

# CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

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## PRESIDENT'S PERSPECTIVE



### *A Year in Reflection*

*Another year has come to pass. As I sit pondering all of that has happened this past year, I wonder what the new year will bring. We have seen many changes and have had the opportunity to meet and work with many wonderful people. Jolie Lucas, George Riddle, and Paul Marshall were recently elected in October to fill open positions on the CalPilots Board. Each brings knowledge, passion, and a wonderful attitude to the group.*

*This year we have seen growth in CalPilots with the new chapters forming at Reid Hillview Airport (CAAPSO) and Oakdale Municipal Airport. Not sure how to become a CalPilots Chapter? Ask us! We would be glad to help you through the process.*

*This past year has seen some challenges to our airports. We have an ongoing lawsuit in Bermuda Dunes concerning airport land use. CalPilots counsel, Karl Schweikert, has filed a Verified Petition for Writ of Mandate and Complaint for Declaratory and Injunctive Relief against the City of Indio and Real Parties of Interest in the Superior Court of Riverside County as they want to build a medical facility at the end of the runway. There is another land use issue near Ukiah Municipal Airport that we are monitoring. I am not sure if you are noticing, but this is occurring more and more.*

*We spent the day in Sacramento at the State Aerospace and Aviation Day in March. CalPilots, along with others, were able to visit the Senate and Assembly members at their offices regarding the benefits of aviation. CalPilots held an information and recruiting booth at the AOPA Fly-In at the Camarillo Airport in April and another at the Gustine Fly-in September. In October, we were at San Carlos for our annual CalPilots Board meeting and Airfest. We had knowledgeable speakers, great vendors, and a delicious lunch. Also, with the general membership in attendance, the 2018 CalPilots Board of Directors were elected. We are already making preparations for next year. Make sure to mark your calendar!*

*As I look to the new year, I know that there is much to do. What is on your to do list for next year? Let's add "Join CalPilots" to that list.*

*Sincerely, Carol Ford*

**OPINIONS** expressed in the *Airport Advocate* are not necessarily always those of **California Pilots Association**.

**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:

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## Airport advocacy fights and successes at (DVO) Gness Field Airport

### Runway Reconstruction Project by Ken Mercer

For several years a pronounced dip in our single runway has been increasingly problematic, and one large charter operator (WheelsUp) suspended service to DVO stating that the risk was too great.

Marin County DPW, the airport's owner and sponsor, separated the reconstruction of the existing runway out from a larger runway extension project (a whole other story), and work to completely rebuild the runway finally began this September. As you might imagine, this project dominates all conversations about Gness Field these days. Here's a brief timeline of the major developments:

9/26 airport closed for projected 32 days of work.

10/6 construction stopped with the discovery of Serpentine rock in base layers of the 50-year old runway. Serpentine is the California state rock and contains naturally-occurring asbestos.

10/8 wildfires swept through nearby Sonoma and Napa counties. Many of our tenants, including our major business, had moved their planes to Petaluma Airport before Gness Field was closed. They lost use of their planes entirely when O69 was closed on 10/11 so CalFire could operate a firebase for 25 helicopters and their associated fuel trucks.

10/19 construction at Gness resumes after training and equipping construction crews to handle hazardous materials. Supply and delivery of replacement rock becomes an issue.

11/29 It rained hard the previous weekend and the contractor couldn't begin paving until today. This pushes the project re-opening back to 12/14.

11/30 sampling and testing of base materials already installed do not fully meet contract specifications, and results of verification testing will not be available until 12/1. Asphalt paving work now delayed until December 4 at the earliest. Before the project started we, all joked to each other that if the initial planned completion date was October 26 we'd be lucky to have a runway by Thanksgiving. Now it really MIGHT be more like Christmas if we're lucky. Sigh.

The fun will continue once all the physical work on the project is finally complete and the runway re-opens. Here's a list of what we have to look forward to:

This estimated cost overrun for the project is \$1,000,000.

Even if the FAA provides a grant for 90% of this cost overrun, Marin County DPW will have to come up with an additional \$100,000. for the 10% local match.

County DPW is planning to take out note of indebtedness from the County Capital Fund for this match, adding to another note they took out for the \$120,000 match required for the original project grant.

While a 12% increase in July for land rents on t-hangars was meant to pay for the debt service on the original note, this additional debt service will have to come out of airport operating net income reserves that would normally to go regular maintenance activities.

Airport businesses stand to lose over \$600,000 in income during the 7-week delay, not counting the loss of employees and future business that went elsewhere, plus the additional expenses they incurred while trying to operate at other airports.

### Lease renegotiations on commercial properties-some successes, some ongoing frustrations

Marin County commissioned an airport lease study by an independent appraiser, but would not release the final product to the public. This document, which was financed with funds from the airport enterprise fund, was to have been presented to the public at the October 5 meeting of the Aviation Commission but that meeting was cancelled at the last minute. GFOIA and two hangar owners then submitted Public Records Act requests to obtain it, but all three requests were denied by County Counsel claiming that releasing it would violate "attorney-client privilege". After several weeks of appeals to County Counsel and Supervisor Judy Arnold by GFOIA the County finally released the document to the public on November 21.

One challenge remains on these lease negotiations; how to get a "place at the table" in planning for how to handle the lease renewal on a major commercial property on the airport's northwest entry which includes a large 8,000 square foot hangar and attached office building along with several other, smaller hangars. This property had been occupied by the same lessor for 50 years. He has no desire to sign a new lease with the County, so all improvements (buildings) revert to the County's ownership when the current lease expires in February 2018. This property is designated for an FBO in the Airport Layout Plan.



## Local and Visiting Aviators Can Benefit From Our “Signature” Flight Support Programs in Santa Barbara and Throughout California

By Matt Long

Whether you’re lucky enough to live here or are just passing through, pilots visiting the Santa Barbara Municipal Airport deserve a restful stopover with the amenities and warm welcome reflective of our beautiful beach town. Signature Flight Support is delighted to meet that need.

With over 200 sites worldwide and 13 throughout California, Signature Flight Support SBA has been dedicated to serving the business and general aviation community for over 20 years. While our company is known for providing premium, full-service flight and home-base support to owners and operators, we are perhaps most proud of serving and partnering in the local communities where we work and live.

I joined Signature Flight Support just after college, and have enjoyed a thriving career with the company. I am now fortunate enough to work at one of the most beautiful locations in the state, as General Manager of our Santa Barbara FBO. At this site, as at all of our California locations, our focus is providing our customers and aviation partners with a variety of easy-to-use services and benefits. Whether you are based out of our FBO, stopping by for lunch, or to visiting one of the cities where we are located, Signature truly offers best-in-class service.

Our programs are suitable for the whole spectrum of aviators, from general aviation pilots flying experimental and home-built aircraft, to the most advanced Avgas powered aircraft. We are committed to supporting all aviators; whether a student pilot, weekend flyer or an entrepreneur utilizing the aircraft as a business tool. To serve these various audiences, we have developed a number of offerings to enhance and support your entire flying experience.

Among Signature Flight’s most popular benefits:

**Waived handling fees with a minimum fuel purchase:** Whether you are stopping by for lunch or a quick tour of quaint Santa Barbara, we will waive all handling fees with a minimum fuel purchase of seven gallons for a single-engine piston and 20 gallons for a twin-engine piston.

**Complimentary use of Signature Flight Support’s crew cars:** With a minimum purchase of fuel or by paying a small handling charge if you don’t need fuel, pilots can use Signature’s crew cars for up to four hours at no additional cost – all you need is a driver’s license.

**With a minimum purchase fuel, you can also use our amenity-packed facilities and you’ll want to be sure and stop by for our delicious complimentary cookies!**

**Additional benefits when you join our free, industry-leading Signature TailWins and BLUESky rewards program:** Immediately start collecting and redeeming Signature TailWins points by joining our program. To sign up, please visit: <https://www.signatureflight.com/programs/signature-tailwins>

**In addition, we recently enhanced our program designed specifically for Avgas (100LL) aviators.** Pilots are now rewarded for their Avgas purchases with 10 Signature TailWins rewards points for every gallon purchased. These points are instantly redeemable for cash-equivalent gift cards including a virtual Visa card, Amazon, Lowe’s, Home Depot and over 40 other options. Points are earned with every Avgas purchase for those pilots who have joined the Signature TailWins rewards program and have “opted-in” through Signature’s website or the Signature iFBO mobile app. The free app can be downloaded from the Apple iTunes store or Google Play marketplace. For more details on these programs, please visit <https://www.signatureflight.com/services/general-aviation>

**Need more incentives to stop at one of your favorite locations on a Saturday or Sunday?** With the Weekend Takeoff Program, each Signature location offers 50 cents off a gallon of Avgas on weekends.

**Breakfast or lunch at the High Sierra Grill & Bar:** If you are stopping by Santa Barbara, be sure to visit the airport’s delicious High Sierra Grill, which serves the best BBQ in Santa Barbara. Just show us your receipt for that day and we’ll take an additional .50 cents off per gallon!



Whether you are a local pilot flying for business or leisure, or a visitor looking for a relaxing place to stop and refresh, we hope you will come by and visit us at Signature Santa Barbara or one of our other numerous locations in California.

*Matt Long is the General Manager at Signature Flight Support, Santa Barbara. He has been with the company for over 20 years in a number of management positions.*



## *Happenings Around the Northern Portion of California*



Paula Jessup  
Region 1 VP



Corning. Have you been there? Not sure? Well the Corning Municipal Airport (004) is located in the northeastern portion of California one mile NE of Corning. It is an airport with an awful lot to offer. So, let's discuss what they have. If you like flying into airports without control towers, add this one to your list! Sometimes it is nice to just fly somewhere without all that hustle and bustle. RWY 17/35 is 2699' x 60' so plenty long enough with asphalt in good condition. The City of Corning maintains and operates the airport. The only thing not offered is fuel. Make sure to stop at a neighboring airport if you need some.

One thing to know is that there are ultralights stationed there, so keep an eye out. Every once in a while, we have an ultralight come in to Alturas. That is such a treat as we hardly ever get them. The videos out there are incredible! But I digress. Aviation. How could you not love it?! Also present at Corning are firefighting, agricultural, and medical helicopters. Even though it is an uncontrolled airport, make sure you have your radio on in the cockpit tuned to 123.0, the frequency for the airport.

This next part of the article is about someone I have been meaning to write about for several months now. On the airport, you will find someone you will really want to know, Brian Carpenter. Brian is a certified Commercial Pilot, a CFI, Remote Pilot or drone operator, and A&P mechanic with current Inspection Authority. He is an FAA designated Airworthiness Representative and designated Sport Pilot Examiner. He holds a Light Sport Repairman Maintenance rating and is a Rotax Authorized Factory Instructor. I know what you are thinking. Wow, that is great, but is he any good?

Well let's take a deeper look. The John Moody award was established in 1991 and is "ultralight aviation's highest and most prestigious award. It is presented to an individual, group or organization that, by their efforts over a period of years, have made significant contributions or advancements of enduring value in the sport of ultralight aviation in the United States." The award is handed out by the United States Ultralight Association. Brian Carpenter won that award in 2006. Looking at what he has done prior to 2006, I can understand why. Brian has helped more than 3,000 repairmen since 2004, and is the only active provider of FAA-approved training for the Light Sport Repairman rating. He has become that person to speak to when it comes to the construction and maintenance of Light Sport Aircraft. In

1991 Brian and his wife opened Rainbow Aviation Services, the FBO at the Corning Municipal Airport. They provide aircraft inspections, maintenance, flight instruction, test flights and aircraft certification. His focus is Light Sport Aircraft. The Carpenters' Light Sport Repairman Courses have been taught throughout the United States and Australia. Check out their website: [www.rainbowaviation.com](http://www.rainbowaviation.com) for more.

Brian was just recently named the 2017 National Aviation Technician of the Year. This is a huge award with a very long process. You have to be nominated, and then go through judging by the FAA at the district level, regional, and national level. You won't get this award at the bottom of a cereal box. Have I piqued your interest? Your curiosity? Do you have that project that you need a little help with? Come to Corning and see what you have been missing. Make sure to call ahead though! The phone number is (530) 824-0644.



# ***Small airport can make a big impact for Earthquake & Disaster Support Preparedness***

***Marian Harris***

According to the USGS, natural hazards have the potential to impact a majority of Americans every year.

Nowhere is this more evident than the Bay Area with this year's wild fires and proximity to major earthquakes fault lines, In San Mateo, Coastsiders have the added risk of damage caused by earthquakes and being cut off from the peninsula and traditional supply lines and services.

According to the USGS, natural hazards have the potential to impact a majority of Americans every year. To help the community in the event of a disaster, the Disaster Airlift Response Team (DART) pilots and community members joined San Mateo county managers and emergency groups in one of the largest earthquake and disaster exercise conducted on the coast. This training event was initiated by the local DART team and conducted at the Eddie Andreini Sr. Field at Half Moon Bay Airport on October 28<sup>th</sup>. During November and December, the DART team is following-up with many of the groups in an ongoing effort to improve processes and response plans in the event of an actual disaster, and for future exercises.

With over 80 people participating, the DART team and representatives from San Mateo County Emergency Management and Airports were joined by CalFire, AMR, HAM radio operator clubs, the Coastsider Emergency Corps, the Medical Reserve Corps, and CERT trainers, Peninsula Humane Society, The Marine Mammal Reserve, and start-up UAS company, Elroy Air.

Over twenty exercises simulated the transport of staff, citizens, critical supplies (food, medical and emergency equipment), and animals between supplying airports and our coastal communities from Pacifica to Pescadero.

"This was really an important exercise," said CERT trainer and Coastsider Buzz founder, Michelle Dragony, after a recent Coastsider Emergency Action Plan (CEAP) meeting. "In the event of an earthquake or other disaster that cuts off the coast, we may have very limited supplies for some medications."

In this simulated major earthquake scenario, Highway 1, 92, and 84 were impassable, isolating the Coastsider. With 12 aircraft participating, training exercises successfully tested the communities' ability to communicate among diverse groups with differing needs and communication protocols. It further identified processes that need further refinement to stand-up in an actual emergency and changing weather conditions which could affect both flying and communication capabilities.

"With the recent fires in Napa it has brought disaster preparedness to the forefront of everyone's minds and we were very excited to be able to include the community in this exercise." said Gretchen Kelly, San Mateo County Airport Manager. "The groups organizing and participating in this event are very experienced and it was a very fun and informative day." Fortunately, the Coastsider has a big advantage compared to other regional airports. We have the Coastsider Emergency Action Plan group hosted by the Chamber of Commerce in which many civilian, county and other public agencies on the coast have been collaborating for years. The result is that the DART team was able to find out instantly which groups in the area can support in the event of a disaster – and how. This made it easy to gather the right groups to participate in such an exercise and see how they could work together. The CEAP group provided a big jumpstart, and is a big differentiator among other California communities.

We are lucky to have this much active collaboration between government groups or agencies, non-profits, and civilian groups. And now, with the formation of a DART team, the Half Moon Bay Airport will provide another resource the community can leverage.



# Half Moon Bay Airport DART Training Event



SMC County Airports Manager, Gretchen Kelley, briefs the volunteers at the exercise kick-off



Volunteers and Pilots organize among tents for Check-in, Shipping/Receiving, Communications and Flight Ops



AMR, Cal Fire, and County Office of Emergency Services join the event



AMR radio operator  
for the exercise  
operating from a radio  
group stand  
behind the tent



AMR and community volunteer patients completed several 'Urgent critical/non-critical' medical scenarios



Local HAM members brought their awesome communications command center, connecting the airport with the County EOC and beyond



Over 300 pounds of food was donated to Coastside Hope during the exercise



## Region 5 Highlights



### SMO Runway Shortening Resumes

After [halting](#) a plan last week to start work on shortening the runway at Santa Monica Airport, a federal court has lifted its temporary restraining order, and the work will begin "within the next week," according to a post on the city's Facebook page on Tuesday. The court's order means "the legal complaints raised lack merit," the city's airport director, Stelios Markrides, said in a statement. The city plans to [shorten](#) the single runway, which is now about 5,000 feet long, to 3,500 feet, which would effectively limit the size of jets that can land there. The airport will be closed after

Dec. 31, 2028.

General aviation advocacy groups have lobbied for 30 years to preserve SMO as a viable business airport, while local residents have complained about noise, pollution and fear of crashes. On Wednesday, AOPA general counsel Ken Mead reacted to the new development: "The Santa Monica City Council is now wasting millions in tax dollars on a move that will only increase traffic, congestion and pollution for the citizens of Santa Monica," he said. "Not only is a lot of money being wasted, but money will also be lost when the restricted use of the airport deprives the citizens of the economic, employment and emergency services advantages that had historically been provided from the airport."

NBAA's Alex Gertsen, director of airports and ground infrastructure, said the fight isn't over. NBAA is engaged in litigation pending before the U.S. Court of Appeals, District of Columbia Circuit, challenging the settlement agreement between the FAA and the city, claiming the FAA didn't follow basic statutory requirements when it concluded the unprecedented settlement. Should NBAA prevail, the city will be obligated to restore the runway. Meanwhile, NBAA said the runway reduction work is expected to begin Oct. 23. The airport will be closed to all aircraft, including helicopters, Monday through Friday from 9 p.m. to 7 a.m. local time, while the project is underway. By Mary Grady | October 18, 2017

## Santa Monica Airport Tower Plays 'Critical' Role in Fire Fighting Efforts, Aviation Group Says

By Jorge Casuso

December 7, 2017 --

*The air traffic control tower at Santa Monica Airport (SMO) has been playing a "critical" role in fighting the "Skirball" fire that continued to burn Friday in the Sepulveda Pass area of Los Angeles, according to the Santa Monica Airport Association (SMAA).*

*More than 50 fire-related flights have been coordinated from the tower staffed by the Federal Aviation Administration (FAA) -- which directs air traffic within a three-mile radius of the airport -- since the wildfire erupted at around 5 a.m. Wednesday, association officials said*

*SMAA, which is a party to a lawsuit seeking to overturn a pact between the FAA and the City to close SMO at the end of 2028, said the airport continues to provide "critical air traffic services for fighting hazards of all kinds."*

*FAA Air Traffic Control Tower at Santa Monica Airport (Courtesy City of Santa Monica)*

*"The tower serves as a traffic cop coordinating flights in the airspace," said Dave Hopkins, vice president of SMAA.*

*"It provides a valuable service for helicopters dropping water on the fire," as well as for Los Angeles Police Department helicopters and newsgathering aircraft, he said.*

*After the pre-dawn blaze broke out, the radar in SMO's tower "looked like a hornet's nest of aircraft," said Hopkins, who monitors air traffic on FlightAware.com, a flight tracking data company.*

*Control tower staff at SMO can see the fire-fighting aircraft from the window of the tower as they descend into the canyons, Hopkins said.*



*They also have been coordinating flights from the West Los Angeles Veterans Administration Medical Center and from the Ronald Reagan UCLA Medical Center, which has a helipad on the roof, he said.*

*If the municipal airport shuts down under the terms of a pact the City negotiated with the FAA, air traffic around Santa Monica would have to rely on air traffic controllers based in San Diego, Hopkins said.*

*"They're in a bunker with no windows and only looking at a radar screen," he said.*

*While the airport's traffic control tower has provided support during the current emergency, the airport runway has not been needed to help fight the Skirball fire, City officials said.*

*"There have been no requests of the Airport for take-offs or landings related to fire suppression efforts," said Suja Lowenthal, senior advisor to the City Manager on airport affairs.*

*Lowenthal said FAA's Air Traffic Control Tower will maintain its operations when the airport closes temporarily next Wednesday for work to shorten the runway that is expected to be completed by December 23.*

*"The closure of the Airport for the runway shortening project does not impact FAA's operations," Lowenthal said.*

*SMAA officials said Thursday that the association's Disaster Airlift Response Team is prepared to help in the event of an emergency.*



*After the Skirball fire broke out, the association mobilized ten pilots and ten fixed-wing airplanes prepared to fly supplies that would be provided by the local Red Cross to affected areas, SMAA officials said.*

*Although their services have not been required, the ten planes are capable of delivering two tons of supplies during each wave of flights, Hopkins said.*

*SMAA volunteers load Swift Aircraft with Red Cross supplies for January test run. (Image courtesy of SMAA)*

*In January, The Red Cross Los Angeles Region partnered with SMAA's response team for "a multi-airport disaster preparedness exercise," Red Cross officials said.*

*"More than 30 volunteers assisted on the ground and in the air, flying and distributing critical supplies into the Santa Monica area from Whiteman, Van Nuys, Brackett, Compton and Torrance airports," Red Cross officials said in a statement issued after the January 14 exercise.*

*Santa Monica Airport's response team can support 40 airplanes a day, agency officials said.*

*"This means that during an actual disaster, 80,000 pounds of essential supplies and blood can be transported daily into the City of Santa Monica to help people throughout the Los Angeles Region," Red Cross officials said..*

*SMAA officials note that SMO is designated as "Critical Infrastructure" by the City's "All Hazards Mitigation Plan."*

*"With all the natural disasters surrounding Los Angeles, fires, hurricanes and earthquakes, local community lives will depend on SMO in any kind of disaster," the association said in a statement issued Thursday.*

## Santa Paula Airport critical to fighting Thomas Fire.

Santa Paula Airport provided critical support to aircraft fighting the massive Thomas Fire. More than twenty-two fire-fighting aircraft, ground tankers and over 100 firefighting personnel utilized the Santa Paula airport. In the photo above, the entire runway was covered with aircraft and support trucks. Santa Paula airport is just forty miles North-West of Santa Monica Airport.



Photo credit: MSAVI- Photography and Rowena Mason, Santa Paula Airport Manager.



# KSBD installs new self-serve fuel terminal

DECEMBER 4, 2017 BY **GENERAL AVIATION NEWS STAFF**

SAN BERNARDINO, California — **Luxivair SBD** at San Bernardino International Airport (KSBD) now offers pilots an upgrade in self-serve fueling with the installation of a new M4000 self-serve terminal from QTpod.

The M4000 offers many convenient and time-saving features for pilots including faster transaction approvals, according to FBO officials.

Backlit touch keypads help pilots see the keypad while entering information at night, and a large color display with auto-dimming enables easy viewing in any light conditions, officials note.

The M4000 accepts the EPIC Card and most other credit cards and fuel cards.

The new system is located on the general aviation side of the airport (north-east side).

“For pilots who are comfortable fueling their own aircraft, self-serve fueling typically offers savings in the form of a lower cost per gallon, and can help save time and get underway faster rather than waiting for a fueling truck to fill up 10 or 12 gallons,” said Ryan Mikolasik, chief marketing officer, EPIC Fuels.

The M4000 complements the quickly growing general aviation presence at KSBD, according to officials. In July 2017, the airport opened 30 new hangars and World Wide Wings, a flight school.



## JOIN THE CALPILOTS TEAM

As a CalPilots Team Member, you will help to not only Save Our Airports, but to help them to “Grow and Thrive” as key components of the local and state economy. Our airports Fight Fires with CalFire, Provide Public Safety with CHP, Provide Disaster Relief (DART) after Earthquakes, Floods and other disasters, Fly people to Medical Services via Angel Flight, Rescue Dogs via Pilots for Paws, Introduce Kids to Flight via Young Eagles, and great events for families at the Airport. Be the Eyes & Ears for your airport

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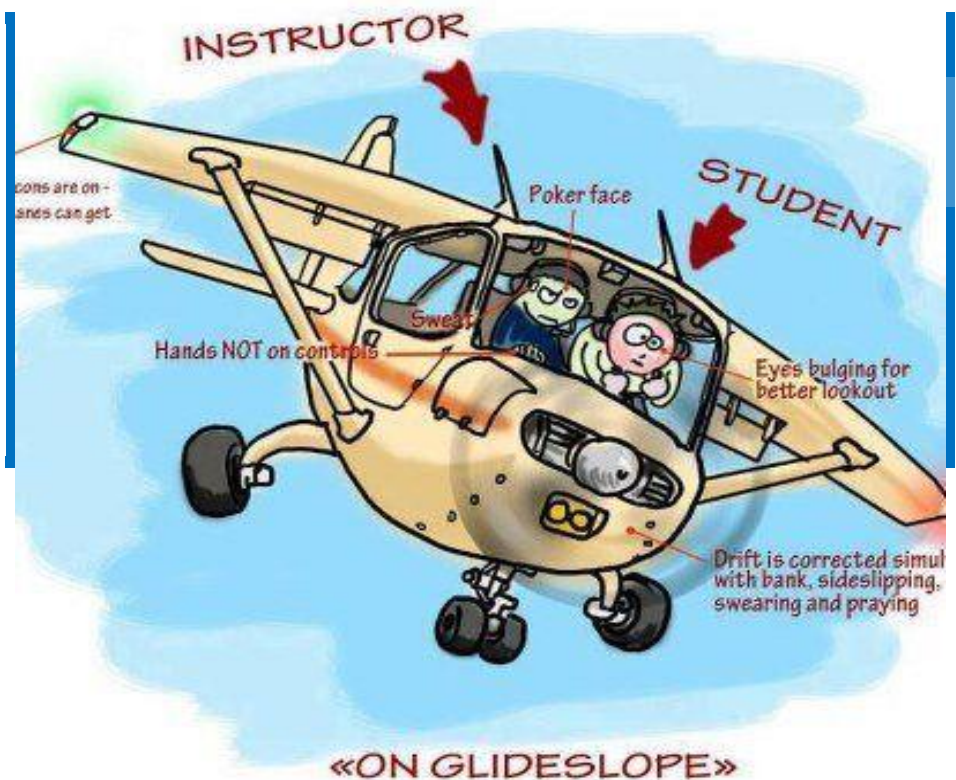
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## CALIFORNIA LEGISLATIVE TRACKING



California Aviation Related Legislative  
Bill Analysis Summary  
Prepared by the  
California Department of Transportation  
Division of Aeronautics  
October 7, 2016

Keep up-to-date on the California Legislature at:  
[http://dot.ca.gov/hq/planning/aeronaut/documents/leg\\_reports/](http://dot.ca.gov/hq/planning/aeronaut/documents/leg_reports/)

### California Airport and Pilot Political Action Committee

#### WHAT IS A POLITICAL ACTION COMMITTEE (PAC)?

The California Airport and Pilot Political Action Committee is sponsored by California Pilots Association (CALPILOTS). The PAC is an independent legal entity administered by a board of Trustees. All bookkeeping is separate from CALPILOTS and regular reports of income and disbursements are made to the California Secretary of State. All funding is received from voluntary contributions. No CALPILOTS membership dues are used for this purpose.

#### WHY DO WE NEED A PILOT PAC?

As a tax-exempt, California public benefit corporation and a Federal 501(c)(3) nonprofit organization, CALPILOTS cannot engage in any "substantial amount" of political activity. The PAC provides an opportunity for the aviation community to support "aviation-friendly"; legislators and candidates. This includes members of city councils, county boards of supervisors and state legislators. Through the PAC the aviation community can support legislation that is favorable to aviation.

The PAC Trustees decide which California Senate and California Assembly incumbents or candidates to support or oppose. Local airport pilot representatives decide which city council or county supervisor candidates to support. Local pilots groups have found that banner towing can be a very effective means of supporting a local "aviation-friendly" candidate. For example, a banner might read "Smith for Supervisor" or 'Jones for City Council" or a direct contribution to their campaign. Information for supporting a local candidate can be obtained by contacting the PAC Committee, or 1-800-319-5286.

PAC Committee Contributions can be made to payable to:

CALIFORNIA AIRPORT AND PILOT PAC

Chairman

1414 K St., 3rd Floor,  
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PAC contributions are not tax deductible.

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## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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

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

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

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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, 1414 K St., 3rd Floor, Sacramento, CA 95814

>>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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