

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



Ownership : Publicly owned
 Owner City of Fresno , 4995 East Clinton
 Way Fresno, Calif. 93727-1525 PHONE:
 (559)621-4500
 Manager; Alicia Miranda
 510 West Kearney Blvd. Fresno, Cal
 Phone: (559) 621-4508

KFCH Chandler Executive Airport
 COM: 123.0 , Approach: 119.0
 Fuel: 100LL: \$5.99/ Gallon
 Runways in use: 12 and 30

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*The official publication of the California
 Pilots Association*
www.CalPilots.org



PRESIDENT'S PERSPECTIVE



"Hi CalPilots,

Did you know that CalPilots is 70 years old? We are planning a birthday celebration sometime later this year. Please think about how you'd like us to celebrate. Send us your suggestions to any of us at our emails listed in this newsletter. We will want to see you there.

We had a terrific Annual Meeting at the AOPA Fly in at Livermore Airport (KLVK). We were joined by famed solo aerobatic airshow pilot, and CalPilots supporting partner, Julie Clark, as well as longtime members and some brand-new members. Many board members helped put this meeting together including Charlene Fulton and Karen Kahn. George Riddle, Andy Wilson, Gill Wright, Tony Marchese and I staffed the booth. Special appearances were made by Jolie Lucas and Bill Sanders. Jolie, also had her own booth at the Fly in. We met many wonderful people at this event.

Nominated by Mike Jesch (pictured below), Gary Schank, a just retired airline pilot with multiple decades in the professional cockpit was elected to join our Board in the Vice Pres, for Region 6 position. He owns and flies an A36 Bonanza parked at SNA and has deep roots in GA. He is also an attorney-at-law and has been very active in the SoCal Pilots Association, and the current fight at SNA airport over the pending GA "improvement" plan. We welcome Gary.

Happy Landings,
Carol"



Carol with Mike Jesch

CalPilots Magazine : Published Bi-Monthly Issue #131, CalPilots is recognized by the IRS as a 501 (c) (3) tax exempt, nonprofit corporation . You dues and donations may be deductible. Consult a tax professional for advice.

CalPilots Magazine is printed by Folger Graphics : www.folgergraphics.com



California Pilots Association 70th (And Counting) Anniversary

An anonymous pessimist speaking of aviation organizations once said, "volunteer organizations never last". Maybe so, but at 70+, CalPilots is set to defy that statement.

Our first name was California Aero Federation as shown on 1949 California incorporation documents. Following names were California Aviation Council, California Pilots Association and finally CalPilots.

During my watch as President a number of notable events occurred:

- *We formed a California non-profit public benefit corporation
- *Gained IRS Tax Exempt status
- *Formed a Political Action Committee
- * Formed and registered over 30 airport chapters as independent subsidiary California non-profit tax exempt corporations
- *Formed an informal alliance with California's airport managers.
- * Filed over a dozen lawsuits to protect airports from encroachment. The first was to protect the San Carlos Airport from a tall office building. Carol Ford participated as an effective negotiator. The developer agreed to reduce the planned office building from 150 feet to 130 to bring it within FAA guidelines. All lawsuits were filed and litigated by volunteer lawyers. The airports were situated from Chico in the north to Brawley in the south.

As a result of the lawsuits, California cities and counties recognized they were facing litigation to protect their airports. They began to honor Airport Land Use Commission decisions of incompatible uses.

*Newsletter –The first newsletter consisted of two 8x11 typewritten sheets. They were folded, addressed and stamped on my dining table by volunteers. It bore no semblance to the very fine newsletter created by Peter Albiez. He built it to be an outstanding publication we can all enjoy as we head for the next 70 years.

Jay White



A Special early announcement for our Chapter at Chandler Airport, Fresno.

A poster for the "Remember When" 5th Annual Classic Plane Fly-In and Classic Car Show. The title "Remember When" is in large, stylized blue script. Below it, "5th Annual Classic Plane Fly-In and Classic Car Show" is in a smaller, sans-serif font. A line of text says "Being filmed and featured in its own episode of the highly popular TV Show: My Classic Car". Below that, "Reaching over 100 million households!" is written. The date "SEPTEMBER 28, 2019" is in large red letters, followed by "9:00 AM TO 4:00 PM" in blue. The location "FRESNO CHANDLER EXECUTIVE AIRPORT (KFCH)" is in smaller blue letters. At the bottom, "\$5.00 ADMISSION—KIDS 12 AND UNDER FREE" is written. On the left, there is a cartoon character of a man in a pilot's uniform and a logo for "My Classic Car with Dennis Gage". On the right, there are two small photographs: one of classic cars parked in front of a building, and another of a biplane on a runway.



Good Instrument Skills – A Must

by Karen M. Kahn

If you could pick one piloting ability whose importance ranks above all others during your flying career, which one would it be? Super smooth landings would certainly be nice for the ego, but when it comes to keeping you alive, and well-employed, I'd vote for outstanding instrument flying skills. Why? Because every phase of your aviation career can benefit from your thorough learning, continual practice and on-going application of your IFR abilities.

My interest in instrument flying began once I'd accumulated about 75 hours of flight time. At that point, I began to pay more attention to those other pilots who talked in what seemed to be a secret language, discussing approach plates, ILSs, localizers, DHs and all the other mysterious details of what seemed to be another world of flying. The more I heard, the more intrigued I became until I finally decided it was time to join the world of sightless flight and begin my instrument training.

That was just over 47 years ago. I began working on my instrument rating in a Cessna 150 equipped with 1 Navcom and precious little else for radio gear. If I had known how important instrument flying would ultimately become to me (my lifeblood, so to speak, as an airline pilot) I might have had a greater appreciation of the training I was receiving. Learning the basics in a slow trainer with one radio, helped me perfect my skills at a speed I could keep up with and saved me money as well. Later, when I proved I was ready to handle a faster ship, I moved up into a 172, (and increased my hourly expenditure from \$15.50 all the way up to \$23 per flight hour!) which was – and still is – one of the best instrument training ships available.

I spent many evening hours flying holding patterns as well as the FAA's infamous "A" and "B" patterns (found in the back of the Instrument Flying Handbook) in the FBO's back room, where they'd just installed a new Frasca instrument ground trainer. It occupied at least half the space of a real airplane, but fortunately cost a fraction of the aircraft's rental rate. I practiced those climbs, turns and descents repeatedly until they became second nature and I could then split my concentration to include tracking, timing and tuning. Later, when I started instructing instrument students myself, I could more easily see how important good fundamentals were to a completing the course in a timely manner and becoming a competent instrument pilot. Without them the workload easily became overwhelming and the frustration level insurmountable.

In today's competitive accelerated training environment some schools advertise their total avoidance of simulators, preferring to tout the advantages of "all training in real airplanes." However beneficial logged flight hours can be, they aren't, in my estimation, outweighed by the advantages of learning, early in your career, how to handle what will become a staple in your flying diet: the flight simulator, be it a desktop version or a 3-axis Level III Wonder Machine.

One certainty in any professional pilot's working life is the biannual proficiency check, most always accomplished in a motion simulator. Indeed, some type rating training on new generation aircraft is now accomplished solely in simulators, the pilots never experiencing a "real" airplane until they begin their first revenue flight.

So, back in the beginning, when you're first learning your IFR skills, pay special attention to the basics. They're very important to your future success. The best preparation for any check ride or BFR, is your ability to hold a heading. Without it, you're constantly having to divert your attention from the numerous other flying duties to correct what should come naturally, good old straight-and-level flying. You may be annoyed by your instructor's constant harping on your heading control, but it's the secret to the pro pilot's success.



As you progress up the career ladder, maintaining your IFR proficiency will be an on-going necessity. Many an airline or corporate job has been lost for lack of a good sim ride. Indeed, some employers don't even bother with a personnel interview until after you've demonstrated your ability to master their simulator. Even if you think you're current on instruments, don't jeopardize your upcoming interview by failing to get some simulator practice sessions, including holding patterns, precision and non-precision approaches.

Staying proficient is much easier than trying to remove the IFR rust once it's accumulated. Even if you only crank up your desktop PC sim once a month, that's excellent practice which can keep your instrument scan fluid and current.

The instrument training you receive to start your career IS very important, as is your on-going proficiency maintenance.

Even if you're not required to take that every 6 months check ride that will hopefully force you to keep your scan current, I recommend you pretend you've got a 6-month ride looming and challenge yourself to keep up your proficiency. Your penalty for non-currency can be much more disastrous than mine. A failed check ride is peanuts compared to the crumpled aluminum tragedy that can result if you don't stay proficient at a skill that can, and will, take you the top, and keep you there throughout your flying career.

Copyright 2018 Karen M. Kahn



[Uber Eats Completes Successful Drone Delivery Tests in San Diego](#) 6/18/19



At the Uber Elevate Summit last week in Washington D.C, the Uber Eats team announced that it has successfully completed a food delivery test at San Diego state University. The team plans on beginning larger scale testing operations in San Diego imminently. The purpose of the Uber Eats Drones latest test in San Diego was to demonstrate how Uber Eats will [...]The post [Uber Eats Completes Successful Drone Delivery Tests in San Diego](#) appeared first on TransportUP.com

Recent Articles: [Uber Elevate Summit 2019: The Bullet Points](#)

[Uber's New Air Taxi Cabin](#)



OFFICIAL NOTIFICATION

Santa Monica Airport Removal of Excess Pavement Project

The purpose of this notice is to inform you that the work to remove the excess pavement for sections of the Airport that, as a result of the reduction of the runway to an operational length of 3,500 feet, are no longer used for aviation purposes is scheduled to begin on Sunday, June 16, 2019. It is anticipated that the project will be completed by September 6,

2019 and will consist of several phases. Each phase of the project will entail specific closures of the Airport .

Sully-Miller Construction, a highly regarded construction firm experienced with aviation projects, has been selected to remove and pulverize excess pavement from areas of the Airport that are no longer needed for aviation purposes, and to hydroseed certain parts of those areas.

The Removal of Excess Pavement will consist of several phases:

Phase 1: Commences Sunday, June 16, 2019 and concludes Friday July 5, 2019 (excluding July 4). During Phase 1, work will be performed nightly from 9:00 pm to 7:00 am, Sunday night through Friday morning. The Airport will be closed to all aircraft operations during the aforementioned hours.

Phase 2: Commences Monday, July 8, 2019 and concludes Thursday, July 11, 2019. During Phase 2, work will be performed both during the day and night hours. The Airport will be closed to all aircraft operations for 4 consecutive days, 24 hours per day.

Phase 3: Commences Sunday, July 14, 2019 and concludes Friday, August 2, 2019. During Phase 3, work will be performed nightly from 9:00 pm to 7:00 am, Sunday night through Friday morning. The Airport will be closed to all aircraft operations during the aforementioned hours.

Phase 4: Commences Monday, August 05, 2019 and concludes Thursday, August 08, 2019. During Phase 4, work will be performed both during the day and night hours. The Airport will be closed to all aircraft operations for 4 consecutive days, 24 hours per day.

The California Pilots Association thanks these Business Partners whose generous support enables the continuing mission to preserve, protect, and promote California's General Aviation Community and Airports
Become a CalPilots Business Partner ... \$250/year. Visit www.calpilots.org
Or call and leave a message at our toll-free answer line: 1-800-319-5286



Phase 5: Commences Sunday, August 11, 2019 and concludes on Friday September 6, 2019 (excluding September 2). During Phase 5, work will be performed nightly from 9:00 pm to 7:00 am, Sunday night through Friday morning. The Airport will be closed to all aircraft operations during the aforementioned hours. Notices to Airmen will be issued ahead of these closures. For construction related questions and/or concerns please contact Brian Ochoa at brian.ochoa@smgov.net. For all other inquiries please contact the Airport at airport@smgov.net. We thank you in advance for your cooperation and patience as we work expeditiously to complete this project.

Sincerely Stelios Makrides, Airport Director

www.smgov.net/airport for regular updates.

City of Santa Monica

Department of Public Works, Air-
port Division Office of the Airport

Director

3223 Donald Douglas Loop South
Santa Monica, California 90405-321 3

Tel: (310) 458-8591



There are two things that I find interesting in this article:

First is the fact that there is a Part 13 initialed with the FAA regarding the "Midnight Agreement" to close SMO in the last days of the Obama administration. I find it significant that the FAA had repaired that no aviation funds are to be used to remove the runway. SO where is this runway removal money to come from??

Secondly, I thought there was a Santa Monica Special City Council meeting last week, to discuss the current budget shortage that Santa Monica is experiencing. If there is a money shortage to pay staff in the city of Santa Monica, where are the funds coming from to shorten the runway, or pay for the Part 13 legal process?? Some facts are not adding up in this current SMO narrative.

Commentary : Deep Sadness at the truth of chip, chip, chip away....

Did anyone think of seeking the designation of a National Historic Landmark for this airport ? As the plane that changed the world, namely the Douglas DC-3, which first flew from this airport in December 17, 1933 ,as the DC-1? That historical truth , is what built Santa Monica 80 years ago !

Just a thought ,

Gill Wright

VP Region 2

California Pilots Association



CalDART groups are planning exercises for August 24 in Torrance and October 26 in the San Francisco/Monterey bay areas. The Torrance DART (T-DART) is cutting its teeth with this exercise and looks forward to involving their community and pilots in a dress rehearsal to provide volunteer air transportation service during disaster. The bay area exercise will be the first one jointly planned and conducted by DARTs from the Watsonville, San Martin, and Half Moon Bay, and will feature transports between up to 29 bay area airports. Air bridges will help move commodities to stricken areas. DART Operators will assist with urgent ambulatory evacuations such as for dialysis patients. Emergency workers will be ferried from their home communities to places where they are needed. New DARTs in development in the North Bay and San Jose Reid Hillview are planning to see their first action with this exercise. Emergency professionals and organizations across the bay area will participate and the whole community will learn more about how to use general aviation in a disaster where surface transportation will be compromised. The exercise will use the Bay Area UASI Critical Transportation 2019 Table Top Exercise Scenario in which a magnitude 7.9 earthquake has caused damage in 19 California counties centered on San Francisco – 1.8 million households are without potable water, 500 thousand households have no electricity, and roadway connectivity throughout the region has been impaired. Emergency responders throughout the region are working logistics problems and CalDART members are there to help them.

Spotlight on DART Operators in formation

Many groups around the state are working on starting DARTs now. In addition to the 2 new DARTs above, there are:

San Diego CalDART which features John and Martha King and other notable people on its board of directors

Organizational activities are also going on at Lincoln Regional Airport, Placerville, Concord Buchanan,

Ron Lovick joins CalDART Board of Directors

Ron joins CalDART with a strong background in government liaison work at the San Diego American Red Cross and has experience working with the FBI and DHS in terrorism and infrastructure liaison areas. He is also the Executive Director of San Diego CalDART, a 501(c)3 corporation which is organizing DART activities at several San Diego area airports. Ron will work on improving our relations with government agencies and make further progress in the CalDART Disaster Airlift Response Plan.

Opportunities to support and/or participate

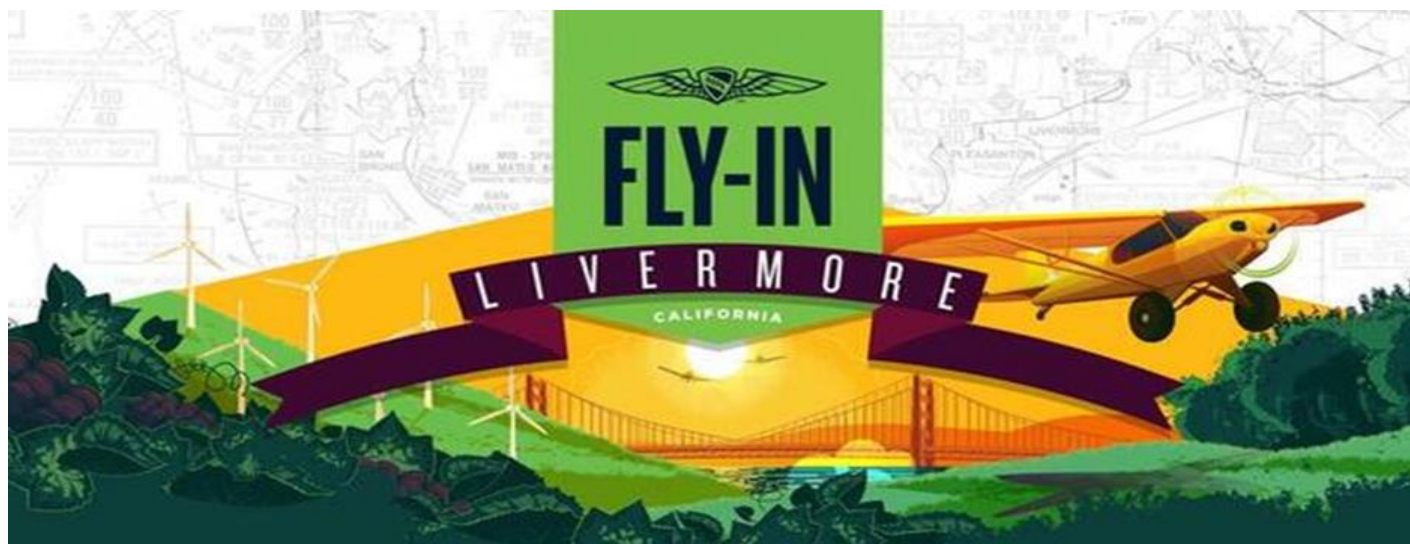
CalDART is seeking new [members](#), [donors](#), website assistance (content generation and backend management), fundraising assistance, membership management. Contact Paul Marshall for more information at paul.marshall@caldart.org. Learn more of the story at <https://caldart.org/>.

By Paul Marshall, President CalDART, paul.marshall@caldart.org



At Our booth ; Set up crew on Thursday , Charlene Fulton (Secretary), Diane Cayton , and George Riddle (VP Region 3) . On Friday we had help from President Carol Ford, George Riddle (Region3 VP), J. Gill Wright (VP Region2), Andy Wilson (director at large Region 3) and Tony Marchese(Director at Large Region2) and support from Jolie Lucas(VP Region4). (see pictures on page 9)





AOPA LIVERMORE AIRPORT FLY-IN - JUNE 21-22, 2019

Dear CalPilots Members

Please join us at Noon June 22, 2019

on the Main Stage (a Large White Tent at the Base of the Control Tower) for the CalPilots annual meeting during the AOPA Livermore Fly In .For those who are interested in the STOL demonstration at Noon on Sat. on the Flight Line, we would like to suggest that you could attend the STOL demonstration on the Flight Line on Friday night at 7:30pm. Then you'd be able to attend the CalPilots General Membership meeting at noon on Saturday. At that time, we will also be holding an election for the 2019-2020 CalPilots Board of Directors terms of office. Hope to see you there ! Carol Ford President

Election results as follows:

Carol Ford President

Walt Wells Treasurer

Charlene Fulton Secretary / Administrator

Paula Jessup Region 1

J. Gill Wright Region 2 VP

George Riddle Region3 VP / Chapter admin.

Jolie Lucas Region 4 VP

Edward Story Region 5 VP

Gary Schank Region 6 VP

Paul Marshall Director at Large Region 1

Tony Marchese Director at Large Region 2 - CalPilots Newsletter Editor

Andy Wilson Director at Large Region 3

Karen M. Kahn Director at Large Region 4

Peter Albiez Director at Large Region 5

Bill Sanders Director at Large Region 6



July / August 2019



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Drones, Part 107, LAANC
(Low Altitude Authorization & Notification Capability),

In the last few years, significant growth of drone use by civil operators in the National Air Space (NAS) has been exceptional. Here in California it has become a cottage industry as individuals purchase a drone with camera and hire themselves out for various aerial photo service work. Recently the FAA gave approval of the first commercial drone delivery of packages in Virginia. UBER EATS has applied to the FAA for drone food deliver in the San Diego area, and has completed initial delivery tests, that will lead to commercial service, once FAA approval is granted.

This is the beginning of how the lower levels of our National Airspace Space will rapidly evolve, with both small drones (under 55 lbs.) and eventually larger passenger, and cargo carrying VTOL/eVTOL airframes. This low-level drone aeronautical activity is regulated by 14 CFR (Code of Federal Regulations), Part 107, Small Unmanned Aircraft Systems, that was adopted in August 2016. To both manage the lower 400' AGL and develop a workable Urban Air Mobility (UAM) Traffic Management (UTM), the FAA created the Low Altitude Authorization & Notification Capability (LAANC), in early 2018. LAANC is a system where drone operators can submit a flight plan to the FAA/ATC and receive a clearance for flight operations within 15-30 seconds, via a cellphone app. This is a significant advancement for safety and the development of the Unmanned Aerial Systems (UAS) economy, it uses to take up to 90 days for FAA approval for UAS operators to gain flight approval. Currently the LAANC system is available across the United States, and by the year's end, should include the areas around most airports that have service contract towers. If you are curious there is a short VIMEO titled, "Everything you need to know about LAANC" that is 36.5 minutes long and gives a full background for Pilots to understand about how drones should be flown in the NAS. It is well worth the time spent to look up and review this content about LAANC.

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,
Sacramento, CA 95814

PAC contributions are not tax deductible.
CALIFORNIA AIRPORT AND PILOT PAC

California ID 811653



There are several collaborative firms, known as UAS Service Suppliers (USS), that work with the FAA to service LAANC, one of the more notable ones is called AIRMAP. This firm appears to be creating a resilient UTM interface, where users can help develop a more robust system which will keep this new UAS technology safe as this ecosystem grows. One of the more recent innovations is the ability to 'DRAG & DROP to Share Flight Planning' for repetitive UAS operations, such as to monitor pipelines or power lines. In time this will create a database of flight plans, and patterns, that will help the ATC regulators better understand the growth of drone operations to keep current aircraft safely separate from UAS/UAM vehicles.

In the last 12-24 months there has been a growing discussion in the aviation community about UAS drones, and the eventual air taxi services in our urban areas. There is a justifiable concern about how these new uses of the NAS may create conflicted flight paths over dense population areas. I will submit the combined efforts of NASA, the FAA, and the private sector, to address these issues are far more advanced than the aviation community realizes.

On May 18, 2018, the FAA published Version 1.0 of the Unmanned Aircraft Systems (UAS) Traffic Management (UTM) Concepts of Operations, which is a 44 page document that covers the scope of what regulatory agencies are looking to do and keep our skies safe in the years to come. In early June 2019, private industry responded with a white paper titled, "Flight Plan 2030: An Air Traffic Management Concept for Urban Air Mobility". This 48-page document was published by EMBRAERX and the HARRIS Corporation. From reviewing these two documents, it appears the foundational principles were laid out by the FAA, then the private sector responded with what could be technically crafted and meet these principles to keep the NAS safe as the Urban Air Mobility (UAM) sector grows in the coming years.

It is important to keep in mind the evolutionary change of aviation with the growth of Part 107 Drone operations. Which will be the foundational flight knowledge for on demand Passenger Air Taxi services with VTOL aircraft, currently in development, and striving for certification. For those of you interested, I urge you to make the time to explore the documents presented for your own review of the growing UAS, UAM and UTM systems in current development. We all need to develop a strong situational awareness of these trends and changes to our aviation enterprise and contribute to the safe growth of the National Air Space.

Submitted by Gill Wright
VP Region 2

The image contains a poster for an "Aviation Appreciation Dinner" and logos for the National Business Aviation Association (NBAA) and the Disaster Airlift Response Team (DART).

Aviation Appreciation Dinner
The Role of GA Camaraderie in the Israeli-Jordanian Peace Process
Sponsored by the Ninety-Nines

All pilots and aviation enthusiasts are invited to attend this special evening at Oshkosh with guest speaker Brian Schiff
Tuesday, July 23, 2019 - 6PM
Wittman Terminal Building

Pre-register & pay by July 17, 2019
Credit card only
Early-birds pay \$42 through July 1
\$50 thereafter
Register at: www.99sOshkoshdinner.com
Email: 99sOshkoshdinner@ninety-nines.org

NBAA
NATIONAL BUSINESS AVIATION ASSOCIATION

Disaster Airlift Response Team
DART





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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/

The California Pilots Association thanks these Business Partners whose generous support enables the continuing mission to preserve, protect, and promote California's General Aviation Community and Airports

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CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

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Email Address.....Aircraft.....N#.....
*(4 Digit ZIP Extension required for newsletter delivery, please provide if known)
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July/ August Events

7/ 6—Big Bear Airport, Air Fair ,Region 4, Big Bear Airport ; www.bigbearcityairport.com

7/13-Truckee/Tahoe Air Show, Region 2, Truckee/Tahoe Airport; www.truckee/tahoeairshow.com

7/13-Colusa County Airport Olde time Fly in, Region 2, Colusa County Airport; www.backcountrypilot.org

7/20-Valley of speed Airshow & Brewfest, Nevada County Airport; www.eventbrite.com

7/23-Aviation Appreciation Dinner (AOPA) , Wittman terminal bldg. Oshkosh, WI. www.hanger.aopa.org

8/17-18-Wings over Camarillo, Region4, Camarillo Airport; info@wingsovercamarillo.com

