

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



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PRESIDENT'S PERSPECTIVE



Hello Aviators and Friends,

This year we are planning to hold our Annual Meeting in conjunction with AOPA in Livermore June 21-22, 2019. We thought it would be a great opportunity for us to celebrate General Aviation together with other like-minded folks. Melissa McCaffrey, the AOPA Western Pacific Regional Representative is working with us to make this a terrific event. We will also be celebrating our 70th anniversary this year. Therefore, it will be a special year and a special time to get together. CalPilots is in the process of updating our website in order to have a fresher look and the site be more responsive to our members' needs. As always, we have our airports and areas that we're keeping a special eye on including Reid Hillview, Gustine and the California Coastline. Thank you to all the people who were working hard on these issues. Look forward to seeing you in June. Carol Ford



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

MEMBERS and non-members are invited to submit articles of interest. *California Pilot Association* assumes no responsibility for contributed items or their return without a self-addressed, stamped envelope.

Source of the items submitted should be submitted for publication consideration. ALL material is subject to editing required to conform to space limitations. Submit materials to:

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2028 Santa Monica Airport Situation , A view from two sides.

If Santa Monica airport is closed, Justice Aviation believes, “the precedent will be set that other airports can be shut down by people around them who don’t want them there. General aviation in the United States will follow the path of what’s happened in Europe, where it’s been literally destroyed.” Justice Aviation suspects a larger agenda behind efforts targeting jets. “I used to think, ‘Maybe our neighbors would be happy if the airport was nothing but our propeller aircraft,’ he says. But if jets are banned, “the rest of us will not be here very long either. Once it’s just us individual pilots with our small planes, we’ll be crushed by land developers who want this property.” “The EPA says in its report there’s more hazard from lead contamination due to products in the home than what this airport’s producing,” Justice says. He believes the opposition’s current focus on lead from propeller aircraft is just a Plan B resorted to after the latest jet ban effort flopped in federal court. *

A barley field once occupied what became Santa Monica Airport, and while nobody’s sure when the first airplane set down here, by 1917 biplanes were using the field as an informal landing strip. Donald Douglas arrived in Santa Monica in 1921 and began test flying his first military airplanes, built in an abandoned silent movie studio on nearby Wilshire Boulevard. In 1923, the strip was officially named Clover Field (in honor of World War I pilot and local native Greayer “Grubby” Clover). Yet next year, decisions at the local and federal levels may drastically curtail operations at the historic facility or close it down completely.

Capping decades of legal battles and protests, federal and local officials announced an settlement Saturday to close Santa Monica Airport in 2028 and immediately shorten the runway to limit jet flights. The city of Santa Monica has been fighting to shut down the general aviation airport — long a favorite of celebrities and business leaders — contending it is unsafe, noisy and pollutes nearby neighborhoods with potentially harmful aircraft exhaust. Aviation interests and the Federal Aviation Administration have opposed the city, stating the airport must stay open at least until 2023, if not in perpetuity, under federal agreements dating to the end of World War II, when the facility was used by the military. The agreement between the FAA and Santa Monica ends years of litigation and ensures that control of the 227-acre airport will be returned to the city and its residents. **

[My Commentary on this issue are;](#) I have seen more and more of incursions by developers in and around airports with out regard to the safety zones. Stricter adherence to these zones by the FAA for developments is also a concern. People who move into areas without checking them out then complain should realize what’s around them before buying property. This will be an ongoing series.

Tony Marchese , CalPilots Association

****Excerpts** from Air& Space Smithsonian, By Stephenspacemag.com

**** Excerpts** from L. A. Times, By Dan Weikel & Dakota Smith: latimes.com



Transportation Startup Aims to Ease Commuter Pain with Crosstown Flight Service

Imagine if your view during your morning commute to work was of traffic from above, rather than from in the midst of it.

The new service offers commuter flights from East to West Side o Called FLOAT; Which stands for 'Fly Over All Traffic ' Currently a subscription service using small aircraft, FLOAT encourages people to sign up on website.

Janice Orlando could get used to the idea. She regularly drives from her home in La Habra to do business in Downtown Los Angeles or Santa Monica. "I have to allow two and a half hours in each direction, just to make sure I'm always on time. It's ridiculous," she said.

"We're looking for the commuters that are traveling say 50 miles or more per day," said Arnel Guiang, founder of FLOAT, an acronym for "Fly Over All Traffic." Guiang wants super-commuters to fly to work, soaring above rush hour traffic on a highway in the sky while passing L.A. landmarks like Dodger Stadium, the Hollywood sign, and Downtown L.A., leaving the rest of the work to the pilots up front.

"There is a demand of people flying in that want to get from the east, from the Inland Empire and Riverside that want to get to Hawthorne and Santa Monica," he said.

Guiang recently invited passengers on a demo flight that went round trip from Brackett Field near Pomona to the Santa Monica Airport on a Cessna Grand Caravan, which can carry up to nine people. "If you're lucky, it's an hour and a half, right? But usually it's closer to two hours," Orlando said.

The flight got to Santa Monica in about 15 minutes and flew back. Orlando was amazed.

"So fast and easy round trip!" she exclaimed. Initially, FLOAT will be a subscription-based service for about \$1,250 a month from a commuter's home airport to their destination Monday through Friday. That breaks down to about \$30 each way.

"From what I've heard so far, it seems very affordable and totally worth the time," Orlando said. Ultimately, Guiang and his partners envision a network of flights utilizing municipal airports all across Southern California.

"We have sign-ups of people that want to go from Van Nuys to Santa Monica. It must be less than 10 miles, but they want to avoid the one or two hours of traffic that they're going through," he said.

****** This article is an excerpt from the L.A. Times. Referring to the F.L.O. A. T project .These proposed services bring more need for discussion for new regulations and monitoring systems . We need to address these issues as they will impact regular air



Uber air Taxi



Los Angeles residents may soon be able to avoid the traffic-congested freeways after all.

Uber announced this week that it was adding the California city to the list of test markets to develop its network of flying air taxis operators—Dallas and Dubai had previously been announced. At its second annual Uber Elevate summit this week in Los Angeles—a global gathering of electric vertical takeoff and landing vehicles (eVTOL) stakeholders from industry, government, and academia, the company also further fleshed out what its network of on demand air taxis, will look like.

"There is no precedent in aviation history for the scale we need to create here," said Nikhil Goel, Uber product manager. The company envisions its network of air taxis flying 20% of the 45.8 million individual trips now made daily across the Los Angeles basin from mammoth rooftop and purpose-built sky ports that can accommodate up to 1,000 landings and takeoffs per hour, but at a cost of \$0.49 per passenger seat per mile.

To put this in perspective, the FAA handles about 43,000 commercial flights across the U.S. in a single day. Uber is talking about flying 10 times that number in a day just in Los Angeles, with test flights beginning there and in Dubai and Dallas in 2020 and commercial service beginning in 2023.

Spooling up to this level of service with safety and precision will be no small task.



To achieve the economies of scale Uber is talking about, manufacturers are looking to make 10,000 units a year in order to hit the right price point and make a profit, according to the calculations of electric vehicle company Workhorse Group, that flew its Sure Fly eVTOL prototype untethered for the first time last week. By comparison, last year, all general aviation (not including commercial--we explain commercial later in the graph it is not needed here) manufacturers combined—business jets, turboprops, piston engine planes and helicopters—churned out 3,293 units, according to the General Aviation Manufacturers Association. Meanwhile, Boeing and Airbus combined delivered 1,479 commercial aircraft (plural for aircraft is aircraft) in 2017.

Yet, even with these seemingly daunting economics, there is no shortage of serious companies willing to jump into the market. Airbus and Boeing are already there, developing concept vehicles through subsidiaries.

At this week's summit, Brazilian airframer Embraer, a leading manufacturer of commuter and corporate jets, said it had formed a special division, "Embraer X" to work on urban air taxis and unveiled a four-passenger concept vehicle it calls the "Dream Maker." Company CEO Paulo Cesar de Souza e Silva noted that his own country was ready for the technology given the greater Sao Paulo's population of 19 million and notoriously bad traffic.

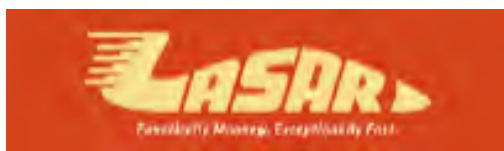
"Urban mobility is ripe for transformation and we are committed to having a major role in this key market," he said.

Urban mobility is ripe for transformation and we are committed to having a major role in this key market," he said.

Lesser-known Karem Aircraft and Pipistrel also unveiled a new concept aircraft this week.

Meanwhile, Uber is conducting acoustic mapping studies across L.A to determine the least noise disruptive routes for future flights as it continues to work on the vexing regulatory and technological hurdles in needs to cross to build its network.

By Mark Huber , Barron's Magazine



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In 2018 CalDART completed its registration with the California Secretary of State as a public charity corporation wholly-owned by the California Pilots Association, the receipt of its 501(c)3 determination letter from the IRS confirming tax deductibility of donations, the organization's new website (caldart.org), and its formal membership and donation drive.

We particularly note the last point—CalDART's largest single expense is the insurance coverage we need to provide disaster relief service to California and beyond. Please visit the CalDART website (caldart.org) and join as a member or friend. We appreciate the investment in time and effort that CalPilots has made in CalDART; our work makes California a safer place during disasters, provides pilots with a way to engage their love of flying, and deepens the connection between communities and their local airports.

Paul Marshall, President and founder of CalDART, said "We are happy to have achieved our initial goals, including our recently granted tax-exempt status and our new members. We encourage pilots and interested volunteers around the state to join CalDART, donate at caldart.org, introduce DART to their communities and region, and help DART reach the next level of widespread service and better support for our DART Operators. We have no paid staff—only vol to respond to disasters that impair regional surface transportation. See the full story at caldart.org."

In 2017, FEMA awarded the South County Airport Pilots Association (SCAPA) DART Individual and Community Preparedness Awards. SCAPA DART is CalDART's predecessor organization at San Martin Airport (E16).

In March of this year, CalDART was able to provide critical assistance to the people of Fremont, Nebraska whose town's road connections had been severed during the extreme flooding that occurred in the Midwest. Kimberly Goreham of No Town Left Behind had been working with local churches, and CalDART was able to fly her and a co-worker to Fremont from Fullerton California. Kimberly posted on Facebook, "Big thanks to Ron Lovick and Paul Marshall of CalDart, Sky Terry & Nachi, for airlifting our supplies, equipment and team to get to the Flood Disaster Zone. This beautiful flight was donated out of the kindness of their hearts! THANKS for all you do in the service of others."



Over the weekend of April 26th, Mark Wainwright will be representing CalDART at the Air Care Alliance annual meeting in Fort Lauderdale, Florida. CalDART is joining the organization as a voting member, and we are looking forward to Mark's reports when he returns.

Paul Marshall has been working with the Bay Area UASI Management Team, and this summer will participate in the Yellow Command Exercise Planning Team for UASI's "tabletop" exercise

Contact: Mark Wainwright, Email: mlwainwright.com

Paul Marshall, President and founder of CalDART.volunteers. At CalDART, we proudly strengthen the resilience of our California communities

Dart Coordinator

PAUL MARSHAL

408-838-3307

Paul.Marshall@calpilots.org



Santa Monica Airport is an ongoing battle of which we remain dedicated to a front-line role. The reality is that the airport is not scheduled to close as many say, but only that its federal obligations end in 2028; there are no firm plans to close the airfield at this time. NBAA will remain actively involved to represent the aviation community in hopes of allowing Santa Monica Airport to serve their great city with the economic and public safety contributions that it delivers.

Workforce challenges remain the biggest obstacle facing our industry today. All roles in aviation are aching for more personnel in the roles of pilots, mechanics, instructors, operations/dispatch and more. NBAA has developed great initiatives with scholarships, mentorships and internships that will empower those who are either already stepping into aviation but could still use some coaxing into the corporate/business sector, or to inspire others from outside of the industry as we aim to widen the pipeline of entrants. Specifically, in the Western Region, the forming of regular events to interact with young people of all ages, in addition to veteran outreach, are actively under construction or underway.

Phil Derner

NBAA





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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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Chairman

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PAC contributions are not tax deductible.
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Tribute to AL Romero Gustine Pilot



Al Romero joined the USAF in 1949 and spent 20 years in the service of our country. He was stationed on bases from Alaska to Okinawa with service in Korea. He said, “It was just what people did at the time, but not a bad deal getting \$65 dollars a month for a Visalia kid who had just started shaving.” He had said tried to join the Army, but they didn’t want him., so I went to the Air Force to train as a paratrooper. Al was made a crew chief for B-29’s and B-47’s by age 18. He was to oversee that all the systems were in good working order for a 45-hour flight. He was awarded the Distinguished Flying Cross for his role. Al stayed with the B-52’s until he was transferred to Alaska and He worked between there and Michigan to keep them operational at the request of NORAD. He got his pilot’s license and in lieu of a desk job retired. “I got the opportunity to see the world.” Al was instrumental in promoting, upgrading and early on running the Gustine Airport. He has been battling cancer for some time now and hasn’t flown for a while but will still sit and love to talk about his experiences and how good things at Gustine airport could be. I have the deepest respect for his service, and I am honored to be able to call him my friend a and mentor.

During the writing of this article Al lost his battle with Cancer. He will be sorely missed by me. Farewell my friend

Tony Marchese

California Pilots Association Director at Large Region 2

Former Chairman Gustine Airport Commission





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CALIFORNIA LEGISLATIVE TRACKING



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

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May 2019 Events;

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11th Region 3 Oceano Airport Celebration. (805)7815205

11th Region 3 Madera Gathering of War Birds. (539) 661-3687

11th & 12th Region 2 Sonoma (Schellville Airport) (sonoomavalleyairport.com)

18th & 19th Region 4 Redlands Hanger 24 Air fest. (hanger24airfest.com)

June 2019 Events;

1st Region 2 San Carlos, "Biggest little Air show "(hillier.org)

15th Region 3 Colombia "Fathers' Day Fly In "(fathersdayflyin.org)

21st & 22nd Region 3 AOPA Livermore event & CalPilots Celebration

22nd Region 4 Fullerton Airport Day. Fullerton Municipal Airport. (714)-738-6323)

