

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



**Banning Municipal Airport
Endangered**

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PRESIDENT'S PERSPECTIVE



Carol Ford

March 12 - 14, 2018 CalPilots was a co-sponsor of the California Aerospace and Aviation Days held in Sacramento organized by ACA. We shared a table with AOPA and Western Regional Representative, Melissa McCaffrey. These days were designed to highlight the value of aviation to the state. The Association of Ca Airports (ACA) began Aviation Day in 2013 after a suggestion from Stacy Howard who had played a role in a similar event in Arizona, which gives the many participants an opportunity to speak to our elected representatives. To do so, we formed five teams of participants including many ACA members Scott Malta, Pres., Gary Goslia, and Brett Godown, CalPilots Board members Gill Wright and Karl Schweikert, as well as stalwarts, John Pfeifer and Chuck Cole, who visited the assembly members and senators. Our team was comprised of Melissa McCaffrey, Andy Swanson, ACA Board Mem. and Airport Manager at Palo Alto and me.

On behalf of CalPilots, I received an Aerospace and Aviation Days Proclamation from the Senate presented by Jean Fuller, state senator. Senator Fuller founded the Aviation Caucus several years ago after a conversation with John Pfeifer, former AOPA Representative for the Western Pacific Region and former manager of the San Francisco Airports District Office (ADO) and myself in Lake Tahoe at the Conference for the Association of California Airports (ACA).

Looking at the picture starting from the left side:



Sen. Richard Pan, Sen. Richard Roth, Sen. Connie Leyva, Sen. Jerry Hill. Carol, then behind her – Sen. Ben Allen, Sen. Henry Stern, next to Sen. Stern is Sen. Scott Wilk. Jumping to the front again, Senate Pro Tem Toni Atkins, Sen. Bob Wieckowski and lastly Sen. Josh Newman.

Stacy Howard is retiring from National Business Aviation Association (NBAA). We will miss a great advocate for General Aviation and wish her much happiness riding a motorcycle with her husband or flying their Bonanzas

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 #124

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

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CalPilots Magazine

Printed by Folger Graphics

www.folgergraphics.com



Banning Municipal Airport Endangered

The City of Banning in Riverside County voted to close their airport last year. Nestled within the windy San Geronio Pass, the community of 31,026 has struggled for years to attract companies and jobs. Banning Mayor Pro Tem, Don Peterson, says there's been a 72 percent drop in traffic from 2010 to 2015. He cites a study commissioned by the city that concluded that having an airport is not fiscally beneficial to Banning. Discussions are underway with developers who want to build a logistics warehouse facility on the 154-acre site that is close to highways and a rail line.

Local pilot Frank Delegete, who had been patiently watching our interview, walks over to confront Peterson. Belegente believes the city hasn't put enough effort into improving or even promoting the aging facility and angrily gestures with his aviation radio at the rows of shuttered hangers. Peterson calmly responds by mentioning the unsuccessful deals that the city has tried to make with Morongo Casino. Belegente shakes his head, unconvinced.

Other than the city-run fuel station, Skydiving West Coast is the only company currently operating at the lonely airport. "We're doing really well. We've done 700 jumps since we opened in June," says co-owner Tanya Spencer who runs the company with her husband. Both were surprised by the city's decision to close the airport. They have no plans to move.

The fate of Banning Municipal Airport now rests with the Federal Aviation Administration (FAA). Because the city accepted federal Airport Improvement Program (AIP) grants, they are legally bound to operate the airport as an airport in perpetuity, says FAA spokesman Ian Gregor. Banning would have to make a convincing case to close the airport and pay back unamortized portions of grant money. Peterson says that the developer may cover the estimated \$2.2 million obligation, but the FAA petition process could still take years.

By Dennis Nishi SoCal Connected KCET

Rep. Adam Schiff sends letter to FAA regarding NextGen By Anthony Clark Carpio

U.S. Congressman Adam Schiff sent a letter to the Federal Aviation Administration asking the agency to look into the noise complaints raised by residents who live around Hollywood Burbank Airport, whom have said that NextGen is to blame.

Schiff tells Daniel Elwell, acting administrator of the FAA, in the letter that Burbank residents have been complaining about an increased amount of aircraft noise during takeoffs since the implementation of NextGen, a satellite-based radar system used by airports in Southern California since last March.

Schiff's letter comes on the heels of another letter sent by the city of Burbank and the Burbank-Glendale-Pasadena Airport Authority, in which both entities also asked the FAA to determine whether NextGen is the cause of the increased noise.

"It's important to get good answers," Schiff said Friday. "People do sense an increase in noise in certain neighborhoods and would like to be able to determine whether this is the result of NextGen or some other cause, and the best way to do it is by asking the FAA to do an analysis and give us the objective data. We hope they take us up on this request."

Burbank resident Audrey Ford, who started a group called Burbank for Quiet Skies, has been at the forefront of raising the noise issue around the airport and said she was glad to hear that her congressman is supporting their efforts. Ford had met with Schiff's staff members about two months ago, asking if the congressman would be willing to send a letter to the FAA to let the federal agency know about the concerns expressed by her and her neighbors.

"We're beyond thrilled because the residents have been experiencing an increase in noise since the spring of last year and it is life-altering," Ford said. "We're experiencing noise not just between 7 a.m. and 10 p.m., but there are flights that go out after hours, too, that are low and loud."

Ford said the letters sent by Schiff, the city and the airport authority are big steps into figuring out how to find a solution to the noise issue, and that hopefully planes departing from Hollywood Burbank won't have such shallow takeoff angles.

"We're just hoping that enough awareness is brought to the issue that this is happening here in Burbank," Ford said. "We just want the flights back up to the altitudes they once were."

May/June 2018



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Proposed California Offshore Wind Energy Projects Near Airports



California Pilots Association (CalPilots) continues to promote aviation and protect airports and the surrounding airspace. We depend on our pilot members, Chapters, Airport Alert Representatives and our Subsidiaries to bring to our attention those projects that could affect or reduce the use of CA airports. CalPilots is registered with agencies to be notified of pending projects and one of those is the California Energy Commission (CEC). We monitor and comment on FAA 7660-1 Obstruction Evaluation/Airspace Analysis (OE / AAA) which is a required filing by the FAA of developers.

Andy Wilson
CalPilots Director

The State of California is one of the leaders in developing renewable energy projects; one of which is wind energy by wind generator energy developers. Most of these projects are coordinated through the CEC as the lead agency in Sacramento, CA. As pilots fly over California they can see these projects which currently populate wide area open land spaces throughout CA.

Developers with the encouragement and cooperation of the CEC and the Bureau of Ocean Energy management (BOEM) are now conducting wind studies on the feasibility of populating the CA coastline to as much as 30 miles out to sea with wind generators. Both the CEC and BOEM are accepting comments from stakeholders on what affects the proposed wind generators could have on Agencies, Industries and CalPilots as a stakeholder is commenting.

I have included 2 pages from the Department of Defense (DOD) Unclassified Power Point Webinar presentation CA showing their sea and coastal operations extending all the way into Nevada and the potential affects wind generators could have on their air, land, sea, aerospace, testing, training maneuvers and National Defense operations.

CalPilots concerns for CA coastal airports are ATC radar interference, NavAid interference, required changes in airport IFR approach minimums and increased airport approach and departure angles to name a few.

Until proposed wind generator GIS locations are mapped I continue to participate in the CEC Webinar meetings and make verbal comments for the record. If any wind generator locations are a concern for airport or airspace operations and CalPilots requests cannot be mitigated, then CalPilots could proceed with litigation as we have in the past.

DOD and CEC Power Point Presentations in their entirety

2018 Workshops and Meetings; March 12, 2018

CEC Web site http://www.energy.ca.gov/renewables/offshore_energy/documents/

BOEM WEB site: <https://www.boem.gov/California/>

BOEM Outreach Summary: <https://www.boem.gov/California-Outreach-Summary-Report/>

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Proposed Placement Wind Generators in Ocean





COLONEL CLARENCE "BUD" ANDERSON HONOR LUNCHEON

The Colonel Clarence "Bud" Anderson (WWII P-51 Triple Ace with 16 ¼ Victories) Luncheon on Saturday, March 10, 2018 at Fresno Sierra Sky Park was a resounding success.

Sponsored by Central Valley Aviation Association (CVAA) and Fresno EAA Chapter 376, it was held to honor Colonel Anderson for his military service to America during combat missions in WWII over France and Germany, during the Korean Conflict and the Vietnam War.

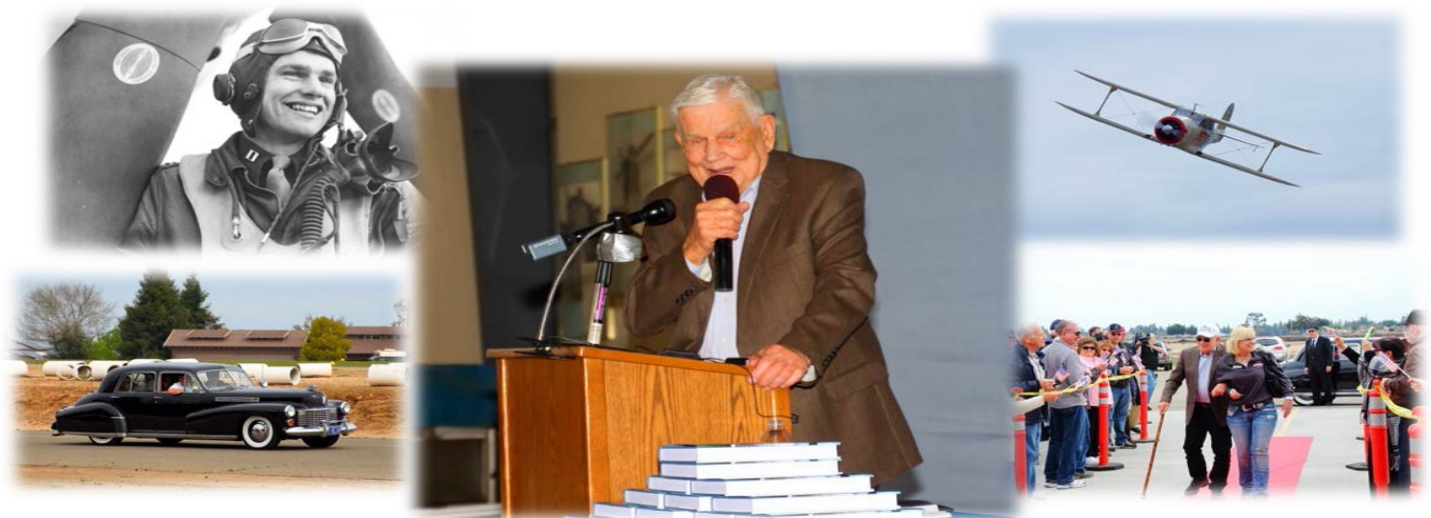
Chuck Carson, CVAA's publicity chairman was able to arrange major media coverage by all four Fresno TV Stations, Channels 24, 26, 30 and 47.

The event included the arrival of Colonel Anderson by air via Mid-Continent Instruments and Avionics' beautiful 1941 Staggerwing, "Queenie." A 1941 Cadillac Limousine with Chauffeur drove the Colonel to the hanger where he exited to a "Red Carpet" while 150+ members of CVAA, EAA and guests waved American Flags and the Air Force song played over loud speaker.

After the excellent catered lunch, Colonel Anderson gave a very poignant and riveting talk accompanied by photos and film clips about his combat experiences during WWII over France and Germany. There were 28 pilots in the Colonel's initial pilot class in 1942. Only 14 returned after WWII, including Colonel Anderson.

Colonel Bud Anderson received a standing ovation at the conclusion of his talk with a big "Thank You" for all of his service to America. Bud sold and personally autographed 88 copies of his wonderful book, "To Fly and Fight."

All of the CVAA members, EAA members and guests had a great experience meeting and talking with Colonel Bud Anderson. Another wonderful event!





Simulators -- Help or Hindrance?

By Karen M. Kahn, ATP, CFII, Master CFI Emeritus

As you thumb through flying magazines, you've no doubt seen ads for flight training that describe the glories of simulation on one page, while on the next, another operator cries "no simulators, fly the real thing!" So, what's best for you?

In our counseling business, we work hard to provide pilots with a realistic view of the training they're about to undertake. The question of simulators depends on your use them for your goals. On the one hand, they can be of great assistance, particularly in instrument flying, while the flip side says that they're no substitute for flying the real thing. Let's take a look at what they can and can't do for you.

If you're just starting your training--be it VFR or IFR-- simulated flight time can certainly help to familiarize you with the instrument panel and layout of various controls. You'll benefit from the time you spend learning it's in and outs and do some experimenting as well. Learning what each control does and how it interacts with the others can certainly be beneficial. Unfortunately, since most desktop sims don't move, you need to understand there a lot more to flying than just being able to manipulate an electronic box. You're experiencing only one dimension of learning to fly. The familiarity you'll gain is an added bonus and can certainly keep up your proficiency and interest when live flight training isn't available or affordable.

Sim time you accumulate without the aid of an instructor isn't logable, nor are many of the devices available on the market legal substitutes under the FAA definition of a legitimate simulator or ground training device. So, if it's not logable is there any value to it? Definitely and I'd encourage anyone who's got the opportunity to fly a sim, be it your desktop PC, a ground trainer or a full-blown motion sim...to get as much time as you can. It's a wonderful training environment and can save you a great deal of time and money later on.

No one says this is a substitute for the real thing, only that you'll find your skills stay sharp longer and you'll need less practice aloft if you've been flying your desktop. You might want to share the expense with some other pilots and make a sim club out of it. I've found it a great tool in teaching IFR flying as the freeze frame features and the ability to switch quickly from the instrument panel to the map display make explanations and "here's where we are on the chart and what it looks like on the panel" a breeze. I use the mouse cursor to draw the student's attention to the proper instrument or area and can teach them more in an hour since I don't have to resort to "hand drawd's" anymore, but can refer to real, live instrument presentations with adjustable settings.

You can tell by now that I'm a true believer when it comes to simulators. They definitely have a place in any training syllabus. How much depends on your particular situation. For those of your considering a career as a professional pilot, you'll find that good simulator skills to be as important as the maintenance of your First Class medical certificate. In a word, all of us can benefit from regular usage of a simulator, of any variety, by building our confidence and helping to maintain our flying skills, both VFR and IFR.

Karen Kahn is a retired Captain for a major US airline and author of the book "FLIGHT GUIDE FOR SUCCESS--Tips and Tactics for the Aspiring Airline Pilot." Type-rated in the MD-80, Lockheed JetStar, Boeing 757/767, she holds an ATP, Gold Seal CFI:AIM and is rated in gliders, seaplanes and helicopters. In addition to being a motivation speaker and FAA FFAST Team Member, she runs Aviation Career Counseling (www.captainkarenkahn.com), a pilot career guidance and airline interview counseling firm based in Santa Barbara, CA..



California DART Network Adopted by CalPilots



The Disaster Airlift Response Team (“DART”) has been an informal but actively growing element in the fabric of CalPilots over the past two and a half years. On March 29th, the CalPilots Board of Directors decided to make The California DART Network a wholly owned subsidiary of CalPilots.

DART is now formally “adopted” by CalPilots and will serve as a vanguard for CalPilots operations to preserve airports in California now and for succeeding generations.

In this objective, DART stands out. Everyone, even the local residents who protest the presence of a small or medium-sized airport, recognize the life-saving capacities that general aviation brings in rescue and support services on very short notice when roads and other means of transportation are unusable. And this is a hard argument for even land-hungry developers to overcome.

For instance, during the Loma Prieta earthquake in October 1989 general aviation pilots airlifted one half million lbs. of food and supplies into Watsonville Airport!

The California DART Network (“CalDART”) will be a 501c(3) charitable entity. CalDART will provide pilots with a higher mission through “giving back”, while delivering tangible evidence of the value that their airport provides should a local emergency occur.

The California DART Network, as a subsidiary of CalPilots, will pursue independent funding and, through building CalDART membership, attract new members to CalPilots. Two current CalPilots Board Members, Paul Marshall and Edward Story, will connect the two organizations as members of both Boards. Membership in CalDART will include an automatic membership in CalPilots.

CalDART is accepting candidates for additional Board seats to fill out the substantial duties of the new organizational framework. Paul Marshall, President of CalDART, stated “We are looking for pilots and non-pilots with a desire to build the California DART Network and who bring various skills and energy to our endeavor! We need help in fundraising, treasury, membership, law, pilot organization outreach, and web services.”

The concept of the Disaster Airlift Response Team originated at San Martin Airport’s South County Airport Pilots Association (“SCAPA”) through a collaboration of Rod Pharis, an active local pilot, Paul Marshall, and many members of SCAPA. Rod wrote an 80 page “How To” document which provides detailed step-by-step procedures for DART operations.

Paul took the concept on the road. At the CalPilots 2015 Annual Meeting in Sacramento, Ed met Paul and the concept found root in the CalPilots Board of Directors.

Over the past two and a half years, DART operations have been seeded at a number of airports including Santa Monica Airport where the Santa Monica Airport Association (“SMAA”) initiated exercises on January 14th, 2017 and November 11th, 2017. These exercises involved many southern California airport associations, pilots and planes; each exercise had ten or more planes flying into SMO with boxes of supplies (simulated and labeled) as well as pilots and passengers (tagged) as emergency personnel.

The Santa Monica Chapter of the American Red Cross is an active participant at SMO and brought their trucks, volunteer personnel, and connections in a growing cooperation and integration preparing for disaster relief.

In the past year and a half exercises have also been held at San Martin Airport, Half Moon Bay Airport, and Watsonville Airport. Eleven (11) airports have joined the CalDART Network and are soliciting pilots for DART mobilizations.

According to Edward Story, Secretary of the new CalDART, “Not only do these exercises become quite focused means for local GA resources demonstrating their value to a sometimes skeptical local population, but the value of their airport becomes prominently evident when television and print news coverage is arranged for these exercises.”

The California DART Network is seeking volunteers at all California airports and is filling the executive positions in the State-wide organization. If interested, please email Paul Marshall at paul.marshall@calpilots.org; note area of interest, home airport if a pilot, a description of background and profession and how you would like to help. Thank you!





Activities in the CalDART Airports

The Lincoln Regional Airport Association DART recently finished editing its Disaster Airlift Response Plan and is now ready to go to work on an organizational meeting and an eventual DART mobilization exercise. Congratulations to team leaders shown from left to right Steve Gorman, Kevin Finney, Bob Butera, Rocky Green, and Gary Patburg who have carried the load for the LRAA.



The 2018 SCAPA DART mobilization exercise at San Martin Airport April 7th overcame heavy rain showers and IFR weather to expand the envelope in disaster preparedness for local emergency response agencies collaborating to alleviate potential transportation gridlocks.

Organizations directly participating in concert with SCAPA DART were the American Red Cross, Morgan Hill and Gilroy CERT (Community Emergency Response Teams), Morgan Hill Office of Emergency Services, CAL FIRE, The Second Harvest Food Bank of Santa Clara and San Mateo counties, the Amateur Radio Emergency Service, Reid Hillview CAAPSO, Santa Clara Valley 99s, and the Gilroy Compassion Center. Also present as observers were Dana Reed, Director of the Santa Clara County Office of Emergency Services, and Jennifer Ponce, Morgan Hill Office of Emergency Services Coordinator.

Although most flights were cancelled due to inclement weather and low ceilings, late in the exercise the weather cleared. Colette Armao, retired Caltrans Division of Aeronautics, was flown in from Sacramento McClellan airport to participate as an observer. And, a sample food transportation flight was launched.

Significant community-related benefits and outcomes to this year's exercise include:

- First time that everyone in the surrounding communities was invited to participate – they were invited to drive through the Commodity Point of Distribution at the airport where they could pick up flown-in disaster relief supplies – in this case a souvenir bottle of water
- First use of Facebook and NextDoor to get the message out to the community to join in
- First collaboration of SCAPA DART with the American Red Cross
- First partnering with the Second Harvest Food Bank to transport their food
- 654 lbs of donated food given to the Gilroy Compassion Center
- ½ page stories with large color photos in the Morgan Hill and Gilroy newspapers



Santa Barbara Airport Runway 25 Rehabilitation Project

Here's a PIREP that closes the whole airport each night at SBA from 4/8 to 5/25/18...

Santa Barbara Airport (SBA) <<http://flysba.com/>> will begin work April 8 on the 7/25 runway rehabilitation project, which will remove the existing grooved surface, fill pavement cracks and add a new asphalt surface on the 6,052-foot main runway. The last time the main runway was resurfaced was in 2006.

The first phase of rehabilitation will occur April 8 - May 25, which will require the runway be closed from 10:00 p.m. to 6:00 a.m. The second phase of rehabilitation will occur June 10 - July 6 and require the runway to be closed from mid-night to 6:00 a.m.

During the entire rehabilitation period, the 5:30 a.m. United Airlines departure flight to Denver will be temporarily unavailable until the end of the project. The 8:15 a.m., 1:25 p.m., and 5:35 p.m. flights to Denver will still be available. Additionally, the 5:45 a.m. flight to Los Angeles will be temporarily unavailable but the 6:00 a.m., 9:40 a.m., 1:40 p.m. and 4:52 p.m. to Los Angeles will remain as scheduled.

Granite Construction was awarded the rehabilitation bid at a cost of \$7,748,991 for the entire project. The Federal Aviation Administration is funding the rehabilitation, with airport's operating fund and capital fund contributing a small portion (approximately 9%) of the overall amount. No local tax dollars are being applied to the project.

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:

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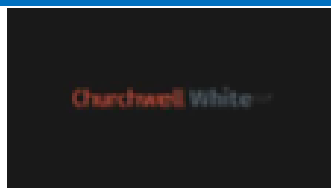
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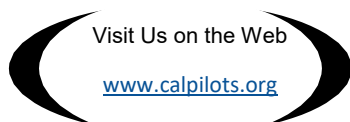


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