminar at the Modesto City/County Airport at Sky Trek Aviation. California Pilots Association along with Sky Trek Aviation sponsored this event. This was an accredited Wings Seminar.

DPE Vince Nastro and CFI Mike Trettin reviewed Single Pilot Resource Management, Aeronautical Decision-Making, Risk Management, Task Management, Situational Awareness, Controlled Flight into Terrain and Automation Management.

Modesto Air Traffic Manager Pete Ecshevarria addressed local Modesto City/County Air-

port air traffic issues.

There were approximately 60 attendees, over the registered limit.

Charlene L. Fulton, Secretary  
California Pilots Association



***"FAA Safety Team held the Modesto Pilot Safety Seminar at the Modesto City/County Airport at Sky Trek Aviation. California Pilots Association along with Sky Trek Aviation sponsored***





## TRIM TABS

(Continued from page 3) Trim tabs



**"One of Carol's biggest concerns is who the next generation of pilots and aviation professionals will be. Typical of her activist style, she applied for and received a Wolf Grant to create an aviation day at her local high school. "**

ty of this issue. Carol is working hard to find the right combination of experts who understand all aspects of the issue, so that aviation can build the collaborations needed to help work on compromise proposals to allow both facilities to co-exist. The California Energy Commission has approached her for help with this important issue.

One of Carol's biggest concerns is who the next generation of pilots and aviation professionals will be. Typical of her activist style, she applied for and received a Wolf Grant to create an aviation day at her local high school. The program included numerous avia-

tion table top displays and speakers talking about different aspects of flying. The conference style displays made it easy for the students to chat and interact with the different guest speakers. Another way she likes to engage young people to explore career opportunities in aviation is to introduce them to today's high tech glass cockpit. She noted this gets the attention of kids who were born with electronic gadgets in their hands. Carol's fondest wish for aviation is this: "I wish that more people could come to understand and see the fun as well as practicality of aviation. That's what I want to tell everyone." And she shared this example of what she meant. She and a pilot from South County Airport were going to attend a meeting and holiday party at Half Moon Bay Airport. The two had

originally planned to drive to the meeting and decided to fly instead. They had a wonderful forty-minute traffic free flight, following the shoreline, noting that the San Francisco Bay was encircled in a pearl necklace of lights. They arrived at the meeting energized and living the example of her dream.

TRIM TABS  
By Colette Armao



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# Sutter Buttes Regional Aviation Association

President Joe Borzelleri signs the management contract created to pass operational control of the Sutter County Airport [O52] to the Sutter Buttes Regional Aviation Association on July 1, 2014.



Bill Turpie, CalPilots Region 1 Vice President (left) and Steve Whitmarsh, SBRAA Secretary (right) celebrate this milestone achievement in the two-year endeavor that gives local pilots oversight of the airfield near Yuba City.

***"Sutter County Airport [O52] will pass operational control to the Sutter Buttes Regional Aviation Association on July 1, 2014. "***

## FAA issues second GA airport study

WASHINGTON, D.C. — The FAA has issued its second study of general aviation airports, called ASSET 2, this time covering 497 airports that did not fit into a category under the original study.

In 2012, the FAA released a one-year-and-a-half study that examined the role GA airports play in the national aviation system. Nearly 3,000 GA airports were placed into four categories: National, regional, local, and basic. The 497 airports in the second study did not fit into any of those categories.

The FAA began working in January 2013 with airport sponsors, state aviation offices and the general aviation industry to conduct in-depth reviews of the unclassified airports. As a result

of this work, the FAA placed 212 of the 497 airports into categories, leaving 281 airports unclassified. Included in this are 227 publicly owned airports with what the FAA says is little or no activity. Four airports had been closed.

According to FAA officials, 91 of the previously unclassified airports updated their basic aircraft data or were recently classified as non-primary commercial service airports. Another 12 were categorized because they are either owned by or serve a Native American community and provide what the FAA calls a critical link for the community. With ASSET 2 information, the FAA now reports there are 84 national airports; 468 regional; 1,263 local; 852 basic airports; 281 unclassified; and four

closed, adding up to 2,952 airports.

There are now six states with no unclassified airports: Colorado, Maryland, Nevada, Rhode Island, West Virginia, and Wyoming. The FAA examines all airports, including those unclassified, every two years and submits a report to Congress on the airport system. The agency will reexamine the nonprimary airports every other year as part of the report. The next review will be in 2016. The FAA began the national review of general aviation airports in 2010. In all, there are more than 19,000 airports, heliports, seaplane bases, and other landing facilities in the United States and its territories. Of these, 3,330 are included in the National Plan of Integrated Airport Systems (NPIAS), are open to the public, and are eligible for

federal funding.

According to the FAA, 378 are considered primary airports and support commercial air service. The remaining airports among those eligible for federal funding are basically general aviation facilities, but 121 of these also serve airlines with at least 2,500 air service boardings a year.

As a lead-in to the first report, FAA's Associate Administrator for Airports cites some of the ways GA airports serve the nation and fit into the national airports system. "We applaud the local communities," she said, "for their continuing support and commitment to aviation."

General Aviation News  
April 10, 2014 by

[Charles Spence Leave a Comment](#)



## AIRPORT ADVOCATE

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Or send by email: [peter.albiez@calpilots.org](mailto:peter.albiez@calpilots.org)



## HAYWARD AIR RALLY CELEBRATES ITS 50TH ANNIVERSARY

**"HAYWARD  
AIR RALLY  
CELEBRATES  
ITS 50TH  
ANNIVERSARY  
WITH  
DESTINATION  
OF EAA®  
AIRVENTURE  
® OSHKOSH  
TM 2014"**



EAA AVIATION CENTER, OSHKOSH, Wis. — (March 27, 2014) — The Hayward Air Rally, which has tested pilot planning, navigation and flying skills on the West Coast for nearly a half-century, will celebrate its 50th anniversary this year in a big way — with a final destination of the EAA® AirVenture® Oshkosh TM fly-in convention.

EAA AirVenture, "The World's Greatest Aviation Celebration" and the 62nd annual convention of the Experimental Aircraft Association, is July 28-Aug. 3 at Wittman Regional Airport in Oshkosh.

Entries are now being accepted for the rally, which traditionally is flown from Hayward, Calif., to destinations in the western U.S. In 2014, the rally will be flown July 24-27, with overnight stops in Nevada, South Dakota, and Wisconsin sup-

ported by local EAA chapters before the rally's final destination at Oshkosh.

"The Hayward Air Rally's long tradition of flying skills and camaraderie makes it a perfect fit with 'aviation's family reunion' here in Oshkosh," said Jim DiMatteo, EAA's vice president of AirVenture features and attractions. "We're eagerly looking forward to the rally's arrival in Oshkosh so we can give them a big welcome."

Unlike air races that rely on horsepower and speed, the Hayward Air Rally focuses on pilots and flight crews to use their flight planning, fuel management and navigational skills to come closest to their preflight estimates of time and fuel use. The event is open to all pilots who hold at minimum a valid sport pilot or higher certificate.

"Flying to Oshkosh is an unforgettable way to celebrate the

Hayward Air Rally's 50th anniversary", said Chris Verbil, chairman of the rally. "Not only will our pilot crews demonstrate their flying and flight planning skills, they are also part of a wonderful group of aviators who raise funds to support young people in discovering aviation."

The Hayward Air Rally is one of the largest scholarship providers for the EAA Air Academy, the summer aviation residence program for teens held at the EAA Aviation Center in Oshkosh. In 2014, the rally is giving seven scholarships to young people representing communities that are hosting 2014 rally stops and checkpoints.

More information and rally registration forms are available at [www.hwdairrally.org](http://www.hwdairrally.org).

About the Hayward Air Rally  
The annual Air Rally is staged by the Hayward Air Rally, Inc., a not-for-profit California public benefit corporation and charitable organiza-

*See Hayward (Continued on page 11)*

## Oceano Airport Celebration 2014



**"This annual celebration is a combination of saluting our veterans, supporting our active duty troops and showing off our wonderful airport. We simply cannot put this event on without the generous support of our community and volunteers."**

Celebration, May 9-10th, 2014  
Please join us for Oceano Airport Celebration 2014. This annual celebration is a combination of saluting our veterans, supporting our active duty troops and showing off our wonderful airport. We simply cannot put this event on without the generous support of our community and volunteers.  
Friday May 9th, Beach Burger Fry & Dance 5:30-10:00 p.m. \$10 Featuring....The San Luis Jazz Band. Five-Cities Lion's Club will be providing beef and veggie burgers and all the fixings. We will have the fire pits going, hayrides, static displays and fun fun fun.

Saturday, May 10th 8:00 a.m. to 3:00 p.m. Help those serving our country: Bring items to donate for troop care packages: protein bars, jerky, trail mix, hard candy, canned meat, in-

stant drink mix, black socks, baby wipes, cup of noodles. We are collecting items for distribution to our troops overseas. Static Displays, Aircraft on Display 8:00 a.m. Lions Club Pancake Breakfast, Central City Swing Band live music. Veterans Salute at noon. Elks Tri-Tip Lunch, Camping on Field. Banner Airways / Bi-Plane Rides, Skydive Pismo Beach, Oceano Fuel: Wheel of Fortune discount. Lodging discount: Pacific Plaza Resort. Free Children's Activities. Oceano, CA CTAF 122.7. Friends of Oceano Airport is a proud chapter of Cal Pilots. For more information: <http://www.FriendsofOceanoAirport.com>

The Friends of Oceano Airport present...

### OCEANO AIRPORT CELEBRATION

**MAY 9-10TH, 2014**

**Friday, May 9th Beach Burger Fry & Dance \$10**  
5:30-10:00 p.m. **San Luis Jazz Band**

**Saturday, May 10th 8:00 a.m. to 3:00 p.m.**

**CELEBRATION DAY  
A SALUTE TO VETERANS**

Help those serving our country: Bring items to donate for troop care packages: protein bars, jerky, trail mix, hard candy, canned meat, instant drink mix, black socks, baby wipes, cup of noodles. We are collecting items for distribution to our troops overseas.

Free Admission. Static Displays, 8:00 a.m. Lion's Club Pancake Breakfast, Elk's Tri-Tip Lunch, Central City Swing Band, Camping on Field.  
Oceano Fuel: Wheel of Fortune discount.  
Lodging discount: Pacific Plaza Resort.  
Free Children's Activities.

<http://www.FriendsofOceanoAirport.com>

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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

Address: \_\_\_\_\_ City \_\_\_\_\_ State : \_\_\_\_\_<sup>2</sup> Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_ Cell Phone (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

Email: \_\_\_\_\_ Aircraft \_\_\_\_\_ N# \_\_\_\_\_

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

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

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

Card# \_\_\_\_\_ Expiration Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

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

Donation \$ \_\_\_\_\_<sup>3</sup> PAC Donation \$ \_\_\_\_\_ (Political Action Committee- not tax deductible)

<sup>3</sup> Occupation \_\_\_\_\_

Employer \_\_\_\_\_

1. Required

2. (4 Digit ZIP Extension required for newsletter delivery, please provide if known) 3. For Political Action Committee (PAC) donations over \$100, above information required by law

**Renewals or New Memberships only please mail to:** California Pilots Association, 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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(916)-276-5216 Cell  
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OPEN

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### EXEC ADMIN

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[admin@calpilots.org](mailto:admin@calpilots.org)



## 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  
**CALIFORNIA PILOT PAC**

(Continued from page 9) Hayward

tion with IRS 501(c)(3) status. Originally conceived by the City of Hayward's Mayor in 1964, the Air Rally's primary charter is to enhance general aviation safety by encouraging aircraft pilots to stay proficient in basic flight and fuel management techniques. The 50th annual Air Rally will be conducted on July 24-27, 2014, originating at the Hayward Executive Airport and continuing over a challenging and competitive route through seven states with an ultimate destination of EAA AirVenture Oshkosh.

About EAA AirVenture Oshkosh  
EAA AirVenture Oshkosh is

"The World's Greatest Aviation Celebration" and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at [www.airventure.org](http://www.airventure.org). EAA members receive lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit



[www.eaa.org](http://www.eaa.org). Immediate news is available at [www.twitter.com/EAAupdate](http://www.twitter.com/EAAupdate).



#### San Luis Jet Center

San Luis Obispo, California



#### 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

Anthony Foxx  
U. S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
Phone (202) 366-4000  
[Dot.gov.comments@ost.dot.gov](mailto:Dot.gov.comments@ost.dot.gov)

##### FAA Administrator Michael P. Huerta

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/](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

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/representatives/#state\\_ca](http://www.house.gov/representatives/#state_ca)

##### Gary Cathey, Chief Division of Aeronautics

Department of Transportation,  
Division of Aeronautics, MS #40  
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CA 94274-0001  
Phone (916) 654-5470  
Fax - 916.653.9531  
[gary.cathey@dot.ca.gov](mailto:gary.cathey@dot.ca.gov)

##### For Cal Senate and Assembly contacts

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





California Pilots Association

P.O. Box 4489  
Long Beach, CA 90804

Phone: (800) 319-5286

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

California Pilots Association is a  
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California Corporation

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

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## CALPILOTS BUSINESS PARTNERS

The aviation businesses listed below are business sponsors of CALPILOTS, and made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support of all California Pilots and Aviation Enthusiasts.

*Tell them you are a CALPILOTS member and appreciate their support*

**Gemini Flight Support (MER)**  
3515 Hardstand Ave.  
Atwater, CA 95301-5148  
(209) 725-1455  
[gemini@elite.net](mailto:gemini@elite.net)  
[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

**Chuckwalla Valley Motorcycle Association**  
P.O. Box 307  
Desert Center, CA 92239  
(760) 227-3110  
[www.cvmracing.com](http://www.cvmracing.com)

CalPilots has Many other Business Partners  
We urge our members to support them.  
Use the link below to see the full list on our Website:  
[http://www.calpilots.org/index.php?option=com\\_civircrm&task=civircrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135](http://www.calpilots.org/index.php?option=com_civircrm&task=civircrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135)

**Aircraft Spruce & Specialty Co.**  
225 Airport Circle  
Corona, CA 92880  
Tel: 951-372-9555  
Fax: 951-372-0555  
Toll Free: 877-477-7823  
<http://www.aircraftspruce.com/>

**Clay Lacy Aviation (VNY)**  
7435 Valjean Ave.  
Van Nuys, CA 91406  
(818) 989-2900  
FAX (818) 904-3450  
[www.claylacy.com](http://www.claylacy.com)

**Precissi Flying Service (Q80)**  
11919 N. Lower Sacramento Rd.  
Lodi, CA 95242-9248  
(209) 369-4408

**Sennheiser Aviation**  
One Enterprise Drive  
Old Lyme, CT 06371  
Toll Free: 1-(877)-736-6434  
Phone: (860) 434-9190  
Fax: (860) 434-1759  
[cthronsdn@sennheiserusa.com](mailto:cthronsdn@sennheiserusa.com)

**San Luis Jet Center (SBP)**  
945 Airport Drive  
San Luis Obispo, California 93401  
Phone: (805) 782-9722  
Fax: (805) 542-9279  
Email: [customerservice@acijet.com](mailto:customerservice@acijet.com)

**Bud Field Aviation (HWD)**  
Hangar Address:  
22005 SkyWest Drive  
Hayward, CA 94541  
(510) 782-9063  
FAX 510-782-9081  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

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