

CALPILOTS



November/December 2009

Volunteers Promoting - Preserving and Protecting California's Airports

Airport Advocate



Official Publication of the



CALIFORNIA PILOTS ASSOCIATION



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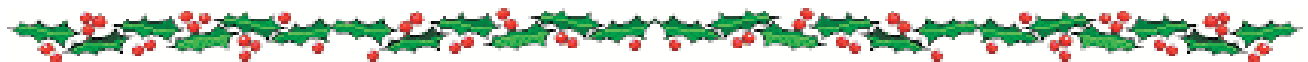
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Give your favorite aviators a gift that will make a difference. Give them a membership in the California Pilots Association.

Happy Holiday's from CALPILOTS

WONDERFUL LIFE

**ED ROSIAK - PRESIDENT
CALIFORNIA PILOTS
ASSOCIATION**



Over the years my wife and I developed a tradition during the Holiday's where we watch our favorite holiday movies as part of that magical time of year. It was a result of becoming exhausted from our efforts to insure our children had a wonderful holiday. After the kids were in bed, the night before Santa made his deliveries, we would take some quiet time and watch one of our favorite holiday movies. The kid's are now married and on their own, but we still practice and enjoy the tradition..

I remember a scene in 'It's A Wonderful Life' when the evil banker tries to take advantage of a particular bad financial time for another bank by paying 50 cents on the dollar and thereby guaranteeing that the Bank's Customers will not loose everything – *only 50% of what they have*. Come to think of it, that all sounds familiar – but let's not dwell there.

In the scene, Jimmy Stewart has to remind the Savings and Loan's most panicked customers how their money, make that investment in the Savings and Loan, works. He reminds them that their money is invested in each other's homes, and is not available to them without the standard 90 days notice, etc., etc. In the movie our hero manages to stay in business even though that evil banker tried to pull the same 50 cents on a dollar scam on him. Good triumphs over evil, so to speak.

That same analogy of investment applies to your annual investment (dues) in the California Pilots Association. As most of you know, this is a volunteer organization, and by definition, volunteer means no payroll. Every cent of the money you invest in being a California Pilots Association member, or Business Part-

ner, goes toward dealing with specific issues and education in the form of this newsletter, our web site, board meeting and travel expense, and fees for filing lawsuits. Recent examples of required travel would be attendance at multiple meetings regarding approval of proposed power plants located on airport property, and the law suit for the Hemet sailplanes, etc.

I think this is an important point to remember, **especially to the non-members** who receive this newsletter in PDF form. The fact is, it takes money to fight for airports and the more involved we become, the more money it takes. Our board personally covers most of the minor expenses they incur, but at times volunteering their time and paying the expenses is just too much to ask.

The California Pilots Association has been stating for over three years now that the national aviation organizations can no longer do it all. The days of "write a check and forget it" are gone. I'm not sure why so many non-member pilots and aviation advocates believe that all is well as long as their airport is not threatened, and since they already belong to a national pilot organization they have done their part – trust me here, it just isn't so.

As an organization, the California Pilots Association has been doing more and more to help the state's pilots every year, many of whom are frequently in panic mode. We continue to do our part, and we are now calling on the rest of the pilots in the state, those who are not members of CALPILOTS to start to do their part. Join us. We *also* want to thank our membership for their ongoing support.

I encourage all to see the big picture here, remember "It's a Wonderful Life" and invest in your aviation future. On behalf of the board I would like to wish all a Happy Holiday Season and a great 2010.

CALPILOTS ACTION - RESPONDING TO MEDIA QUESTIONS

BILL SANDERS
DIRECTOR-AT-LARGE,
CALIFORNIA PILOTS
ASSOCIATION



Steve Schmidt, the Transportation Editor of San Diego Union Tribune contacted me. He wanted to discuss the problems between Helo's and fixed wing airplanes, and potential mid-air.

I asked that he involve the Tribune Aviation reporter that some of us previously took the time to "train" about aviation activities. He said that there is no one currently on staff with the background or assignment I was inquiring about (what with lay-offs etc).

I inquired as to the nature of his concern. It resulted from the Military night mid-air, in a Military Operating Area (MOA), with fatalities off the coast of San Diego at night. Toward the end of the conversation, he appeared to extrapolate the night Helo vs. Fixed Wing aircraft MOA incident with a the recent daytime Hudson corridor mid-air between a local Helo Tour operator and a transiting aircraft.

Since I have both Civilian and Military experience flying in the San Diego area, including the Military Operating Area (MOA) in question - and from both sides of the Radar Scope (which I did in the military, often also controlling planes and Helo's in that area), I engaged in an informed discussion of how the military provides Advisory Control in the area (which is different from Positive Radar Control).

At night, under the See-and-Avoid rules, basically all that pilots see is position and beacon/strobe lights, without regard to Helo vs. fixed

wing. I suggested he contact the Military Public Affairs officer regarding the specific incident. Steve said that an FAA radar controller mentioned the difference in speed as a problem from a Controller's perspective; I indicated how it could be a concern for the Controller in his/her planning, however from a pilot's *See-and-Avoid perspective...* relative angular motion (or not) was the main determining spatial consideration regarding potential collisions, or not.

On the subject of the Hudson mid-air, I indicated that many Class-B areas have such corridors where a pilot is given an un-monitored frequency to announce his/her position and intentions/track to other aircraft in the corridor. They then keep each other advised of their evolving positions and work things out between themselves. A knee-jerk requirement for the FAA to control or restrict more airspace is not the answer.

I indicated that the FAA has a major Air Traffic Control system upgrade in progress. I ventured that their Design Specification should be expanded to be able to track Visual Flight Rule (VFR) aircraft to within 1/4 mile of each other; the FAA system is basically sized to track "Participating" Instrument Flights (with assigned Transponder Codes) that are two or more miles apart. If anything is to be done, improving the FAA's system to resolve and track VFR aircraft in close proximity should provide a system, that if staffed accordingly, could be used to enhance safety.

Making the VFR Corridor smaller, further compressing VFR aircraft within it, is exactly the wrong thing to do. Steve promised to review the article with me before he goes to press. Look for it on our web site soon.

<http://www3.signonsandiego.com/news/2009/nov/05/sharing-airspace-risky-endeavor/>

GLIDERS FILE COMPLAINT WITH FAA AGAINST HEMET AIRPORT

BY MICHAEL PERRAULT
THE PRESS-ENTERPRISE

HEMET - Glider pilots banned from Hemet-Ryan Airport filed a formal complaint Wednesday with the Federal Aviation Administration in hopes of regaining access and flying again.



Hemet Airport

The complaint against Riverside County asks the FAA to consider “corrective action” by requiring county officials to reopen the glider runway. The complaint also recommends that the FAA suspend or deny federal funding until the county restores access to all types of aircraft.

Airports that accept federal funding are supposed to allow all kinds of aeronautic activities.

Glider pilots Mary Rust, Larry Touhino and Chris Mannion, as well as the nonprofit Orange County Soaring Association glider flying club, are named as complainants in a document presented to the FAA by attorney Ronald Cozad. **Cozad is also regional vice president for the California Pilots Association.**

Officials with the Riverside County Economic Development Agency, which owns and operates the 440-acre Hemet-Ryan Airport, declined to comment about the complaint.

Touhino, president of the Orange County Soaring Association, said he and other glider pilots had hoped to avoid having to file a complaint with the FAA. “We’re not here to fight, but rather to fly,” Touhino said. “We are always open to negotiation (with the county).”

County officials ordered glider enthusiasts in July to vacate the airport by Oct. 1 (2009) after the Sailplane Enterprises Inc. glider school termi-

nated its lease. County officials cited safety issues relating to gliders that the Caltrans Division of Aeronautics had pointed out, as well as the county’s plans to expand Cal Fire firefighting operations and other airport development plans.

Glider enthusiasts contend that Caltrans officials told them any safety concerns can be resolved.

The complaint that was filed in Washington, D.C., alleges the county “provided no rationale for its decision” to ban gliders and did not provide documentation to support why glider operations pose safety risks to general aviation traffic or Cal Fire pilots.

The complaint alleges the county “simply re-asserts the unsupported conclusion that ... an airport sponsor may reasonably restrict aeronautical activities when there is a clear need to ensure safe and efficient airport operations.”

Ian Gregor, a spokesman for the FAA’s Western Pacific region, said an airport operator can impose restrictions on some aeronautic activities to ensure safety, but the restrictions must be reasonable and “not unjustly discriminatory.” Gregor said the FAA must make the official determination before gliders can be banned from Hemet-Ryan Airport.

“The FAA has not officially made that determination and, as of (Oct. 1), there is no conclusive evidence that glider operations are unsafe,” Gregor said.

Officials with both the California Pilots Association and the national Airplane Owners and Pilots Association said they plan to closely monitor what happens with this complaint because more airports are attempting to limit access to aircraft.

PALO ALTO AIRPORT NO LONGER TO BECOME COMPOST HEAP



Palo Alto Airport

The FAA says an airport is a rotten place to put a composting facility, and Palo Alto, Calif. officials have grudgingly agreed. Last Monday, Palo Alto city council voted 6-3 to rethink plans to use four acres of airport land as a processing site for the area's kitchen scraps and lawn clippings.

However, it wasn't until the FAA told council that the facility would run afoul of agreements regarding the federal money that has been spent at the airport over the years that the city decided to look for greener pastures. Local pilots had also rallied to fight the proposal.

Dozens of pilots were in council chambers to hear discussion and witness the vote, which doesn't actually kill the airport pro-

posal but does make it seem unlikely. The pilots were especially concerned about the birds that would be attracted by the piles of rotting waste.

Although the airport plan raised a ruckus, the next best alternative seems destined to cause just as much controversy: The compost could end up going on land designated for a park.

Editor's Note: *Why is it so difficult for airport sponsors to understand they cannot do anything they want with an airport? Would the Palo Alto City Council try to change an off ramp from nearby highway 101? Of course not. So why in the world do they believe they can do something like this which completely lacks common sense and would negatively affect safety at the airport?*

AIRPORT ADVOCATE

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YOU CAN HELP BY FLYING FRIENDLY

BY SYL HEUMANN

Do you know the diameter of your propeller? If you don't, read on, because it has a very important effect on noise outside your aircraft. We are continually faced with noise complaints at airports, and some of them are warranted too.

As the tip speed of your propeller approaches the transonic range, the noise level outside the aircraft takes a tremendous jump. The transonic range begins about 625 MPH, or Mach .85, and continues until the speed of sound which is 736 MPH (Mach 1) at sea level. This increase in noise is not apparent inside

the prop tip speed is reduced. It is important to understand that once the threshold of transonic speed is approached, any increase in RPM causes a dramatic increase in noise outside the aircraft.

To determine if your aircraft has a potential for excessive noise look at the chart on the next page. Generally speaking, aircraft with 250 horsepower and above with two bladed props are the biggest offenders. Look closely at the chart to understand how important a 100 RPM reduction can be. A reduction of 100 RPM will usually reduce the excessive noise factor, and a reduction of 200 RPM is even better. Plan on reducing RPM as soon as you feel it is safe, or by 500' above ground level (AGL). The calculations do not include

As the tip speed of your propeller approaches the transonic range, the noise level outside the aircraft takes a tremendous jump (see chart)

the aircraft (as outside). Beginning at approximately 625 MPH, the tip of the propeller is going fast enough to cause compression of the air and is causing at least *two mini sonic booms* per revolution.

No doubt you have heard aircraft take off and noticed the noise level increases greatly just as the aircraft is opposite of your position. The reason is that the tips are at transonic speeds, and the sound is radiated on a path perpendicular to the path of the aircraft.

The sound appears to drop off as soon as the aircraft has passed, but that disk of noise is following the aircraft, and will continue until

the forward speed of the aircraft because the effect is negligible.

The next time your aircraft is in annual don't forget to have the tachometer calibrated. A glance at the chart will show how important 100 RPM will be in reducing noise. If all pilots consider these suggestions, we will have fewer noise complaints which will make airport neighbors and pilots much happier.

Editor's Note: *This is an encore article presentation. Please do your part to insure your airport is as quiet as possible for the neighbors.*

continued page 7

	Propelle RPM's	Loud									
		Noisy	2400	2450	2500	2550	2600	2650	2700	2750	2800
<i>Flying Friendly continued from page 6</i>	Length										
	74	528	539	550	561	572	583	594	605	616	
	75	535	547	558	569	580	591	602	614	625	
	76	543	554	565	577	588	599	610	622	633	
	77	550	561	573	584	596	607	619	630	641	
	78	557	569	580	592	603	615	627	638	650	
	79	664	576	588	599	611	623	635	646	658	
	80	571	583	595	607	619	631	643	654	666	
	81	578	590	602	614	627	639	651	663	675	
	82	585	598	610	622	634	646	659	671	683	
	83	593	605	617	630	642	654	667	678	691	
	84	600	612	625	637	650	662	675	687	700	
	85	607	620	632	645	657	670	683	696	708	
	86	614	627	640	652	665	678	691	704	710	
	87	621	634	647	660	673	686	699	712	726	
	88	628	641	654	668	681	694	707	720	733	
89	635	649	662	675	688	702	715	728	741		
90	643	656	669	683	696	710	729	736	750		

LOOK AT THE PROP LENGTH ON THE LEFT AND THE RPM'S ON THE TOP TO DETERMINE HOW NOISY YOUR PROP IS AT MAX RPM

FAA REJECTS NIGHTTIME CURFEW AT BURBANK AIRPORT

November 2009 - The Associated Press

BURBANK, Calif.-Federal officials have rejected a bid to stop night flights at Burbank's airport, despite claims that such a curfew would reduce noise in surrounding neighborhoods.

The Federal Aviation Administration announced Monday it rejected a request for a flight curfew at Bob Hope Airport because it would burden commerce.

The Burbank-Glendale-Pasadena Airport Authority proposed a nightly curfew from 10 p.m. to 6:59 a.m. The airport authority can challenge the decision in court.

Local officials have tried for decades to restrict flights at the Los Angeles-area airport to reduce noise. A ban on overnight takeoffs was struck down by the U.S. Supreme Court in 1973.

The latest curfew was strongly opposed by FedEx and other cargo carriers who use the Burbank airport.

CALPILOTS ACTION

CALIFORNIA PILOTS ASSOCIATION

October 12, 2009

**Honorable Ronald George, Chief Justice
and the Associate Justices Supreme
Court of California**

350 McAllister Street

San Francisco, CA 94102-4783

Dear Chief Justice George and Associate
Justices:Re: Citizens for Planning Responsibly v.
County of San Luis Obispo, Supreme Court
Case No. : S176230Amicus Curiae Letter in Support of Petition
for Review

1. Nature of the Applicant's Interest

The California Pilots Association is nonprofit, public benefit California Corporation. The mission of its members is to preserve and enhance safe and efficient public airports. To that end this Honorable Court is requested to review the decision of Second District Court of Appeal Case No. S176230. If allowed to stand the decision would set the stage for serious degradation of the state's and nation's transportation system.

2. Public Airports are an Important Element
of California's Transportation System

In addition to thirty one commercial airline airports California is home to two hundred and nineteen smaller public airports that are a vital part of California's Airport System Plan. Many of these smaller airports are designated by the Federal Aviation Administration as reliever airports to enhance safety and efficiency of busy commercial airline airports. As such they qualify for federal funding to maintain safe and efficient runways and taxiways as part of the nation's transportation system.

3. Economic Value of California's Airports
Value of the airports is illustrated by results of an economic study conducted in 2003 by the Department of Transportation's Aeronautics Division. Excerpts of the study highlights include:

Aviation contributes nearly 9% of both the total state employment (1.7 million jobs) and total output (\$110.7 billion);

Aviation generates \$250.2 million in annual tax revenue for California;

Aviation saves lives via emergency response, medical and fire fighting;

Nearly half of all domestic tourists visiting California arrive by air;

Aviation delivered over \$14.5 billion in tourist dollars to California in 2001;

California air cargo was valued at \$173 billion in 2000.

4. State Policy is to Preserve Public Airports
Recognizing the importance of airports, California Legislators enacted the State Aeronautic Act (Public Utilities Code Section 21001 et seq.):

21670. (a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise

and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

This policy statement is clear and unambiguous. Protecting the public from safety hazards and noise problems is of the essence. To that end, maintaining safe and compatible uses of land surrounding airports is imperative. A central goal of the State Aeronautics Act is “to discourage incompatible land uses near existing airports.” (Pub. Util. Code § 21674.7, subd. (b).) The State Aeronautics Act implements these important statewide goals through its provisions to ensure that development is consistent with the requirements of a local airport land use plan. (Pub. Util. Code § 21676, subd. (b).

5. Enforcement Litigation

Consistent with state policy, the California Pilots Association, AKA California Aviation Council, has taken legal action to require implementation of airport compatibility law at Chico, Napa, Jackson, Tulare, Los Banos, Brawley, Bakersfield and others. The Court of Appeal’s holding in this case, however, would undermine the California Pilots Association in its efforts to implement state policy of maintaining safety and welfare of persons living and working near airports.

6. Basic Safety Compatibility Qualities
All planning agencies in California including those in San Luis Obispo County have access to the Airport Land Use Planning Handbook. This highly acclaimed publication by the Department of Transportation Aeronautics Division provides clear guidance for airport land use compatibility.

The Airport Land Use Planning Handbook addresses basic compatible uses in Runway Protection Zones and Approach/Departure

Zones. Among others they include:

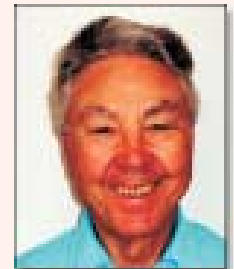
- * Prohibiting residential land use except on large agricultural parcels;
- * Prohibiting children’s schools, day care centers, hospitals and nursing homes;
- * Prohibiting nonresidential uses except if very low intensity;
- * Prohibiting hazardous uses, e.g., above ground bulk fuel storage.

Caltrans Airport Land Use Planning Handbook. Page 9-44.

If the Second District Court of Appeal’s decision is allowed to stand, San Luis Obispo County and others will be free to ignore state policy of requiring safe and compatible airport land use planning.

Respectfully submitted,
Jay C. White, SBN 040587
Attorney for California Pilots Association

After the fact I read about the litigation regarding SLO land use changes (the changes invalidated the Airport Compatible Plan). I wrote this letter to the California Supreme Court for CALPILOTS asking for a further review. The local Superior Court had it right in invalidating the initiative but the court of appeal reversed it. The Caltrans lawyer, as well as the attorney for the airport supporters, also asked for review of the appeal court’s decision. Unfortunately the Supreme Court refused to review the case. The developer must still provide an environmental study before any project can be approved. Also, the developer must obtain a development permit. Even though the Airport Compatible Plan has been nullified the county must still comply with California airport compatibility law. Jay White





AIRPORT MANAGERS—WHAT ARE YOUR NAMES?

Lockheed Martin Flight Services is required by the FAA to accept NOTAM information from any source, but confirm information with authorized personnel. A list of authorized personnel for every airport is maintained by Lockheed Martin.

Many California airports have outdated authorized personnel lists for issuing or cancelling NOTAMs. A few airports have authorized persons who are no longer employed by the operator.

The Fix.

If an airport manager has not submitted a list to Lockheed Martin in the last year, the authorized NOTAM issuers are possibly out of date. In an emergency, delays in issuing NOTAMs could present a hazard, not only to pilots but airport personnel working on taxiways or runways.

Submitting a current list of those authorized to issue NOTAMs for an airport is simple: On company letterhead, email or fax the names of those authorized to Lockheed Martin Flight Services.

Any time there is a change in personnel, resubmit a complete list with everyone who is authorized with regard to NOTAMs. For those airports that have only a single point of contact, it is recommended that airport managers consider adding at least one other name to your list in case the one contact is unavailable.

Send your NOTAM issuers lists to Kevin Hoyt, Lockheed Martin Flight Services, Plans and Procedures Specialist at: kevin.c.hoyt@lmco.com or fax the information to his attention at (928) 772-2323.

Contact information is confidential and proprietary, and used for official flight services purposes only.

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The California Pilots Association has been working with one of the distributors of the SPOT Personal Locator Beacon (PLB) to provide our members with a limited time discount on the SPOT PLB.

SPOT works much like OnStar but with added abilities. Say you're late getting back to the ramp and don't want your family to worry. Press "OK" and SPOT sends an "I'm OK" message along with your position pinpointed on a Google map to up to 10 cellular and e-mail contacts. Designate your favorite towing service to receive a "Help" message to initiate their services while your other contacts monitor the situation. In an emergency, press the "911" button to notify SPOT's 24/7 emergency-response office. SPOT updates your position every five minutes while they begin the work of notifying the rescue workers to bring you home safely.

Details are available on the new web site . Pricing will be reduced from \$149 to \$99, plus annual coverage subscriptions. Please note: the offer will be available only through the CALPILOTS web site and through SPOT's distributor in Portland Oregon.

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www.airsanluis.com/

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