

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS

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March/April 2017

Modesto Airport



PRESIDENT'S PERSPECTIVE



March/April 2017

There is strength in numbers. It's a phrase used for ages because it is true. The importance of "numbers" is critical to General Aviation; not only in flying activity but in the support of its advocates. I'll start simply with what I truly believe: if you are not a member of an aviation advocacy group at each of the National, State, and Local levels then you are relinquishing General Aviation's future to your peers. Instead of guiding your flight you're a passenger.

I've been told too many times "I belong to AOPA and that's good enough." I respect AOPA greatly (I've been a member since 1977) but Mark Baker's team does not and cannot function alone. California aviators face our own unique political and regulatory processes. Often the issues that are of great consequence to us are not meaningful on the national stage. A recent proposal to implement a minimum flight altitude requirement over California state parks and landmarks was squelched early through opposition from CalPilots.

Similarly, issues that begin in California may filter up to become national problems if CalPilots doesn't act on them first. Andy Wilson's year-long dedication representing CalPilots on the California-centric NOAA Greater Farallones Marine Sanctuary Overflight Work Group put heretofore ignored aviation concerns into the rulemaking process for this Federal Agency. CalPilots was asked to participate on the Work Group.

Why am I being so insistent? All CalPilots leaders are volunteers so we're not asking for money because we benefit. Simply, when engaging a politician or policy maker the first question asked is often "how many members are in your organization?" If the number I give is insignificant, our organization is viewed as insignificant. This is the reality in which we live. Consider this: If "the other side" thinks privatizing ATC is needed or increasing fuel taxes by \$2/gallon is a good idea and they count 100 times more people (voters) on their roster, who is your Congressman going to seek to make happy? The same applies at the State Senate/Assembly level and the Local Council/Supervisor levels. Only the scale or geographic applicability changes. We must have the numbers at every opportunity to make our views heard and respected.

Each level of the Advocacy Triad is critical to ensure General Aviation remains a viable activity. When possible, the Associations collaborate and work together to create coordinated strategies. You, the Aviation Community, must ensure each Association has the resources – dues, donations, and personal effort – to work effectively on your behalf. These are the blood sustaining our General Aviation lives.

If you're a member of CalPilots I encourage you to invite your local aviation enthusiasts to become a member also. There is strength in numbers; but there is greater strength in greater numbers! Nothing will empower me more than being able to stand before a Senate Committee Hearing in Sacramento and proclaim "CalPilots represents 100% of the state's GA Community!"

Aeronautically,

Carl Leach

CalPilots is recognized by the IRS as a 501(c)(3) tax exempt, nonprofit corporation. Your dues and donations may be deductible. Consult a tax professional for advice.





BERMUDA DUNES

by Karl Schweikert, CalPilots Counsel

In the November/December issue of CalPilots Magazine, we informed our readers of a planned hospital that is to be built on land a half mile from the end of the Bermuda Dunes Airport runway. Because of our story, the City of Indio has received several comment letters concerning the Environmental Impact Report on this proposed hospital directly in the flight path of Bermuda Dunes Airport. The letters cover a variety of significant topics including safety concerns, aeronautical issues and inconsistent findings by the local airport land use commission (ALUC). Most notably, the Bermuda Dunes Airport/Bermuda Dunes Development Company argues that “the project is ill-conceived on many different levels.” Mitch Moldenhauer, a private pilot, said, “As with schools, hospitals generally do and should require a higher level of safety consideration...” Additionally, CalPilots offered a series of more detailed CEQA (California Environmental Quality Act) critiques on the project.

Just recently, the City of Indio notified interested parties that the project hearing dates at both the City Council and Planning Commission meetings have been postponed. Currently, the hearings are roughly scheduled for April/May, but specific dates have yet to be announced. As with most cases in which CalPilots seeks to defend airports from encroachment by development, the fight is not over. There is more work to be done. However, this situation can serve as a guideline on how to protect your local airport. Over the coming months, my articles will focus on how development occurs near airports and how to protect your airport from incompatible development.

In the meantime, please get involved—voice your concerns or write a member of the Indio City Council. Contact and meeting information for the Indio City Council can be found in the illustration included with this article.

**- JOIN THE CONVERSATION -
VOICE YOUR CONCERNS.**



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ATTEND A COUNCIL MEETING:
Indio City Council meeting,
first and third Wednesdays
of each month, Council Chambers,
150 Civic Center Mall,
Indio, CA 92201



OREGON BILL TO PROHIBIT 100LL SALES

Oregon [Senate Bill 115](#) and [House Bill 2109](#) exist to “Prohibit selling, dispensing or using aviation fuel that contains lead or lead compounds after Jan. 1, 2022.”

Both bills were introduced on Jan. 9, 2017. HB2109 was referred to the Transportation Policy committee and a public hearing is scheduled for Feb. 22, 2017. SB115 was referred to the Environment and Natural Resources committee. A public hearing was held on Feb. 15.

CALIFORNIA AIRPORTS & PILOTS

244 Airports

29,738 Registered Aircraft (9.3% of US Total)

59, 213 Pilots (9% of US Total)

\$168.7 Billion to US GDP

CalPilots  **Tidbit**

In life, you're either a pilot or a passenger. It's your choice!



CALIFORNIA AEROSPACE AND AVIATION DAYS



Your California Pilots Association is charged with the task to advance "public understanding and interest in beneficial use and utilization of aviation in California." There are many ways we fulfill this duty. Our involvement in an annual event at the Capitol in Sacramento focuses on direct education of our elected officials and their staff regarding General Aviation's benefits.

CalPilots will be front-and-center as it teams with the Association of California Airports and the Aerospace States Association to present the "Aerospace & Aviation Days", March 27-29, 2017.

Monday, we will be inside the State Senate and Assembly Chambers for the announcement of resolutions that formally acknowledge the value of these industries to the California public and economy.

Tuesday is a day of activity as we traverse through the maze of Senator and Assembly Member offices hand delivering information and conversing face-to-face with our policymakers. We'll be reinforcing our contacts with lawmakers as well as encouraging their participation in the legislative Aviation Caucus. That evening we share hosting of an informal reception for our representatives designed to encourage more detailed discussions.

The Exposition and Showcase phase takes place Wednesday on the west steps of the Capitol. From 11 am to 2 pm CalPilots will be among the organizations and businesses to engage with members of the public. Displays of interesting and often intriguing uses of aviation are highlighted. It is a fun experience for attendees and we hope to see you when you come enjoy the event.

The Aerospace & Aviation Days website (www.caaviationday.com) provides numerous educational resources and information about the event.

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

Join CalPilots!



WE WANT YOU!





FLY THE SAN FRANCISCO “BAY TOUR”

by Phil Corman, Region 4 VP

We live in, perhaps, the greatest state in the country for flying. Why, you ask? We have options. Fly the north coast, central coast or southern Cal coast. Each is beautiful and each is unique.

Looking for mountains? Try the San Gabriels around LA, the Trinity Alps west of Redding, or the Sierra Nevada from Oregon to the Tehachapis in the south. Want volcanos? Try Mount Shasta and Mount Lassen. Deserts? The Mojave seems to go forever and, though boring on the freeway, it is spectacular from a Mooney. Finally, if you want to fly high, go over the Sierra or land at Lake Tahoe, Truckee, Mammoth, or Big Bear, to name a few. You can also go to Furnace Creek and land below sea level. The best part is you can do all of this in a fraction of the time that it would take in an automobile.

My favorite aerial tour is the San Francisco “Bay Tour”. It includes natural and man-made wonders as well as Class D, Class C, and Class B airspace. It sounds intimidating, but it is anything but. You only need to have 1) Good radio technique, and 2) Fly headings & altitudes as directed. If you do that, you will be rewarded with spectacular scenery that only us GA pilots can see.

Entering from the south is the most enjoyable for me. I call up San Jose Tower, or NorCal Approach, south of KSJC. I give my position, usually 10 south, and at an altitude that I want for the tour; ideally 2500'. Radio request is “Mooney N2530, 10 south SJC, 2500’, request San Francisco Bay Tour”. I get a squawk and I’m off to the races.

NorCal will almost always keep you west/south of 101. Flying there, you will pass Moffett Field (NASA), then Palo Alto (KPAO), followed by San Carlos (KSQL), and then KSFO! The bay is off your right wing and the Pacific is off



your left wing.

As you approach San Francisco, NorCal will free you up from their control. If they ask for my intentions, I tell them that I’d like to fly over the City, Alcatraz, and the Golden Gate, while remaining below Class B. NorCal may keep you on a squawk if you intend to return through Bravo, but for me, I have a better plan.



After tooling around the bay, head over the Golden Gate for the Pacific and follow the coast southeast. You will need to avoid some edges of Class B that have floors of 2,100 and 1,500', but that is not a problem on a clear day. Say goodbye to San Francisco and hello to the coast as you are now enroute to Half Moon Bay (KHAF), pictured to the right. This is an amazing place to put down after your exhilarating Bay Tour. After landing, do not taxi to the midfield transient parking. Taxi all the way to the south end of the field. There you'll find another transient parking area and it is located next to the town. The town is full of good eateries and some shops for your co-pilot. After eating, wander out to the fishing boats and take home the fresh catch of the day.



Up for more adventure and stunning aerial views? Depart Half Moon Bay and turn south towards Monterey. Remain below 4,000' until you pass an edge of Class B. Or, stay at a lower altitude. If you are airborne between December and March, edge out over Monterey Bay and look for whales. An easier way to spot whales is to find boats that are circling. That's a dead giveaway that there are whales nearby. As you near the KMRY Class C, don't forget to give them a call before entering.

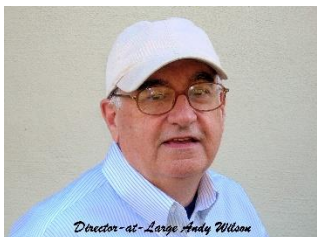


If you have time, drop into KMRY and park at Monterey Jet Center. If you buy a little 100LL, they will loan you a Crew Car at no cost. It's a 10 minute drive to Fisherman's Wharf and Cannery Row. If you have time, try their world class Aquarium.

You live in the greatest GA state in the country. Do yourself a favor and give this aerial tour a spin.

Request "The Bay Tour" south or east of San Jose Class C from NorCal Approach. They will most likely clear you at 2500' or 3500' MSL, so try to be close to one of those altitudes. NorCal will clear you south/west of Highway 101 all the way to KSFO. Then they will vector you a little. As you approach the Golden Gate, they will cut you loose to fly over the bay, Alcatraz, Angel Island, etc. Head west to the Golden Gate, remain clear of Class B and head to Half Moon Bay for some fresh seafood.





NOAA AIRSPACE – DON'T GET VIOLATED

by Andy Wilson, Director-at-Large Region 3

The US Department of Commerce; National Oceanic Atmospheric Administration (NOAA) is sending warning letters and Issuing citations to pilots on the presumption they may be disturbing marine wildlife over Marine Sanctuaries at or lower than 1000' while not violating FAA airspace. This could result in NOAA fines and or prosecutions for the pilot. The Overflight Zones currently are marked on FAA VFR Charts along the CA and WA Coasts, bays and inlets by magenta dots and lines. As pilots, understanding the authority of the FAA and the FAR's, you are creating your own arguments why this can't be. CalPilots and AOPA continue to evaluate and define ways to resolve these issues through the Three Tier Team Strategy which includes the CalPilots Chapter at the airport most affected (KHAF), CalPilots at the state level and AOPA at the national level. All participated to some degree including responses by the KHAF Airport Manager. It is our understandings that if pilots ask the FAA about Overflights they will request you contact NOAA directly.

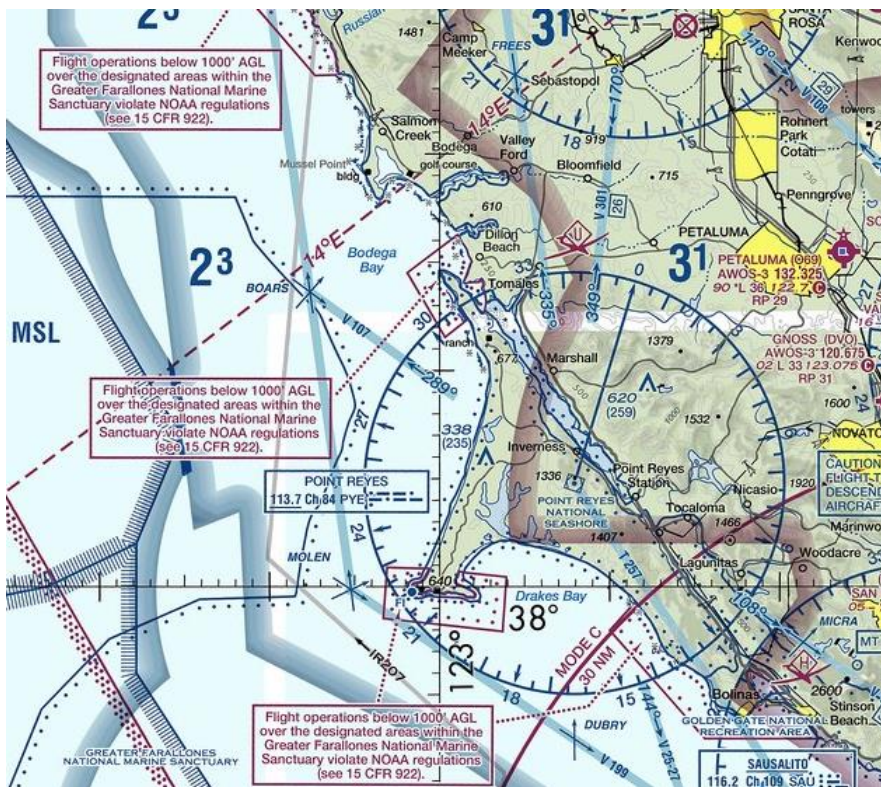
NOAA began their Rulemaking process by publishing the proposed rule in the Federal Register in 2012 Under the U.S. Department of Commerce 15CFR922. AOPA questioned the Rule by writing a letter directly to the FAA questioning the authority of the proposed rule and the FAA responded with a letter including the key sentence that is published as a footnote in the Federal Register.

"The FAA in a letter concerning the rulemaking to the Aircraft Operators and Pilots Association (AOPA) stated that it does not view NOAA's rulemaking action as an airspace regulation, nor as an infringement on FAA's stated authority."

It is this Regulation that now appears in box notes above NOAA Overflight Zones on the FAA VFR Charts which states, **"Flight Operations below 1000' AGL over the designated areas the Greater Farallones National Marine Sanctuary violates NOAA Regulations (see 15CFR922)."**

In December of 2015 the Greater Farallones Overflight Working Group Chairman contacted the President of the California Pilots Association (CalPilots), Corl Leach, extending an invitation to participate on the committee. The President, in turn, requested Andy Wilson CalPilots Director-at-Large to fill that seat. Qualifying phone interviews were conducted by the Chairman and a NOAA Technical Advisor as potential committee members with a proposed first meeting scheduled for Jan 2016. Three pilots were chosen, Andy Wilson, CalPilots Director-at-Large, Brian Branscomb of Half Moon Bay and John DuGon, KSQL and helicopter pilot. There was one more pilot who flies for the U.S. Coast Guard Auxiliary looking for pilot sanctuary overflight violators but withdrew from the committee. The remaining committee members were made up of marine and seabird researchers of varied educational backgrounds as well as the Committee Chair, who is an attorney but not representing any individual or Agency.

The mission of the Overflight Committee was to create NOAA working guidelines while evaluating the need to protect shoreline marine life and whether to extend existing sanctuary Overflight Zones and create new ones within the Greater Farallones Sanctuary which could be used by other NOAA Sanctuaries when



proposing new Overflight Zones. It became clear during the first meeting assumptions made by NOAA on their Overflight authority were somewhat incorrect. It should be noted that document section voting was based on consensus voting. This does not require 100% approval but should show some closeness of agreement. There was great spread in many areas which meant there was little or no consensus. For this reason, pilots could submit a Pilots Addendum.

In January of 2017 The Overflight Committee Zone Recommendations and Pilots Addendum were forwarded to the Greater Farallones Sanctuary Advisory Council along with written Public Comments including those from the KHAF Airport Manager, CalPilots KHAF Chapter, and AOPA. On February 1, 2017, the Council voted without discussion to forward both documents to the Greater Farallones Superintendent to determine which proposed overflight recommendations should be entered into the Federal Register for Comment which would then be added to the existing Regulations.

Some of the Pilot Concerns and Accomplishments:

1. At the request of CalPilots and as of November 30, 2016, NOAA has removed the words "Restricted and Prohibited" Airspace from the Greater Farallones and Monterey Sanctuary websites.
2. At the request of the pilots NOAA is now evaluating hiring either a part time or full time commercial pilot to work with the FAA and answer questions pilots might have.
3. Recommend magenta dots and lines cannot be placed under Class E airspace that has a lower level of 700' AGL which could penetrate Class E by approximately 300' AGL making pilots subject to NOAA warning letters and citations.
4. Recommend magenta dots and lines cannot be used within FAA IFR TERP's areas to prevent pilots from being sent warning letters or citations from NOAA.
5. Recommended NOAA eliminate the use of the 15CFR922 box reference on FAA VFR charts
6. Expand the NOAA outreach and education program to pilots.
7. Work with the FAA to create new wildlife symbols to be placed on FAA VFR charts where sensitive birds and mammals might be located.
8. NOAA to hire pilot to monitor the NOAA pilot reference web sites for accuracy and maintained as FAA airspace and procedures change.
9. Several safety issues were brought to the attention of the committee members including pilots could make bad judgement decisions to avoid receiving warning letters or citations.
10. A potential safety risk in the vertical compression of airspace in the VFR Flyway under the San Francisco Class B Airspace.

Summary:

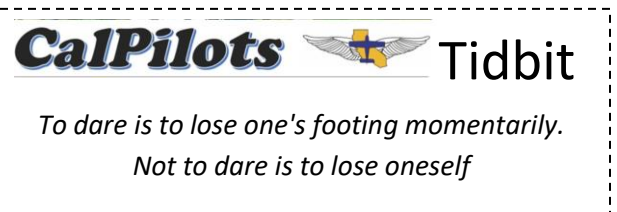
CalPilots, AOPA and pilots continue to work on this issue with the NOAA and the FAA. Pilots should be familiar with the Overflight Zones designated by magenta dots and lines on FAA VFR Charts and whenever possible fly at above 1000' AGL or 2000' AGL over the Olympic Sanctuary west of Seattle, WA. Further confusion to pilots is that each named Sanctuary must develop their own Overflight Zone regulations and maintain their own web sites. The pilots in their Addendum stated they cannot support any new overflight regulations that do not coincide with the existing FAA regulations. It is their opinion FAR 14 CFR 91 Section 119 is more than adequate to protect shoreline marine wildlife.

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CHANGES HAPPENING IN SISKIYOU COUNTY

By Paula Jessup, VP Region 1

Over the last seven years, I have made many calls to John Coffelt, the owner and manager of Eagle's Nest, the FBO at Weed. "John, I need to do a split load of jet A, you need any? How about 100LL? How are you doing this? What are you charging for that? What does your fire contract look like?" You know, I am awfully surprised he still answers my calls because I always find more questions! Airport management is so interesting because there are many ways to run an airport. I called him last week, causing him to be stuck on his cell phone in his car parked in

his driveway for about an hour! I had questions.

Let's talk about Weed Airport, O46. It is located 4 miles NW of town. There is a courtesy car for the pilots, but there is also a Hertz Rental Car office that will bring cars out to the airport if previously arranged. The courtesy car is first come first served though. Lodging is about 8-9 miles away from the airport so either one will come in handy. Both jet A and 100LL are available. John will allow fuel discounts on bulk purchases. Call outs are \$75. Hours of operation outside of Fire Season is Monday thru Friday, 8am to 5pm. During Fire Season (May – October), the office is open every day 8am to 5pm. If you need maintenance done, it can be arranged. Ask John for the information of the local A&P.

This is an uncontrolled airport. Make sure you are using your radio. Runway 14/32 is 5,000' x 60'. I won't lie. I covet that runway length! It's good that helicopters do not need long runways! Speaking of Fire Season, be aware that Weed is one of the locations of a multitude of aircraft such as the Forest Service Cobra, Aero Commanders that are part of the air attack platform, Beechcraft King Air's that can be utilized as the lead planes, as well as Fire Recon planes. It is not unusual to have a great deal of activity going on, so make sure you communicate your position near there.

This area has a great deal to offer if you want something to do. There are some good golf courses such as Lake Shastina 12 miles from the airport. If you like the outdoors, there is fishing, rafting, backpacking, mountain climbing. Remember Mario Gomez from Happy Camp? He is a guide on some of the rivers there: Klamath, Sacramento, and McCloud. Give him a call if you want to set something up.

Anybody that knows me knows I love food and will only give the best recommendations. The service of the people working at Hi-Lo Café is excellent. The last game went into multiple overtimes and it was getting late. They were so good to let us come in very close to closing to pick up our orders to go. And the food! Excellent! So, if you want a good meal travelling thru Weed, make sure to stop in. Did I mention the bakery counter right by the cash register? Take the courtesy car! There is also Mount Shasta Brewery nearby as well if you want to check out some local brews.

Did you happen to see the new Notice of Proposed Rulemaking that was published 12/6/16 in the Federal Register? The FAA is proposing to establish Class E airspace extending upward from 700 feet above the surface at Weed Airport for Instrument Flight Rules (IFR) operations under standard instrument approach and departure procedures at the airport, and for the safety and management of IFR operations within the National Airspace System. Class E airspace would be established within a 4.3-mile radius of the airport, with a segment extending from the 4.3-mile radius to 6 miles north of the airport. The comment period ended last month. From what John was saying, there have been positive responses so far.



Regional



Region 1	<p>Cardan Aircraft Services at Red Bluff Airport (KRBL) is adding a Cessna 172 on the field for rental and instruction.</p> <p>Gross Field Community Association and EAA Chapter 1232 are working with high schoolers to build an RV 12. If you wish to contribute to the project with your time or money, please Contact Ken Mercer at mercerv.k@comcast.net for details.</p> <p>Benton Field Airport (O85) has a WINGS Safety Seminar every second Saturday of the month.</p> <p>Crescent City is moving forward with the construction of their new terminal building.</p>
Region 2	<p>Aircraft Display Days, (O52) 1st Saturday of the month, (KGOO) 2nd Sat., (KLHM) 3rd Sat., (KMYV) 4th Sat. Nevada County AirFest July 7th & 8th, 2017. The B-17 Aluminum Overcast will be at KMYV on April 6-9</p>
Region 4	<p>AOPA is having their Regional Fly-In at Camarillo on April 28-29 and Region 4 Director Karen Kahn is driving CalPilots participation, with support from Phil Corman, VP Region 4. This is a great opportunity to meet CalPilots Board members and fellow members.</p>
Region 5	<p>Consent Decree between FAA and Santa Monica City Council, covertly arrived at between the two parties, inked January 28th, much to the surprise and concern not only of pro-airport organizations but anti-airport agitators, too. Details are widely reported. NBAA, SMAA and other parties have appealed the CD through the DC Court of Appeals as of February 13th. Woodrow Wilson had something to say about such treaties. Stay tuned.</p> <p>Western Regional Administrator, FAA, Glen Martin has left for a promotion to national Air Traffic. The new guy's name is Dennis Roberts</p>



This!



Not This!

Join the CalPilots Team





FLIGHT MANAGEMENT = FUEL SAFETY

by Karen Kahn

Flight Safety is something we read about continually, talk about often and spend a lot of print space discussing. Why? It is the essence of flying. Since pilots continue to still make (often stupid) safety mistakes, there's obviously a good reason to keep talking about it. With almost 23,000 hours, I still remind myself that taking the time now to do it right, always results in saving time.

During one of my flights from KSBA to KJAO for some avionics tweaking, I got to thinking about the benefits of starting any flight with full tanks. It's like my friend and CFII Lee Hughes says: "Why not file IFR on every flight? Using ForeFlight, or another flight planning system, it's simple, quick and if you need it for weather, you're ready to go. If you don't need the IFR flight plan, you can cancel or change it to VFR and there's no need to give ATC all that info about type, color, equipment as they already have it. It's kind of like money in the bank.

I got to thinking that having full fuel tanks is kind of like following Lee's Golden Rule: Always file, regardless of weather. It's also akin to starting the flight with one of the basic flight safety components completed, removing the need to wonder if you have enough fuel to get to your destination? Having fuel in your tanks means having options. Having options means you've thought about various factors that may affect your flight, such as fuel, weather, aircraft performance and pilot readiness. So, you're able to call the shots and be a proactive rather than a reactive pilot.

We've all done it – Decided to not fill up when we had the chance, figuring we can "make it" and nothing's going to come between me and my destination. But what if it does? How will it sound at the NTSB Hearing? Probably not very good, if you live to talk about it. So I got to thinking about the things that I consider when I mull over the "to fuel, or not to fuel" question. (Now that I write about them, some seem very trivial when it comes to what's important in the big picture.)

The trip to KJAO from KSBA takes me about 1 hr. 40 min. in my Baron, so the round trip should be about 3:20. My fuel range, if I started with full tanks and headed into the wild blue, would be, by book calculations, dry at about 4:30. But flying for a straight 4+30 (and who's got that kind of a bladder?), isn't what we tend to do. We figure 1 leg is about 1 hour, another :45 and then keep totaling them up, forgetting that an endurance table plans for only 1 takeoff and climb, not the several figured here in my hypothetical scenario.

With those numbers in mind, I might think it was OK not to fuel up for my return trip from KJAO and just head home when the maintenance mission is completed. Or, I might plan to fuel up AFTER the maintenance work is completed, since that means 1 less hot start. Or does it? If I fuel at the end of the day, I've got 2 starts and with dusk coming on, it's likely I'll be somewhat pushed to get moving. These factors can lead me into the trap of cutting corners, also known as Get-Home-Itis.

Why was I spending so much time reviewing the pros and cons of fueling or not fueling? KJAO has a good self-fueling facility, so why not use it when I first get there and avoid all the "late in the day" pressures, so I can be ready to leave when the radio work is done? For me, the hassle of self-fueling is mostly one of dragging heavy hoses, keeping the hose rash off the leading edge and trying not to splash the fuel from the high-pressure hose while holding tightly onto the fuel trigger lever, allowing a good flow of fuel, but not letting it splash out of the filler port. But all these issues will exist whether I fuel now or later. Hassle or not, I balance them with the, "do I have enough fuel to get home" argument and the pressure to push on versus the serenity and peace of mind that comes with beginning every flight with full tanks. So, after another 20 minutes of talking to myself about the pros and cons of fueling or not fueling, I realize there's no contest. Get out your garden gloves to help you grasp the fuel hose firmly and avoid the smell of 100LL on your hands. Pull up the ladder to give you a better angle as you grip on the heavy nozzle, and purchase that peace of mind that comes with having full fuel tanks.

Why do pilots stretch fuel? Laziness. Perhaps they are too cheap to buy it at places that cost more than home. Maybe they figure, "Why bother, I've got plenty for my planned (key word: planned) flight?". Does it take too much time; is it too much hassle? Obviously, none of these reasons have any basis when you realize YOUR LIFE DEPENDS ON IT. Why would you do anything but play it safe and FILL UP? Unless you have a good reason, like weight and balance, to NOT fill



your tank, and have carefully planned your fuel stops to allow for the unforeseen, it pays to always have that ace in the hole, lots of fuel ready, just in case you encounter the unexpected. Then, you've bought yourself that most precious of all commodities – Time. Remember, that's all fuel really is – just time. The more, the better, unless, of course, you're on fire, and how often is that really a concern?

Most decisions that are made in haste are bad ones. Having the luxury of time is the wise pilot's friend. Time to go-around, time to find another airport when your destination has a broken airplane blocking the only runway, or the fog has moved in to cover the field. Buy yourself some time and figure you've just added more frequent flyer miles for that trip to Hawaii. You can then smile when you find that you don't need it, but have acquired 1 less gray hair by not needing to sweat over it. And the good news is that the fuel will be there for the next flight, so nothing's been wasted.

So, after I've considered all these various scenarios, I come to the realization that having full tanks for every takeoff is the best of all worlds. Fuel in the tanks relieves a lot of anxiety and IS a major component of flight safety.

Reprinted with permission from Captain Karen Kahn and more flight safety info can be found at her website and blog at www.captainkarenkahn.com.

NTSB ACCIDENT REPORT

FUEL EXHAUSTION

SMO DART – A REBIRTH OF COMMUNITY CONSCIENCE

by Dave Hopkins

SMO DART was born out of a presentation given by CalPilots Paul Marshall on October 5th, 2016 on the DART concept and attended by Santa Monica Red Cross Deirdre Lopez and myself as VP of Santa Monica Airport Association capacity. From that fortuitous convergence of people, the idea of starting a SMO DART was born. It turns out it was not a new idea. SMO pilots had been cooperating with the City Fire Department since 1995 on being an auxiliary resource to the city and formed an organization called EVAC, similar in aim to SMO DART. This pilot-City cooperation fizzled and died after the city became increasingly hostile to SMO, seeking closure.

Fast forward to January 14, 2017 and SMO DART ran its first exercise, planning and executing the fly-in to SMO of eleven aircraft carry emergency responders and Red Cross Blood Plasma transport boxes which were empty that day. We assumed a 7.8 magnitude earthquake that shattered all the main freeways and surface streets, effectively cutting off the LA Westside to surface transport. All told, all eleven aircraft arrived from the surrounding airports of Van Nuys, Whiteman, Brackett, Compton and Torrance carrying a simulated 4,000 lbs of supplies. Aircraft were loaded by Red Cross Volunteers at the outlying airports and again unloaded by Red Cross at SMO. In a real emergency, the SMO DART organization could have handled up to fifty aircraft, flying five round trips, thus transporting eighty thousand pounds of supplies or forty tons in one day. Needless to say, the Red Cross was impressed with this "air bridge" and load carrying capability. Interestingly, the city of Santa Monica lists SMO as "critical resource" in case of disaster in its "All Hazards Mitigation Plan", yet recently voted to close the airport. Go figure.

SMO DART plans future exercises to stay ready. The DART concept highlights the value of community engagement and support for local airports and their critical role in disaster response.

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Vice President, Santa Monica Airport Association, also President SMO DART. Dave holds, ATPL, MEII ratings and 4,000+ hours logged.



CHECKING YOUR CALPILOT GROUP TAX STATUS

by Dave Williams, Chapter Administrator

In the last issue, I wrote about the importance of CalPilots Group Exemption members maintaining their tax-exempt status with the California Attorney General. As promised, in this issue I will discuss how to check your status with the other agencies you need to deal with: the IRS, the California Franchise Tax Board, and the California Secretary of State. Each of the California agencies have a website that allows you to check your organization's status with that agency. They are all straightforward, but the first time I tried to use them I had to do a bit of hacking to get the results I wanted. Hopefully I can save you some time by stepping you through the process. On the CalPilots checklist your group fills out each year you should have listed the numbers required. If you don't know a number, contact me and I'll help you find it.

The IRS: Below is the link to the IRS's status check.

<https://www.irs.gov/charities-non-profits/exempt-organizations-select-check>

When the IRS page opens, click on the Exempt Organization Select Check Tool. Select "Have filed Form 990-N (e-Postcard)". Enter your Employee Identification Number (EIN or FEIN) as 9 digits, no dash, and click search. Do not fill in any other info as it will complicate the search. The resulting page should show your filings of the IRS form 990-N. (if you file one of the longer 990s it will not show here) Notice you are primarily listed as California Pilots Association because you are part of the Group Exemption. If you go back a page and check and search "Are eligible to receive tax-deductible charitable contributions" you will not see yourself listed since, as part of CalPilots Group, you do not have an individual exemption. Hopefully, if you click on "Were automatically revoked", you will not find yourself listed.

The Franchise Tax Board: <https://webapp.ftb.ca.gov/eletter/?Submit=Check+Status>

Open the webpage and enter your State issued Entity number. On the resulting page, click the blue entity number. Click "Generate Letter" to be able to print a report of your status.

The Secretary of State:

<https://businesssearch.sos.ca.gov/>

Open the webpage, select, "Search by Entity Number", and in "Search Criteria" enter your Entity number preceded by a "c". Search, then click on your organization's name for more info.

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/

INCREASE THE ACTIVITY AT YOUR AIRPORT BY HOSTING A DISPLAY DAY!



The Sutter Buttes Regional Aviation Association (SBRAA) hosts a Display Day on the first Saturday of the month at the Sutter County Airport (O52). We recently started serving Philly Cheesesteak sandwiches. The word is getting out that we are turning out a yummy cheesesteak lunch for only \$5, and we are having many airplanes and people showing up at the airport for a fun time and to get lunch. We are not only getting fly-in folks, but we are seeing many people from the community showing up for this event as well. It is a fun way to spend time talking with other aviators, meeting new friends and getting airplane restoration and maintenance tips.

A bonus of flying to Display Day is credit towards the Aircraft of Historical Significance tax exemption, which provides a tax exemption for the aircraft owner. An Aircraft of Historical Significance is defined as an aircraft which is 35 years or older, or any aircraft type or model of which there are fewer than 5 known to exist worldwide. Have a DeHavilland Mosquito bomber, you qualify! To qualify, you must display your aircraft 12 days per year. SBRAA also hosts a Display Day at the Marysville Airport (MYV) on the 4th Saturday of the month. There is a nice lunch for \$5. If you would like to find out how you can start a Display Day event at your airport, please contact me by email. If you are already having a Display Day in region 2, please email to: Joe.Borzelleri@CalPilots.org and I will get it posted.





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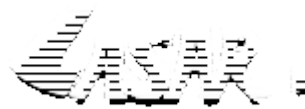


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All member information is confidential

YOU MAY ALSO JOIN OR RENEW ON LINE AT OUR WEBSITE: www.calpilots.org

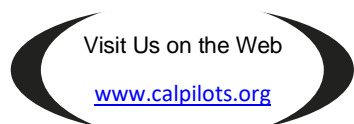




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March 27-29	California Aerospace & Aviation Days, http://caaviationday.com
April 2	Class on ELSA Airplane Repairman Inspection Successful completion of the course allows you to perform the annual condition inspection on any Experimental-LSA fixed wing airplane aircraft you own now or in the future. For more information visit: http://www.rainbowaviation.com or call 530-824-0644
April 28-29	AOPA Regional Fly-In to Camarillo
April 18-23, June 13-18, & May 16-21*	Aerobatic Company Training , https://www.aerobaticcompany.com/available_courses Basic & Intermediate Aerobatic Training*
May 27	World's smallest air show The 23rd annual "World's Smallest" Air Show will be held Saturday May 27 & Sunday May 28, 2017 from 8 AM until 2 PM. There will be ultralight, light sport, & general aviation flying & static displays, RC airplanes, a rocket demonstration, sky divers, & other events. Food & memorabilia will be available. There will be activities for kids. Admission & parking are free.

