



# Airport Advocate

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## Serving Pilots Of California With Pride

**California Pilots Association Meeting Castle Merced Airport October 4, 2014 see page 3**

## Local Flyers Assume Leadership of the Sutter County Airport July 1, 2014!

The County of Sutter and Sutter Buttes Regional Aviation Association are excited and pleased to announce the official "passing of the baton" of leadership and governance of the Sutter County Airport on Tuesday, July 1, 2014, from Sutter County to the Sutter Buttes Regional Aviation Association (SBRAA). SBRAA is a local association of pilots, aviation advocates, Yuba-Sutter business supporters, friends and families committed to fully assuming the

ongoing operation, maintenance, improvement and growth of the Sutter County Airport. The Sutter County Airport is located on approximately 170 acres of land just east of Garden Highway near the intersection of Garden Highway and Franklin Road and serves the Yuba-Sutter and general aviation communities by housing general aviation operations, hangaring, aircraft

maintenance and repair facilities and extensive privately owned crop dusting operations.

The Sutter Buttes Regional Aviation Association was founded in March 2012, and incorporated as an official California Non Profit Corporation with the generous help of the California Pilot's Association and the Aircraft Owners and Pilot's Association. The original idea for the

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## Santa Monica Airport Facts

### NOISE:

If Santa Monica airport and its protected airspace did not exist, large jets flying into LAX could fly low over Santa Monica at the same altitudes they fly over USC and South Central Los Angeles.

Beginning in 1984, noise at Santa Monica Airport has been held to strict standards by use of aggressive municipal fines and pilot education. As a result SMO is one of the quietest airports in the Nation. Added to the fact that modern aircraft are becoming quieter every year, noise is not a major factor compared

to other local sources such as traffic and construction.

### SAFETY:

Airplane accidents typically generate substantial media attention. However, examining the statistics of airplane accidents reveals the risk to community members from aircraft accidents is in fact very remote. No one on the ground in Santa Monica has ever been killed by an aircraft. From 1978 to 2009 there were 261 traffic fatalities in Santa Monica.

### POLLUTION:

The Santa Monica City Council Staff Report from March 25, 2014 quotes only one study that

states there is NO major pollution impact.

In June 2013, LAX published the third and final phase of the "LAX Air Quality and Source Apportionment Study" (AQSAS), an air quality source apportionment study to evaluate the contribution of on-airport aircraft emissions to off-airport pollutant concentrations.

### Key findings include:

All major pollutants were below National Ambient Air Quality Standards & California Ambient Air Quality Standards; air toxics are comparable or lower than

*See SMO (Continued on page 5)*

## 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?

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

## Presidents Corner by Corl Leach

Years ago, I expended many hours in search of a tiny, red-and-white striped shirted cartoon character lurking within a cluttered and distraction-filled printed page. "Where's Waldo?" tormented me to no end! Although he was always present, finding him was a difficult task. Small and as invisible as he often seemed, he was the reason the book was successful. In California's general aviation community, CalPilots has traditionally been a Waldo. The Association is engaged in many issues and events but you'd be challenged to see it. We don't employ a public relations staff. Self-promotion isn't a component of our existence. Instead, we have traditionally gone about business quietly, often being the unrecognized partner of national organizations but providing the critical effort needed to be successful. CalPilots is worthy of recognition. History has shown that it

can't rely on others spreading the message of its capabilities or accomplishments. So, I've begun an anti-Waldo quest, the "Where's Corl? Tour", a conscious effort to personally carry the CalPilots message to California's general aviation community.

In August, I was able to visit with representatives of two Southern California Chapters. First I attended the Palomar Airport Association's second-Thursday monthly meeting. The next morning was a long and enjoyable discussion

with Jim Gandee and Rich Koren of the Fullerton Airport Pilots Association.

I'm going to be available as much as possible to come to your local meetings, talking about CalPilots' position as an effective advocate for General Aviation. If you'd like me to visit your organization, or perhaps just meet with a few individuals, contact me and I'll try to work it into the schedule. My only promise is that I won't be wearing a red and white striped shirt!



***"The Association is engaged in many issues and events but you'd be challenged to see it."***



CalPilots Interim President Corl Leach is greeted by FAPA President Jim Gandee at the Fullerton Municipal Airport [FUL].



Pictured left to right: Rock Swanson (President of the Palomar Airport Association), Jessica Turner (Community Relations and Admin Analyst for McClellan-Palomar Airport/County of San Diego), and CalPilots Interim President Corl Leach enjoy the PAA meeting at [CRQ].

## ATTENTION MEMBERS OF THE CALIFORNIA PILOTS ASSOCIATION



**NOTICE OF MEETING:** The California Pilots Association will be conducting its Annual Members Meeting at 1:15 pm, Saturday, October 4, 2014 at Castle Field Terminal, 3750 W Perimeter Ave, Atwater, California 95301.

**NATURE OF BUSINESS TO BE CONSIDERED:** Consideration of amendments to the Corporation's Articles of Incorporation and Bylaws to attain compliance with Federal and State statutes and guidance. Affirmation of sitting Directors for continuation for one term of 2-years; election/appointment of additional Directors to positions that may be authorized by the membership through actions preceding the election or appointment. Names of nominees will be published on the California Pilots Association website, [www.calpilots.org](http://www.calpilots.org), when available.

**ENTITLEMENT TO VOTE.** Only members who have paid all obligations owed to the Corporation, including dues, at least ten (10) days prior to the meeting shall be entitled to vote on matters presented at such meeting or in such solicitation by written ballots. Each member shall have one vote on each matter submitted to the membership for vote.

**PROXIES.** Every member entitled to vote shall have the right to assign their voting rights to a designated person by submission of a written proxy executed by such person or such person's duly authorized agent and filed with the Secretary of the Corporation.

Publication of this Notice of Meeting in the California Pilots Association's official newsletter, "Airport Advocate", fulfills the advance notification requirements contained in current California Pilots Association Bylaws.

# 2014 Annual Membership Meeting of the California Pilots

## Association October 4, 2014 Castle Airport



CalPilots' is having its annual membership meeting at Castle Airport (KMER) in Atwater on Saturday, October 4. This is a great opportunity to hear about the state of general aviation in California, hear interesting speakers and socialize with your fellow aviators. And the venue for this year's meeting is home to the Castle Air Museum, which recently added the Douglas VC-9C Presidential Aircraft to its extensive static display of over 50 historical aircraft.

Our program includes optional tours of the museum, catered lunch, annual member meeting, and aviation-related presentations, one of which will qualify for FAA Wings credit.

**About Castle Airport.** The airfield was opened on September 20, 1941 as the Army Air Corps Basic Flying School, one of the fields utilized to meet the needs of the 30,000 Pilot Training Program. The airfield was named in honor of Brigadier General Frederick W. Castle (1908–1944) on January 17, 1946. The meeting and presentations will take place at the Castle Field Terminal (3750 W Perimeter Ave, Atwater, CA 95301).

**Registration.** The registration fee is only \$15 per person and includes a catered lunch. Register online at [CalPilots.org](http://CalPilots.org)

**Accommodations:** For those planning to arrive on Friday, CalPilots has arranged for a special rate at the Holiday Inn Express and Suites-Merced (151 South Parsons Drive, Merced, CA). A limited number of Standard Rooms will be available for \$89.00 plus tax per night. Please note that the number of rooms available at this special rate is limited and **reservations need to be made prior to September 12 to qualify for this rate.** You can reserve your room online at [hiexpress.com/mercedca](http://hiexpress.com/mercedca) or call (209) 384-3700. Use the discount code "CPA" when making your reservation to qualify for the special rate. For those attendees flying in, CalPilots will make arrangements for transportation between the Hotel and Castle Airport.

**Fly-In Attendees.** Please tie down in front of the Castle Field Terminal building where the event will take place. Transportation between the Terminal building and museum will be provided.



New Terminal at Castle Airport

### Schedule of Events

#### 10 am - Noon: Museum and Presidential Aircraft Tours (Optional)

Attendees have the option to tour the Castle Air Museum for a special discounted rate of \$5.00. This air museum has over 50 restored World War II, Korean War, and Cold War era aircraft. Among the exhibit highlights are a Lockheed SR-71 Blackbird, the world's fastest manned aircraft, and the massive Convair RB-36 Peacemaker, the only surviving reconnaissance variant of the largest bomber ever built for the United States Air Force.

Attendees may also tour the retired Presidential VC-9C that was added to the air museum on October 2013 (This tour is available for a separate \$10 fee). The VC-9C served during several administrations as an alternate Air Force One and Air Force Two aircraft. Among the VIP's that used the aircraft were First Ladies Nancy Reagan, Barbara Bush, and Hillary Clinton, Vice Presidents Al Gore and Dick Cheney, and Presidents Bill Clinton and Ronald Reagan

#### Noon – 1:15 pm: Lunch / Silent Auction

Catered luncheon will be provided at the Castle Field Terminal building with various sandwiches, condiments, salads, fruit, drinks and dessert available. During this time there will be an opportunity to bid on many military memorabilia and aviation-related items at a silent auction.

#### 1:15 pm - 2:30 pm: Introduction / CalPilots Annual Member Meeting

CalPilots President Corl Leach will introduce the Castle Airport Manager, Scott Malta, along with the Castle Air Museum CEO, Joe Pruzzo. The annual meeting will then commence (Note: Non-members are welcome to attend the annual meeting).

#### 2:30 pm - 3:30 pm: Aerobatic Performer Jacquie B. Warda Presentation

Aerobatic performer, Jacquie B. Warda of Jacquie B. Warda Airshows will make a presentation. Check out Jacquie's website at <http://www.jacquiebairshows.com>.

#### 3:30 pm - 4:30 pm: FAA Safety Team Presentation

FAA Safety Team instructors Vince Nastro and Mike Tertian will be presenting a current topic relevant to general aviation (details to be provided later). The FAASafetyTeam is dedicated to improving the nation's aviation accident rate by conveying safety principles and practices through training, outreach and education. This safety seminar will qualify for FAA Wings credit.

#### 4:30 pm - 5:00 pm: Q&A / Wrap-up





# SUTTER BUTTES REGIONAL AVIATION ASSOCIATION

(Continued from page 1) Sutter Buttes



***"Jack proposed an idea where an independent board would run the airport. Local pilot and aviation enthusiast Joe Borzelleri took Jack Kemmerly's idea and ran with it, or-***

PO Box 1713, Yuba City, CA 95992 Joe Borzelleri, President (530) 329-4573

plan came from Jack Kemmerly who has an extensive background in aviation including a career with the Aircraft Owners and Pilots Association and with the Cal Trans Department of Aviation. Jack proposed an idea where an independent board would run the airport. Local pilot and aviation enthusiast Joe Borzelleri took Jack Kemmerly's idea and ran with it, organizing the airport tenants, pilots and aircraft owners. Other key players include SBRAA Treasurer Steve Whitmarsh who is a financial whiz and business person. He worked out the financial details and fine tuned the contract language to make this a win/win for Sutter County and SBRAA, Jim Stadel of Stadel Aircraft based on the airport, Howard Anthony, aircraft owner/pilot, AJ Hyatt, aircraft owner/pilot, Lloyd Davies, aircraft owner/pilot, Matt

Warner local Civil Air Patrol leader and pilot. Borzelleri is quick to point out that another key player and Sutter County official is Megan Greve, General Services Director for Sutter County. "Megan has been with us since our very first meeting," Borzelleri states, "And has been very supportive of our efforts along with the Sutter County Board of Supervisors, who unanimously voted in support of the SBRAA operating the airport."

As of July 1, the SBRAA is a will assume responsibility for the airport from Sutter County and to manage the day-to-day operations and future of the facility. "We are well underway," says SBRAA President Joe Borzelleri, "But we continue to need the help of enthusiastic pilots, aircraft owners and friends of the airport. We're not looking for money – although donations are always welcome – but we're really looking for volunteers, people who love aircraft and airports and who love to fly!" While not official public meeting or celebration is planned for the July date, SBRAA will host its major

celebration during a Regional Fly In called the West Coast Rag Wing Roundup, October 25th. The group plans food, fun, aircraft on display and more information about the SBRAA will be available; the public is invited to attend.

According to the Aircraft Owners and Pilots Association (AOPA), private ownership and operation of aircraft – or General Aviation, as it is better known – benefits communities in a variety of ways, including business and personal transportation, recreation and education, agricultural production and management, health care and air ambulance services, fire suppression, law enforcement and disaster relief. Since its activation in 1947, the Sutter County Airport has served the Yuba-Sutter communities in many of these capacities, and SBRAA leaders and members look forward to a bright future for the airport under the care and guidance of the non-profit. For more information please contact with Joe Borzelleri (530) 329-4573, visit the SBRAA website at [www.sutterbuttesaviation.org](http://www.sutterbuttesaviation.org), or visit the club's Facebook page.

## Recreational-use bill signed by governor



California Gov. Edmund Gerald "Jerry" Brown on June 25 signed a bill that protects landowners who allow recreational aviation on their property from liability. The bill had been introduced on behalf of the [Recreational Aviation Foundation](#) with strong backing from AOPA.

With Brown's signature, California joined the growing list of states that protect landowners who

allow aviation among other recreational uses. Across the country, AOPA has worked with the Recreational Aviation Foundation and other organizations to encourage lawmakers to add aviation to existing recreational-use liability protections.

The bill was introduced Feb. 19 by Sen. Jean Fuller. [AOPA Western Pacific Regional Manager John Pfeifer](#) worked with Fuller's office and the Recreational Aviation Foundation to facilitate the bill's passage through the legislative process, making personal visits to key lawmakers, presenting testimony, sending letters of support, and recruiting the California Pilots Association and the Association of California Airports to join in the effort to secure passage. Pfeifer's efforts helped

build support on the way to committee approvals in April and June leading up to final legislative approval.

Pfeifer said AOPA worked hard on this legislation because, like other states, California law does not clearly specify that aviation is an activity covered by existing recreational-use protections, and that ambiguity could threaten pilot access to back-country locations. The collaboration between AOPA, the Recreational Aviation Foundation, and state pilot and airport associations has been replicated in many states across the country. AOPA will continue to work with the Recreational Aviation Foundation and other organizations, and state lawmakers, to ensure recreational aviation is a protected across the country.

Left to right: Recreational Aviation Foundation California State Liaison John Kounis, Association of California Airports President Ronald Elliott, Sen. Jean Fuller, AOPA Western Pacific Regional Manager John Pfeifer, and California Pilots Association Vice President Carol Ford testified at the California Senate hearing on Senate Bill 1072 on April 22. Photo courtesy of the Recreational Aviation Foundation.

Airport Advocate

AVIATION **BRIEF**

# Santa Monica Airport Facts

(Continued from page 1) SMO

elsewhere in the South Coast Air Basin

Main sources of oxides of nitrogen, carbon monoxide, and black carbon in the study area were local traffic on or near the I-10 and I-405 freeways.

90% of the ambient particulate matter in the study area is from non-airport related sources and regional background including secondary aerosols.

- The EPA did a very thorough study of the air and soil for Lead contamination at Santa Monica Airport and released the results in February of 2010. Titled: "Final Results from EPA's Lead Modeling Study at the Santa Monica Airport"

On page 10 you will find the following text:

"Results showed no elevated lead on airport property or in local parks, compared to average, non-source impacted levels in California."

## REAL ESTATE DEVELOPMENT:

- The FAA controls an "imaginary surface" of air space surrounding Santa Monica airport to ensure objects and buildings are not tall enough to present hazards to aerial navigation.

- If the "imaginary surface" is removed by closing the airport, developers in SM, LA, and the surrounding communities will be able to replace old buildings with high-rise structures. This greater density will increase traffic, congestion, and pollution.

This 227-acre parcel is enormously valuable. Imagine the density of traffic that would be generated by

a commercial/residential development at the airport.

People who will likely benefit from the airport closure are the homeowners, most notably, in Sunset Park. Their property values are projected to go up 10%-30%.

It does not appear feasible to trade the \$275 million in economic impact generated by the airport for millions of dollars in expense to build and operate a park. This concept seems very unlikely.

- The Airport2Park idea was addressed by City staff in their March 25, 2014 Report to the City Council. "Of course, the building and maintenance costs of creating and maintaining such a park would be significant and staff has concerns about funding such a regional amenity. The residents' group airport2park argues that such a park might be funded through a combination of bond funding, charitable donations and state/regional funding, and

***"This 227-acre parcel is enormously valuable. Imagine the density of traffic that would be generated by a commercial/residential development at the airport."***

See SMO Continued on page 6)



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>

## CalPilots from Tulalake to Calexico ... Volunteers Covering California

CalPilots and the California Division of Aeronautics enjoy a tremendous relationship. It's not uncommon for CalPilots leaders to pick up the telephone or dash a quick email to Division personnel to get information or resolve questions about airports in the state.

A method of facilitating this communication has historically been the aligning of CalPilots Regions with the Division of Aeronautics defined Regions. In this manner, there is little surprise of who should contact whom.

Earlier in 2014, the Division of Aeronautics expanded their staff to accommodate the creation of a sixth region. (See the accompanying graphic for the new region boundaries.) The question arose, should CalPilots once again seek to match what the state has done? I can see a lot of benefits to doing so, but as usual, there are some drawbacks as well.

An immediate advantage to adopting a 6th Region would be the reduction in workload for the existing Regional Vice Presidents. Downsizing the area of responsibility for each VP would ease the imposition their volunteer service places on their personal time. Perhaps the most compelling

reason to expand, however, is the creation of additional opportunities for aviation enthusiasts to get involved.

What do you think? Are you one of the passionate people who would like to get involved at a deeper level? I was an absolute neophyte when I came on the CalPilots Board ... but through the patient nurturing of then president Ed Rosiak, Jay White, and the Officers and Directors I came to understand what I needed to know to serve as an effective VP. If you're willing to learn, we have a spot for you! Contact us at

***"[president@calpilots.org](mailto:president@calpilots.org)."***

### Got Email?

Does CalPilots have your current email address? By providing us with your email address you will be able to receive electronic membership renewal notices and other upcoming new features.

Please send your current email address to [webmaster@calpilots.org](mailto:webmaster@calpilots.org)  
CalPilots does not sell or share members information



# Saving Santa Monica Airport from Special Interests

by Ed Rosiak – Past President

If you have been following this ongoing issue, you know that the City of Santa Monica, driven by "Special Interests", has been trying to close this airport for years. Why? That's easy. Regardless of what the city says, it's really about money. Special Interest groups stand to make millions off of developing the land and the city stands to make money too – it's called taxes.

The city is skillfully hiding these efforts behind safety issues, unproven health issues, and false accusations of the airport costing taxpayer's money. Of course the city hasn't told the taxpayers that they are not counting all of the revenue from the airport, because then taxpayers would know that the airport actually does support itself.

So what can you do? That's also easy. You can contribute to the

effort to defend this airport from closure. How? Read on. AOPA's President Mark Baker sent out a member email asking for contributions. Before you ignore his and this request - please think about the consequences here.

Even if you don't use this airport, or even live in California, this fight affects you. You see, if Santa Monica gets away with this, then your city may try the same tactic.

Aviation needs to join forces to fight the never ending threat from airport land use development greed and city mismanagement of airport facilities. The California Pilots Association has created a Three Tiered Airport Defense Strategy which breaks down responsibilities of threats to the airports to three levels – local, statewide, and national.

This ongoing attack on the Santa Monica Airport is now been raised to the national level, with AOPA and others, helping to fund the legal actions which are sure to develop.

Unfortunately, the national orgs cannot do it all. We ask that each aviator and pro-aviation person in the country to contribute to this extremely important cause. We need to band together to fight "City Hall" and show them that they cannot do whatever they want to, which sadly, has become the 'political mantra' in our great country. Please help this important cause.

The California Pilots Association thanks you – and the national airport infrastructure will become stronger as a result of your generosity.

Go to:

<http://www.santamonicaairport.info/>

to do your part. Give a little and save an airport!



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



(Continued from page 5) SMO

lease revenues from commercial leases from businesses on the north side of the current Airport. However, it is too early to ascertain whether such funding would actually be available." Members of the Santa Monica Airport Commission, including the chair, appear to have repeatedly violated the Brown act and have substantial financial conflict of interest.

## COMMUNITY BENEFIT, SERVICE & SAFETY:

SMO serves as a reliever airport for LAX as well as a vital resource for fire, police and emergency services. LAPD, Sheriffs, Med-EVAC, as well as Angel

Flight and other vital public services use SMO daily.

The airport is a valuable and unique resource in the event of both minor and major disasters.

More than 800 Angel Flight volunteer medical transports, and time-critical donor organs arrive here by jet aircraft to save scores of lives each year.

The airport will celebrate its centennial anniversary in 2017. During WWII, the Douglas Aircraft Co. employed over 50,000 people at SMO. The historical significance is incredible and significant.

## ECONOMIC IMPACT:

H.R. & A.'s study (10/4/11), paid for by the Santa Monica City Council, found that the airport generates \$275.2 million in annual economic impact and over 1500 jobs.

SANTA MONICA AIRPORT ASSOCIATION

[www.santamonicaairport.info](http://www.santamonicaairport.info)



### 2014 Annual Meeting Castle Airport (KMER) Atwater, California October 4, 2014

**October 4:**

- 10:00AM Tour the Castle Air Museum CalPilots Attendees Will Receive a Discounted Admission of \$5.00
- Noon Catered Lunch
- 1:00PM General Annual Meeting
- 2:30PM Aerobatic Performer Presentation by Jacquie Warda
- 3:30PM FAA Safety Seminar with Instructors Vince Nastro and Mike Trettin

Register Online at [calpilots.org](http://calpilots.org)

Lodging: Holiday Inn Express & Suites Merced  
Special rates good for Oct. 3rd & 4th  
For online reservations you can go to [www.hiexpress.com/mercedca](http://www.hiexpress.com/mercedca) and use group code CPA

**BE SURE TO SEE AND BID ON THE GREAT PRIZES IN OUR SILENT AUCTION**





To help Ocean Ridge Airport <http://oceanridgeairport.org/donate/>

## Ocean Ridge Airport (E55) Funding Update: Mind the Gap

We are all breathing a sigh of relief knowing that we were successful in getting [the mandated runway work](#) done ahead of schedule.

But we still have a long way to go: there is an outstanding funding gap to pay for the slurry contractor. The good news, however, is that we secured a contract that was less than half of what we had been planning. Our plan was to raise funds for the worst case scenario—paying for full mobilization of equipment and crew from a “big city” slurry company to rural Gualala. According to the estimates we received last summer to inform our fundraising plans, which cost was close to \$20,000. The original fundraising goal was \$60,000.

The best case scenario was to “piggy back” on another

local job to reduce the mobilization fee. And that’s exactly what we were able to do!

Mendocino County had their road crews doing prep work in Gualala in early June. A few phone calls to the county project manager led us to the contractor that had won the bid for the road work, Telfer Oil out of Windsor. Many calls were made and after a few weeks we were finally able to have someone from the company look at the airport and provide an estimate. We were all very pleased with the proposed cost!

The only issue was that by “piggy backing” on another local project, we had to commit to the contractor’s schedule. We really had to organize ourselves quickly to do all the necessary prep work of filling potholes, removing weeds, tagging the existing runway markings with duplex

nails that could be located post-slurry with a metal detector, sweeping the asphalt, and much more.

And then the contractor informed us that the crew would actually be arriving three days sooner than expected! All of a sudden John Bower had to commit his entire work crew (plus Julie who normally has an office job!) to the airport prep work. It was a crazy week leading up to the slurry job on Thursday, July 17, 2014. But we got it all done. John worked from sun up to sun down, making for some very long, very tiring summer days.

### Slurry funding status

The drastically reduced contract cost (even with the hired crew rather than volunteer help to do the prep work) was worth it, even though ORAA did not yet have all

See Ocean Ridge (Continued on page 11)

# EVERYTHING FOR AIRPLANES!

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OCTOBER 4TH, 2014 • 7AM - 3PM  
CORONA, CALIFORNIA



# Volunteers help reopen L88 runway

Volunteers from Tehachapi, Bakersfield, Santa Maria and Shafter in California worked hard this past Saturday to assist the airport owner re-open the runway in New Cuyama, California.

The group of 20 pilots and aviation enthusiasts were brought together by a common theme: Roll up your sleeves and help save an airport.

The airport remains on the Los Angeles Sectional but is listed as "indefinitely closed" in the California AFD. It is listed as a privately owned, public use airport.

L88 was established in 1950 by the Atlantic Richfield Oil Company after oil was found in the Cuyama valley. The airport was primarily used by oil exploration and extraction personnel and created a means to quickly bring in materials and repair equipment to support their operation. The property the airport sits on has been privately owned for most of this time with the burden of maintaining it falling on the owner.

The coordinator of the volunteer effort, Ken Hetge of Tehachapi, understands the importance of the airport.

"New Cuyama is very important to anyone flying from the Central valley of California to the coast," he said. "This facility is the only option once you get out of the Bakersfield area and provides a safe haven should issues arise while crossing the mountains. This airport is worth saving."

Over the years, the ownership of the property has changed and time had taken its toll on the condition of the runway.

"Most people do not realize the effort it takes to maintain a private runway," Hetge said. Something as simple as painting the runway numbers on either end took a full 30 gallons of white paint. The group brought shovels, rakes, crack filler and asphalt patching material to use during their Saturday project.

The current property owner, the non-profit Blue Sky Sustainable Living Center, was very receptive to the offer of helping with returning the runway to usable condition, Hetge noted.

Gene Zannon, a founder of Blue Sky said, "we always planned on getting things up and running but help like this makes it happen much quicker."

It is impressive to see what a dedicated group of volunteers can do when the flood gates are opened."

Zannon hinted that he has great plans for the airport.

By the end of the work day, the runway was cleared of tumble weeds and grass, the significant holes in the surface were patched and the runway numbers were repainted and clearly marked.

At the present time, the runway remains closed, with Xs painted at both ends. It is hoped that within the next week or two, if things go as planned, the "indefinitely closed" designation will become an issue of the past.

Hetge mentioned that additional work days are planned for the near future and hopefully those attending will be able to fly to the airport rather than drive.

For more information, contact Ken at 661-822-2827 or

[Kenneth-Hetge@gmail.com](mailto:Kenneth-Hetge@gmail.com).

For more information: [BlueSkySustainable.com](http://BlueSkySustainable.com)

***"The coordinator of the volunteer effort, Ken Hetge of Tehachapi, understands the importance of the airport."***

***"New Cuyama is very important to anyone flying from the Central valley of California to the coast"***

**GENERAL  
AVIATION  
NEWS**



## AIRPORT ADVOCATE

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MEMBERS and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope. Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to: **California Pilots Association**

P. O. Box 4489  
Long Beach, CA 98804

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



## Park Service Bans Unmanned Aircraft

***"Incidents cited included noisy drones disturbing visitors and a drone harassing a herd of bighorn sheep."***

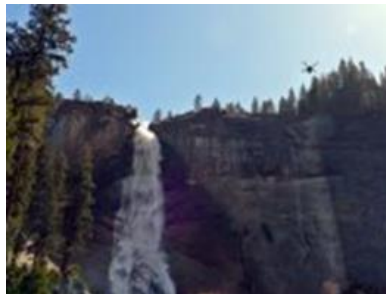


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Unmanned aircraft systems will no longer be allowed to operate in any of the nation's 401 national parks, officials said on Friday. National Park Service Director Jonathan Jarvis said the agency has "serious concerns" about the negative impact of UAS. Incidents cited included noisy drones disturbing visitors and a drone harassing a herd of bighorn sheep. The new policy effectively suspends drone flights until a permanent regulation, which will allow for public comment, is drafted. NPS said it will review permits previously issued for UAS operations in parks, and it will continue to operate its own UAS for research, search and rescue, and fire operations, but only after high-level review and approval. The new policy follows last month's prohibition in Yo-

semita, in California, and Zion, in Utah. Parks that have previously allowed the use of recreational model aircraft may continue that policy, according to the NPS statement. The Park Service oversees 89 million acres of land and water in every state as well as in American Samoa, Guam, Puerto Rico, and the Virgin Islands. These areas include national parks, monuments, battlefields, military parks, historical parks, historic sites, lake shores, seashores, recreation areas, scenic rivers and trails, and the White House

AVweb 6/27/2014



## Shell Aviation redesigns lubricants packaging

Shell Aviation revealed new product packaging for piston engine oils at this year's Experimental Aircraft Association (EAA) AirVenture Oshkosh.

"The reason for the change of the packaging is simple – we've listened to customers and they told us that they wanted our products to stand out and be easy to identify," said Amjad Shahabuddin, Global Marketing Manager, Shell Aviation Lubricants. "I believe we have really delivered on that while keeping the product names and formulations the same."

The Aero Shell lubricants portfolio's new look introduces the label with a circular design, Shell red packaging, clear display of product names on labels and each product family given its own color to easily identify the contents while standardizing its packaging sizes, explained Shahabuddin. The transition will happen globally. New packaging of the piston engine oils started earlier this year and the introduction of the new packaging for turbine engine oils, greases and fluids will occur in the second half of 2014 and into 2015.

## WRIGHT BROTHERS MASTER PILOT AWARDS CEREMONY AT KCRQ!

Palomar Airport Association (a Chapter of California Pilots Association) recently hosted a special awards ceremony at The Landings, McClellan-Palomar Airport, Carlsbad. Rock Swanson, Stu Evans and John Graybill were each presented with the Wright Brothers Master Pilot Award. This award recognizes a minimum of 50 years of U.S. piloting experience since date of a first solo flight and is given by the Federal Aviation Administration in recognition of those pilots who have demonstrated professionalism, skill and aviation expertise as was first established by Orville and Wilber Wright!

Orville and Wilbur Wright were engineers who went from designing bicycles to experimenting with kites and gliders with the aim to create a powered machine that could carry man aloft. Their first successful flight took place in Kitty-Hawk, North Carolina on December 17, 1903 with a 12 second flight that changed history. The Wright Brothers Master Pilot Award was instituted by the FAA in October of 2003 and currently there are over 2800 recipients nationwide.

The three pilots have been friends since attending Aviation High School in North Redondo Beach, California (Class of 1961). Swanson and Graybill began flying at Torrance Airport in 1960 and Evans began as a Naval Cadet in 1963. Each pilot shared lively stories at the monthly gathering of the Palomar Airport Association. The PAA is a 501(c)3 organization which provides a general-interest, public-benefit community service for pilots and non-pilots at Palomar-McClellan Airport (KCRQ).

From left to right are Jerry Pendzick from the FAA, Wright Brothers Master Pilot Award recipients Rock Swanson, John Graybill, Stu Evans with Steve Nelson, also from the FAA. Steve commented after handing out the awards "It's exciting to see all the work my fellow pilots have endured over a life time. Always amazing."



*All member information is confidential*

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE : [www.calpilots.org](http://www.calpilots.org)

[illegible]



## 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) non-profit 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 7) Ocean Ridge

the funds. We paid the contractor this week, in full, with a small loan to cover the gap.

We are asking you to please consider donating to help ORAA realize its slurry funding goal.

#### Prep and finish work costs

A lot of prep work was required before we could even consider having the slurry seal material applied to the runway. The potholes, shallow spots, and alligating had to be addressed so that the slurry mix would adhere to the

asphalt surface for a long-term, durable result. In the days after the slurry sealing, big rig trucks were rolled over every inch of the surface to compact the slurry-sand mixture to encourage the bond to develop with the underlying surface.

We had always planned on asking for volunteer assistance for the prep work, but the shortened timeline meant that most people already had firm plans in place and were not available. Gualala may be a small place, but our coastal communities are jam packed with events and activities

every week (so many reasons to fly in for a visit!). So the decision was made to hire John's construction crew to do most of the work. John Bowler's office worked to carefully track all costs for the runway job.

We did have some amazing volunteers throughout the week and they all deserve a big THANK YOU because they worked really hard toward the airport goal. Wes Daniels, Ken Salva, Eric Kritz, Mike and Beth Roland, and Naomi Schwartz, we could not have done this without you! **To help Ocean Ridge Airport**

<http://oceanridgeairport.org/donate/>

#### FEDERAL AND STATE CONTACTS

##### President Barack Obama

The White House  
1600 Pennsylvania Avenue  
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##### Secretary of Transportation

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##### FAA Administrator Michael P. Huerta

Federal Aviation Administration  
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##### Governor Jerry Brown

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##### Senator Barbara Boxer

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Web Form: [boxer.senate.gov/en/contact/](http://boxer.senate.gov/en/contact/)

##### Senator Diane Feinstein

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<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,  
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[gary.cathey@dot.ca.gov](mailto:gary.cathey@dot.ca.gov)

##### For Cal Senate and Assembly contacts

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



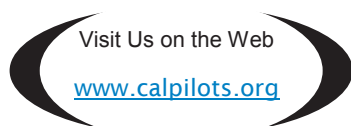
California Pilots Association

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Long Beach, CA 90804

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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>