

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



Ukiah Municipal

INSIDE THIS ISSUE

<i>President's Perspective</i>	2
<i>Padres Aviation Night</i>	3
<i>Building the Montecito Air Bridge</i>	4
<i>Signature buys self-service fuel facility at KSBA</i>	5
<i>Tracy Airport 'Pilot Lounge' Dedication</i>	6
<i>SEISMIC STUDY BOLSTERS SANTA MONICA AIRPORT</i>	8
<i>2018 Aviation Explorers' Gala</i>	10
<i>Redwood Forest Fly-In - Skunk Train</i>	10
<i>California Airport and Pilot Political Action Committee</i>	12
<i>CalPilots Business Partners</i>	13-14
<i>Board Contacts</i>	15

PRESIDENT'S PERSPECTIVE



Carol Ford

Current California Airport Issues

Team CalPilots,

Just a short report on the airports we have our eyes on at the moment:

Banning Municipal Airport – Investigating rumblings concerning possible closure. The City is may not be thinking of the big picture and the Grant Assurances they signed.

Reid-Hillview Airport: We fear that the updated business plan will be used by the Board of Santa Clara County Supervisors in May to vote for or against operating the airport.

In Los Angeles County, Santa Monica Airport, always in the news, has had earthquake fault lines again come to local attention. This highlights the importance of having an Airport nearby. Apparently, the city is also shortsightedly shortening the runway. Stay tuned.

Bermuda Dunes Airport Riverside County – Our Litigation (re: hospital close to runway.) is coming to a conclusion, we will keep you informed as soon as we know a definitive answer.

Hayward Municipal Airport – Our Atty. Karl Schweikert it has written a letter to the County of Alameda. At issue is the proposed height of a hotel near the runway.

Santa Ana/John Wayne/Orange County Airport - There is a real estate developer who wants to build a multi-unit and 13 story, condominium complex, directly under the flight path of the left downwind traffic pattern at SNA.

Gnoss Field - Challenges with construction, etc.

There are other airports under our review as well.

California Aerospace & Aviation Days at the Capitol - March 12-14, 2018.

CalPilots Booth on the 14th You are invited. We will be there all 3 days.

The mission of the annual California Aerospace & Aviation Days at the Capitol is to inform legislators, staff, and the general public about the importance of aviation to the welfare of the California economy and to raise the level of awareness of the benefits of aviation to all Californians. As well as the restoration and improvement of State Aviation Funding. The schedule is: March 12, 2018 Presentation of Resolutions; March 13, 2018 Visits to Legislative Offices; Evening Reception and March 14, 2018 Expo on Capitol Steps.

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:

CalPilots Magazine

California Pilots Association

**1414 K Street, 3rd Floor
Sacramento, California 95841**

(800) 319-5286

Or send by email: peter.albiez@calpilots.org

Published Bi-Monthly Issue #123

CalPilots is recognized by the IRS as a 501(c)(3) tax exempt, nonprofit corporation.

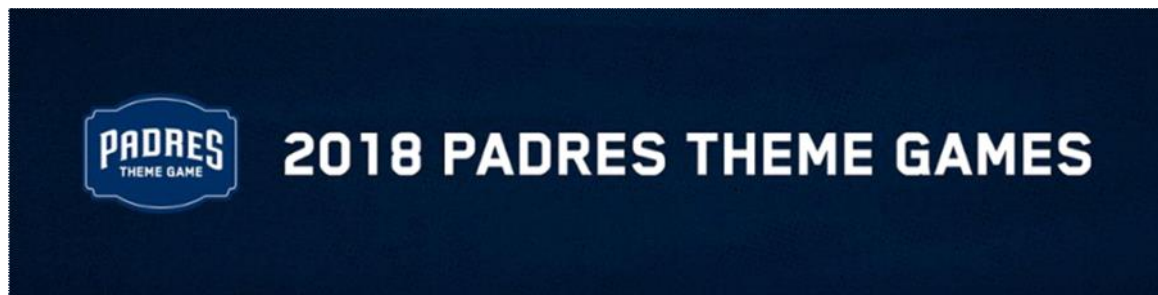
Your dues and donations may be deductible. Consult a tax professional for advice.

CalPilots Magazine

Printed by Folger Graphics

www.folgergraphics.com





Padres Aviation Night- June 2nd vs. Cincinnati Reds

Tickets will include:

- Padres Aviation Pin
- Hawaiian Shirt Giveaway
- Pregame social in the ballpark

In game recognition of Aviation Night participants

Ticket locations

- Right Field- \$35/ ticket
- Toyota Terrace- \$46/ ticket
- In seat service

Padded seats

**both items + entrance into ballpark included in ticket price*



***CalPilots is looking for a
Volunteer to be the
Webmaster
For Our Website***

Contact

President Carol Ford Carol.Ford@calpilots.org

Or

Charlene Fulton Secretary Charlene.Fulton@calpilots.org



Building the Montecito Air Bridge

Levi C. Maaia CalPilots

What began as a small wildfire between Santa Paula and Ojai in early December quickly raged into the largest wildfire in modern California history by the Christmas holiday. The Thomas Fire burned through Ventura and Santa Barbara counties destroying property, crippling local businesses and claiming the life of one firefighter. By the end of December, the worst appeared to be over. The smoke and ash had subsided and fire was nearly contained but what would follow the fire actually proved to be more deadly.

In the early morning hours of Tuesday, January 9 a torrential winter storm slammed the Thomas Fire burn scar. The downpour dumped an estimated 0.5 inches of rain during a five-minute period around 3:30 a.m. causing water, mud and boulders from the Santa Ynez Mountains to rush into the residential areas of Montecito. The devastation damaged or destroyed hundreds of homes, flooded the U.S. 101 Freeway with debris and claimed the lives of at least 21 people. Emergency officials initially believed that road crews would have the 101 Freeway cleared and open within a few days, but as work began, it became clear that there was significant damage to the vital transportation artery that would take weeks to properly address.

The freeway closure meant that Santa Barbara and Ventura, closely connected communities normally separated by less than an hour's drive, were now facing isolation. Essential workers including doctors, nurses, air traffic controllers and public safety professionals who normally commuted across county lines were delayed and in some cases unable to travel to work. Unable to reliably staff its tower and TRACON, KSBA ceased providing ATC services early in the day on several occasions. Hospital staff were facing a double emergency as colleagues who were due in to relieve them were unable to drive to work.

As a Cessna 182 pilot based out of Santa Barbara Airport, I've flown for Angel Flight West for about two years. Unlike for a typical Angel Flight, the need here was to create an air bridge of consistent routes between two cities that are less than 40 miles apart in order to connect this devastated community with the outside world. Seeing this need, a group of volunteers who had created the ThomasFireHelp.org website in December to help connect residents to information and relief programs, put out a call on social media in an attempt to locate local GA pilots who would be willing to fly these routes. I responded to the call and was put on a mass text message connecting me with doctors, nurses and patients.

My first passenger was an emergency room doctor at Santa Barbara Cottage Hospital who resided in Ventura. He had been making the four-hour drive to work and staying on friends' couches in Santa Barbara. Having access to air transportation was a welcome relief after an intense week of treating mudslide victims along with the record-setting outbreak of patients with the flu. It also seemed that the serene flight along the scenic California coast was a welcome reprieve from the intensity and chaos of the ER. Throughout the two-week freeway closure, my flying buddy and I flew a half dozen missions in our Skylane, ferrying medical workers, a mother and her newborn baby boy and a Ventura woman who was cut off mid-treatment from radiation therapy in Santa Barbara. Altogether, GA pilots flew nearly 100 missions coordinated by ThomasFireHelp.org and eventually Angel Flight West in service of those affected by the mudslide.

ThomasFireRelief.org saw a need and stepped in and helped but they were quickly overwhelmed by the task of running an ad hoc airline. After nearly a week of coordinating flights, Angel Flight West stepped in and began to shoulder some of that burden. Angel Flight West was quite helpful, but we lost some time before getting them involved.

Participating in this effort has helped me and others in the pilot community see that it would be effective to have a Disaster Airlift Response Team (DART) organized here in Santa Barbara and at other airports in the region. Volunteer pilots and ground supporters in Southern California rose to this occasion and made the best of a very difficult situation. With an effective DART in place, we would have more supporters who could jump in with known procedures in order to effectively organize the logistics of disaster relief flights. As an individual, it was quite difficult to reach out to the communities to find what missions needed to be flown, to connect passengers with pilots. We had access to



more pilots but couldn't use them because we just didn't have the rest of the organization in place to direct them. My DART participation to date has been as a DART Supporter, where I have volunteered to be on the State DART Contact List. Now, along with other people I worked with in this air transportation effort, I am leading an effort to investigate the formation of a DART Operator at Santa Barbara Airport. DART Operators run a practice emergency air transportation exercise each year and put more elements in place for pilots to be able to better rise to the challenge the next time an incident like this occurs. As a DART Operator, the goal would be to scale faster, make service available earlier, make the service known to the public more efficiently, and bring in others to help us do things at a larger scale than was possible this time.

While disasters like this can make us feel helpless, it is rewarding to be, even in a small way, part of the recovery effort. There are so many stories of people coming together in the face of the adversity following this one-two punch to Santa Barbara and Montecito. GA pilots can and should have a plan to provide the unique service only we can in disasters like this.



Maggie Caspari and her one-week-old newborn Charlie took the "Montecito Air Bridge" with CalPilots member pilot Levi C. Maia.



CalPilots member Mary Bromage flew with her CFI and a local pilot from Santa Barbara over the closed 101 to his plane in Santa Paula. This made it possible for them to pick up a doctor and continue onto their Aero Medicos trip.



Signature buys self-service fuel facility at KSBA

SANTA BARBARA, Calif. — Signature Flight Support has purchased the only self-service 100LL facility at the Santa Barbara Airport (KSBA).

The facility, expected to be available to customers in the coming weeks, will offer general aviation pilots the option to refuel their own aircraft.

Self-service customers receive complimentary parking on Signature's transient ramp for the day and pedestrian access to and from the Airport Operations Area (AOA) via Signature's FBO facilities.

Full-service Signature also provides self-serve avgas at 14 locations within its North American network and customers will continue to receive additional benefits, such as the use of a crew car use and Signature TailWins rewards.



Tracy Airport 'Pilot Lounge' Dedication

The Tracy Airport Association and the Welcome Home Heroes Foundation recently hosted a dedication ceremony to honor of two local Marines who were (KIA) Killed In Action. The soon to be completed Pilot Lounge was dedicated to two local US Marine Corps Heroes. US Marine Corps Cpl. Michael D. Anderson Jr. KIA in Iraq 2004 and US Marine Corps Lance Cpl. Brandon C. Dewey KIA in Iraq 2006. The ceremony was held on January 20, 2018, the 12th anniversary of Brandon Dewey being Killed In Action in Iraq.



U.S. Marine Corps, Cpl.
Michael D. Anderson Jr.



U.S. Marine Corps, Lance Cpl.
Brandon C. Dewey

More than a dozen aircraft flew into Tracy Airport for display during the event. Some aircraft arrived from nearly 100 miles away from airports both in our foothills and along the coast. TAA cooked and served lunch for approximately 150 hungry people on that sunny but windy day. TAA President Dave Anderson, Treasure George Riddle, Secretary Trina Anderson and members Jeff Pelitier, Sunny Sethi and his wife, Mike Thibodeau cooked Hamburgers and Hotdogs, and served chips and water for the day.



Prior to the dedication there was a formation fly-by performed by The "Beach Boys", a formation Team of West Coast pilots flying mostly Beach Aircraft. The team regularly flies at Aviation events through out the west coast and has preformed at the EAA AirVenture in Oshkosh WI. These pilots had added a flyby at Tracy KTCY at the end of one of their training flights. The five aircraft team flew two passes in a V and Kite formation (which looked like a cross), followed by the Missing Man formation at the end of the event.

The pilots were Jim Blodgett (BE58), Larry Gaines (BE35), Jim MacKnight (BE35), Mark Merrill (BE36) and Wolfgang Polak (AA5-B). The Tracy Airport coordinator Nancy Earhart started the dedication by thanking everyone for coming out and being a part of this day. She went on saying how she had spent the past couple of years working on getting



this Pilots lounge from a dream to a reality. Ms. Earhart then introduced the Mayor of the City of Tracy to come to the podium and start the dedication.



Mayor Rickman presented a Plaque to the Parents of our fallen solders: Michael Anderson Sr., Parents of Cpl. Michael D. Anderson Jr. And Julia and Scott Conover, Parents of LCpl Brandon C. Dewey.

Julia Conover had stated, "Brandon was so happy and out going. It means a lot to have everyone here today; I don't want him to ever be forgotten. He needs to be remembered with all the rest that gave their lives."

She shared how Brandon's sister Elyse serving in the U.S. Navy had to go finish what her Brother had started. Elyse was unable to attend this special day, as she is currently deployed on a tour. LCpl Dewey was awarded the Purple Heart during his first tour and injured in Fallujah in 2004. He was just 20 years old when a suicide vehicle borne IED took his young life during combat operations in Haqlaniyah, Iraq, during his second tour.

During the service Michael Anderson Sr. reminded us of the true cost of freedom. That freedom isn't free. That freedom we enjoy everyday has a large price attached. A price that, like the Conover's, he paid with the loss of his Son. Cpl Anderson Jr. was killed in a firefight in the Iraqi town of Fallouja. He was just 21 years old. "Mike was very proud of what he did. He believed in what he was doing."

Cpl Anderson had received the Marine Corps Good Conduct Medal and the Global War on Terrorism Expeditionary Medal from the Marine Corps.

Some of Dewey's friends were able to attend the ceremony, one of which is our daughter, remind us what a special young man Dewey was and to NEVER FORGET. Dewey and his friends were at our house on a regular basis. Like many others, will never forget the night we found out that Dewey was KIA, Likewise we will never forget the evening we shared at the Conover's house after Dewey's memorial service. Nor the work we did with Julia and the Tracy Military Mom's, sending out care packages to many of our local 'kids' that were deployed.

Following the ceremony, everyone was welcome to join Dewey's parents at his gravesite for an annual memorial service. There were friend and family that shared memories. Those close to Brandon that couldn't attend the service tuned in via Skype, text and speaker phone from all over the world to show their love and support for Dewey and one another. A local reporter was able to capture the emotional experience and expressed the importance of keeping their memories alive.

We will NEVER FORGET the price of our freedom.

The Plaque reads:

*Tracy Airport Pilots Lounge
Official Dedication Ceremony
20 January 2018*

*This Lounge dedicated to the Selfless service of two Local Marines
due to the ongoing Global War on Terrorism, Operation Iraq Freedom/ OIF.*

**Cpl Michael D. Anderson Jr. USMC
KIA 14 Dec. 2004**

**LCpl Brandon C. Dewey USMC
KIA 20 Jan. 2006**

"Never Forget"



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

SEISMIC STUDY BOLSTERS SANTA MONICA AIRPORT'S ROLE IN DISASTER

New and revised earthquake fault zones mapped by the California Geological Survey—including a newly identified Santa Monica fault boundary—reinforce aviation adv



An aerial view shows the updated runway configuration at Santa Monica Airport in California.
Photo courtesy of Mark Holtzman, West Coast Aerial Photography.



ocates' assertion that Santa Monica's embattled airport could play a lifesaving role in disaster-relief operations if a major earthquake struck the area.

The Alquist-Priolo Earthquake Fault Zone maps published in January identify areas "within Los Angeles and Napa counties, and affect the cities of Beverly Hills, Culver City, Los Angeles, Napa, Santa Monica, Vallejo, and West Hollywood," said the agency, the [primary source of geologic information](#) relied on by state government, business, and the public. The Alquist-Priolo Earthquake Fault Zoning Act—passed after the devastating San Fernando Earthquake of Feb. 9, 1971—bars human occupancy structures from being placed on active faults, according to the [California Department of Conservation](#).

Paul Marshall, an organizer of the California Pilots Association's [California Disaster Airlift Response Team Network](#) that held two practice exercises in Santa Monica in 2017, itemized the ways Santa Monica Municipal Airport could be a vital resource for disaster recovery.

"What strikes me is how these active faults are in the middle of the [most populated area](#) in California and how a large earthquake there could immobilize and isolate large sections of the Los Angeles Basin," he said in an email. "Imagine an 8.0 earthquake and every freeway interchange within 30 miles destroyed. The airport could be a life-saver resource for bringing in emergency workers and medical staff, for running a food airlift, for evacuating people to places where they could be sheltered or given medical treatment, and for distributing much needed food and water to residents who found their grocery store shelves empty due to the inability to get any food trucks into the area."

Marshall cites the role the [Watsonville Municipal Airport](#) played in [relief efforts](#) after the 6.9-magnitude Loma Prieta earthquake of 1989 as a model for general aviation's valuable role in earthquake relief.

Through the efforts of volunteer pilots flying from the airport, nine miles from the earthquake's epicenter, "much suffering and misery was avoided," he said.

A critical but threatened resource

"This is another warning call to the city of Santa Monica that it needs to protect, not threaten its airport," said AOPA President and CEO Mark Baker. "These latest fault maps reinforce that it is not a matter of if but when the city will be impacted by a significant earthquake. The destruction of this critical infrastructure will not serve the citizens of Santa Monica well when crisis strikes."

Even though [Santa Monica Municipal Airport](#) has been identified as "critical infrastructure" for the city's disaster relief planning, local officials have pursued a long effort to shut down the airport—over AOPA's vigorous objections.

Emergency response pilots have been undeterred: In January 2017, AOPA [reported](#) on the first disaster-relief drill held at Santa Monica Municipal Airport. It simulated a response to a major quake that made major roads impassable and even reduced the usable length of the airport's runway to 2,000 feet. Marshall said the volunteers "just hit the ball out of the park" with their exercise.

The disaster-response exercise, conducted by a local Disaster Airlift Response Team, or DART, highlighted that disasters "are local problems managed by local emergency response managers," Marshall noted at the time in his capacity as the California Pilots Association's manager of the statewide program to build a network of DARTs. The practice run was conducted with awareness that scientists give the Los Angeles area a 60-percent probability of experiencing an earthquake of magnitude of 6.7 within 30 years.

"Santa Monica Municipal Airport and the local volunteer pilots of the Disaster Airlift Response Teams would play a



By Dan Namowitz

Associate Editor Web

AOPA





2018 Aviation Explorers' Gala On May 5, 2018 at Angeles National Golf Club 6-9 pm, Sunland, CA

Aviation Explorers Post 747 is making new pilots! Post 747 is where youth of San Fernando and Santa Clarita Valleys go to have their aviation dreams supported through donations and fundraisers. Explorer Post 747 is open to all young men and women from ages 14-21 years of age with an interest in learning more about careers in the ever-growing and demanding field of aviation. Post 747 has helped 27 young people earn their private pilot certificates, two air traffic controllers, one airport manager, and one A&P mechanic since its inception.

- Educates future Pilots
- Provides Scholarships
- Builds Confidence and Team Skills
- Opens up career options in Aviation
- Non-Profit so get a Tax Deduction

Contact us to donate,
buy tickets to the Gala
or sponsor!

bizcaptain@gmail.com

Thursday, Jun 14, 2018

Redwood Forest Fly-In - Skunk Train - Pilot Expedition Fly-In Group Trip, Fort Bragg, CA

Fort Bragg Airport ([82CL](#)), [Fort Bragg, CA](#)

Redwood Forest - Skunk Train - Fly in and explore this amazing adventure. Trip Highlights Include: Make new flying friends and family's. Name badges to all Registered attendees. Explore the Redwoods via the Skunk Train. Photograph and Digital video of your aircraft on final and roll out at Little River Airport - Fort Bragg CA LLR. Pilot Expeditions Happy Hours and Dinners. Guest Speaker regarding Flying to Mexico and Central America by private aircraft. Pilot Expedition Golf Tournament.

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!



EVERYTHING FOR AIRPLANES!

AIRCRAFT PARTS • PILOT SUPPLIES • AVIONICS



GPS / AVIONICS



ENGINE MONITORS



HEADSETS



LIGHTING/STROBES



ELTs/PLBs



STARTERS/ALTERNATORS



EATON HOSES



BATTERIES



OIL FILTERS



BRAKES/DISCS/LININGS



INSTRUMENTS



PILOT SUPPLIES



FREE CATALOG

Aircraft Spruce is your one stop-shop for parts, pilot supplies and avionics.
Call us for guaranteed lowest prices and same day shipment.
Aircraft Spruce...The supplier pilots have depended on since 1965!



1-877-4SPRUCE
7 7 7 8 2 3



Shuttle Service: 951-549-7774

www.aircraftspruce.com





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/

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





CalPilots Partners



 <p>Worldwide Distributor of Certified and Homebuilt Aircraft Supplies. 1-877-4-SPRUCE www.aircraftspruce.com</p>	 <p>1-855-942-6427 www.hangarnetwork.com</p>
 <p>Lincoln, CA [KLHM] 1-916-730-0788 www.lincolnskywaysinc.com</p>	 <p>(707) 263-0412 www.LASAR.com</p>
 <p>Aurora, Oregon [KAUO] 800-353-0370 www.pca.aero</p>	 <p>(805) 782-9722 www.ACIJET.com</p>
 <p>Fresno, CA 1-559-422-7867 www.roodravens.com</p>	 <p>Davis, CA [KEDU] 1-530-752-3067 www.calaggieflyers.com</p>
 <p>916.468.0950 www.ChurchwellWhite.com</p>	 <p>(Website host for CalPilots) Loma Linda, CA https://backyllchosting.com</p>

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





CalPilots Partners



AIR GALORE
MENDOCINO LLR BOONVILLE D83
AIRCRAFT • CAR RENTALS
www.air-galore.com
 Mary 707-972-4498 c3458j@gmail.com

ATLANTIC
 ATLANTIC AVIATION's FBOs in CA:
 [BFL], [BUR], [CRQ], [LAX],
 [PSP], [SCK], [SJC], [SMO], [SNA]
www.atlanticaviation.com

Art Craft Paint
 Brenda Maldonado
 3203 Lightning St. Ste 108 805-925-5934 ex:205
 Santa Maria CA, 93455 brenda@artcraftpaint.com

Distar Air USA LLC
 We respond 24/7
michaeltomazin@distairusa.com
 Distar Air USA, LLC
 40924 Oakwood Road
 Madera, CA 93636

Signature
FLIGHT SUPPORT
 A BBA Aviation company

**Become a
 CalPilots Business Partner
 HERE**



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



CALPILOTS MEMBERSHIP APPLICATION

All member information is confidential

Name: _____ ¹ Home Airport: _____

Address: _____ City: _____ State: _____ ² Zip: _____

Home Phone: () - - Work Phone: () - - FAX: () - - Cell Phone () - -

Email: _____ Aircraft: _____ N#: _____

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

Aviation Business: \$50 Business Partnership: \$250 Lifetime: \$500 Additional Donation \$ _____

Please send your check with the application, or fill out credit card information. MasterCard _____ or VISA _____

Card# _____ Expiration Date ____/____/____

Signature _____ Date _____

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

Donation \$ ³ PAC Donation \$ (Political Action Committee- not tax deductible)

³ Occupation _____

Employer _____

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

PRESIDENT

Carol Ford

(650) 591-8308

Carol.Ford@calpilots.org

President@calpilots.org

Director of Communications

Chris Novotny

Chris.Novotny@calpilots.org

Secretary

Charlene Fulton

(209) 480-8740

Charlene.Fulton@calpilots.org

General Counsel

Karl Schweikert

Counsel@calpilots.org

VP Region 1

Paula Jessup

(530)-708-1436

Paula.Jessup@calpilots.org

Director-at-Large Reion1

Paul Marshall

408-838-3307

Paul.Marshall@calpilots.org

Treasurer

Walt Wells

Walt.Wells@calpilots.org

VP Region 2

Joe Borzelleri

(530)329-4573

Joe.Borzelleri@calpilots.org

Director-at-Large Region 2

J. Gill Wright

(303) 435-8178

gill.wright@calpilots.org

Chapter Administrator & Coordinator CALIFORNIA PILOTS ASSOCIATION REGIONS Airport Reps

Vacant

Exec Admin

(800) 319-5286

Admin@calpilots.org

Advisory Council

Doug Rice

(408) 354-5824

Doug.Rice@calpilots.org

Jim MacKnight

(408) 779-0301

Jim.Macknight@calpilots.org

Jack Kenton

Jack.kenton@calpilots.org

John Pfeifer

John.Pfeifer@calpilots.org

VP Region 3

George Riddle

209-969-1721

gridle@sbcglobal.net

Director-at-Large Region 3

Andy Wilson

(510) 489-5538

Andy.Wilson@calpilots.org

VP Region 4

Jolie Lucas

(805) 709-6619

jolielucas@charter.net

Director-at-Large Region 4

Karen Kahn

(805) 689-2686

Karen.Kahn@calpilots.org

VP Region 5

Edward Story

(310) 827-1600

EdStory@calpilots.org

Director-at-Large Region 5

Newsletter Editor

Peter Albiez

(818)445-2027

Peter.Albiez@calpilots.org

VP Region 6

VACANT

Director-at-Large Region 6

Bill Sanders

(858) 7524000

Bill.Sanders@calpilots.org



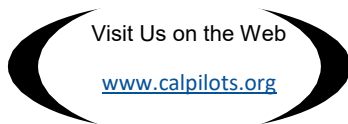


California Pilots Association
1414 K St., 3rd Floor,
Sacramento, CA 95814

Phone: (800) 319-5286

E-mail: inquiries@calpilots.org

CalPilots Association is a nonprofit,
 mutual-benefit 501(c) (3) California
 Corporation



PRESRT STD

NONPROFIT

U.S. POSTAGE

PAID

SAN CARLOS, CA

PERMIT NO. 4



Region 2	Saturday - Sunday, Mar 17-18, 2018 — Olivehurst, CA <u>Bok Kai Festival - Marysville CA</u>
	<i>California Aerospace & Aviation Days at the Capitol - March 12-14, 2018 Sacramento</i>
	<i>Thursday, Jun 14, 2018 Redwood Forest Fly-In - Skunk Train - Pilot Expedition Fly-In Group Trip, Fort Bragg, CA</i>

