

CalPilots



ADVOCATES FOR CALIFORNIA'S GENERAL AVIATION COMMUNITY AND AIRPORTS



INSIDE THIS ISSUE

<i>President's Perspective</i>	2
<i>Extra \$1 billion for airport projects</i>	3
<i>FIRST ANNUAL VNY PROP FLY-IN</i>	4
<i>CalPilots Airfest 2018 & annual meeting</i>	5
<i>CalDART News</i>	6
<i>Good Instrument Skills</i>	7
<i>Call made for further judicial scrutiny of SMO appeals court ruling</i>	8
<i>Nut Tree Airport Frequency Change</i>	9
<i>National Aviation Day Celebration to be held at REI on Saturday August 18, 2018</i>	11
<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



We, with our sponsors, Signature and ACI, and Business Partners, are inviting you to join CalPilots and one of our chapters, Van Nuys Propeller Association, at the Park at the Van Nuys Airport on September 14 -16, 2018 for their first annual open to the public Fly-In and CalPilots Annual Meeting. We are looking forward to a great aviation experience and lots of fun along the way~ with Dukes to T-6's, Swifts to Yaks, and mainstream aircraft like Cirrus and Bonanzas.

Here are some highlights:

On Friday September 14, 2018 at 5:00 pm at the CalPilots hangar, AOPA will be joining us for an ASN (Airport Support Network) meeting followed by a Barbecue Dinner from 6:00 pm- 8:00 pm.

Shuttle to the Airtel Hotel- 2:00 pm, 3:00 pm, 4:00 pm, 5:00 pm, 9:30 pm

On Saturday September 15, 2018, some of the scheduled events are:

8:30 am-10:30am Pancake Breakfast (SFV 99's)

9:00 am-4:00 pm Flea Market (VNY Prop)

9:30 am-4:00 pm Young Eagle Flights

11:00am – Noon – Speaker Rod Machado

12:30 pm – 1:30 pm Lunch

2:00 pm - 5:00 pm CalPilots Annual Meeting and Elections in the CalPilots hangar

- Introductions by President Ford
- Panel of speakers, including Melissa McCaffrey, AOPA and CalPilots Region 3 DAL Andy Wilson, plus Special Guests
- Elections of the 2018-2019 CalPilots Board of Directors

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

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Sacramento, California 95841

(800) 319-5286

Or send by email: info@calpilots.org

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



10:00 am food sponsored all day ~Free: Ice cream and popcorn

8:00 pm Movie Night - "One Six Right" and "The Age of Airplanes" by Brian Terwilliger
Presentation by Barry Schiff
Brewery and Hollywood tours are available.

Shuttle to the Airtel (LAWA) – 3:00 pm, 5:00 pm, 9:30 pm
We have rooms reserved at the Airtel Hotel on the field

Sunday September 16, 2018

Open to the Public at 8:30am		
Pancake Breakfast	8:30–10am	(Rotary)
Flea Market	9am–12pm	Must be a registered Prop Association Member to participate

Fly-Out throughout the day

Please join us and bring your aviation minded friends!! See you in September.



Today we are writing to announce the full details of a special opportunity for airports, and to ask you to share this news with your airport manager.

Earlier this year, we announced that Congress has made available an extra \$1 billion for airport projects. What sets this \$1 billion apart from the rest of the federal money available? Three big differences.

1. No local match is necessary! So instead of your community contributing 5% or 10% of the project cost, a project which uses this money will cost your community nothing.
2. Rural airports get priority consideration. I've attached a list of airports considered by the government to be "rural". Even if your airport is not on the list, the FAA may decide to award money to your airport.
3. This money is only available until September 2020.

Don't let your airport miss this opportunity! Have a conversation with your airport manager about requesting this money to complete airport projects at your airport.

If your airport is interested in being considered for a grant under this provision, your airport must notify the local FAA Airport District Office or Regional Airports Office. There are two deadlines to consider:

1. To receive a grant before October 2018, your airport must notify the FAA by August 8, 2018.
2. To receive a grant between October 2018 and September 2020, your airport must notify the FAA by October 31, 2018.

Please note that your airport must meet certain project requirements to qualify. I've attached a list of Frequently Asked Questions. Additional details and points of contact can be found here:

<https://www.federalregister.gov/documents/2018/07/09/2018-14675/supplemental-guidance-on-the-airport-improvement-program-aip-for-fiscal-years-2018-2020>





FIRST ANNUAL VNY PROP FLY-IN

The Park Van Nuys in association with VNY Prop, CalPilots and Los Angeles World Airports is sponsoring a major 3 day Fly in September 14-16 at the Prop Park. This is a full scale event featuring key note speaker Rod Machado. In addition, Barry Schiff will present, as well as Saturday's movie night screening of "16 Right" and "Living in the age of Airplanes". AOPA will be represented by Bill Dunn.

During this event the Van Nuys Prop Park will be transformed into a major aviation get together where airplane groups of all kinds will fly in and converge: From Dukes to T-6's, Swifts to Yaks, and mainstream aircraft like Cirrus and Bonanzas alike.

(Continued on page 11)





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CalDART News



By Mark Wainwright, Vice President Communications, CalDART

Birth of CalDART!

It took a few months of paperwork and perseverance, but after the California Pilot Association Board of Directors decided to have a baby via its own wholly-owned DART subsidiary back in March, The California DART Network (CalDART) is now a registered corporate infant in the state of California. We have opened our bank account, accepted our first donations of \$1275, purchased 3 years of web hosting, and found 10 people willing to serve at the state level to further the mission of our local DART Operators and Supporters and accelerate the growth of DARTs around California. With The California DART Network corporation, we will be able to enter into more meaningful talks with emergency professionals and agencies, insurers, the FAA, and other people who influence our success and growth. We will tear down some of the barriers that have been preventing more people from getting involved in DART around the state. By the time you read this article, we will likely have the first version of our website running and be accepting membership in CalDART. Check us out at www.CalDART.org!

New CalDART Directors and Officers

Each new CalDART board member wears two hats – that of a director and that of a worker. **Paul Marshall (President of CalDart)** has been active in DART since 2008 and has participated in other forms of public benefit flights such as 20 trips taking doctors and nurses to Mexico with LIGA, the Flying Doctors of Mercy, and who has also made 230 Young Eagle flights over the years with EAA. **Edward Story (Secretary)** is the CalPilot Region 5 Vice President and has been active in DART since it was presented at the CalPilots Annual Conference in October 2015. Ed sponsored the organization of DART at the Santa Monica Airport Association, and he advocated for it at the CalPilots board level. **Jim Petersen (Treasurer)** comes to us from the CalPilots Subchapter South County Airport Pilot Association (SCAPA) DART at San Martin Airport. Jim served as President for many years and as Treasurer before that, and he has several years of DART Operator experience. **Lloyd Kirschbaum (General Counsel)**, a private pilot since 1993, is the past president of the national Lawyer-Pilots Bar Association. Lloyd's solo private law practice includes aviation-related counseling, and he would sell all possessions for a back seat ride with the Thunderbirds or Blue Angels. **Colette Armao (Vice President, Fund Raising)** is a recently retired planner from the CALTRANS Division of Aeronautics where she was a reviewer of early drafts of DART's Disaster Airlift Response Plan and sponsored a disaster

(Continued on page 9)



Good Instrument Skills - A Must



by Karen M. Kahn
CalPilots Director at Large Region 4

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

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

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

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

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

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

So, back in the beginning, when you're first learning your IFR skills, pay special attention to the basics. They're very im-

(Continued on page 10)



Call made for further judicial scrutiny of SMO appeals court ruling

JULY 30, 2018 BY GENERAL AVIATION NEWS STAFF LEAVE A COMMENT

The National Business Aviation Association (NBAA) continues the fight to preserve Santa Monica Municipal Airport (SMO) in Southern California, including the filing of an “en banc” petition asking for a rehearing by the full U.S. Court of Appeals for the District of Columbia of the recent determination that a January 2017 settlement agreement between the City of Santa Monica and the FAA did not constitute a final action by the agency.

Last month, an appeals court panel denied on procedural grounds a petition filed by NBAA and others that sought to overturn the controversial agreement allowing Santa Monica city officials to shorten the sole runway, which restricts aviation operations at SMO, as well as the option to close the airport after 2028.

Petitioners asserted the FAA overstepped its powers in reaching the settlement agreement and attempted to circumvent requirements established by Congress for judicial review of agency decisions.

The DC Circuit panel determined the settlement agreement did not constitute “final agency action” that was reviewable by the court and did not evaluate the petition on its substance, NBAA officials reported.



The runway at SMO. (Photo courtesy NBAA)

The en banc petition challenges that ruling by citing decisions in multiple cases before the U.S. Supreme Court and the DC circuit court that held that final agency orders should be given a broad definition, and further emphasized the importance of the availability of judicial review of agency decisions.

“If allowed to stand, [the panel’s decision] demarks a path by which agencies may enter final orders without them being subject to Circuit review, defying the intent of Congress and well-established precedent that agency decision-making is presumptively reviewable,” the petition reads.

On July 24, 2018, NBAA also filed a separate complaint in the U.S. District Court of the District of Columbia pursuant to procedure allowing plaintiffs to ask that court to rule upon FAA actions plainly outside the agency’s scope.

The filing seeks a declaratory judgment and injunctive relief holding that the FAA acted beyond its jurisdiction in reaching the settlement agreement.

The complaint further asserts the FAA failed to follow several established procedures in reaching its determination that keeping SMO open was not “necessary to protect or advance the civil aviation interests of the United States,” a position that also contradicts the agency’s mission.

(Continued on page 11)



(Continued from page 6)

resilience study for the San Francisco Bay Area airports. Prior to CALTRANS, Colette's experience included air traffic control, air freight, and command and control within the U.S. Air Force – she was on duty 9/11 when the twin towers were attacked, an experience which galvanized her commitment to emergency preparedness. **Ron Berinstein (Vice President, Web and Information Technology)** masters the website for the Southern California Airspace Working Group and as a CFI puts on about 150 FAA Safety Team presentations for local aviators each year. **Craig Hofstetter (Vice President, Methods and Procedures)** earned an MS from Stanford in civil engineering, instructed the T-38 and T-33 in the U.S. Air Force, directed flight operations for a sensor package developed for the U-2 as a senior research engineer for Lockheed Martin, and then spent 29 years with Northwest Delta Airlines as an ATP including duties as Captain, Instructor Pilot, and Check Airman. In addition, Craig is leading the DART formation efforts at CalPilot's newest subchapter Community and Airport Partnership for Safe Operations (CAAPSO) at Reid Hillview in San Jose. **Cristal Mariposa (Vice President, Membership)** is a journalism major who has worked in market research and who has worked in the SCAPA DART Operator, helped develop CAAPSO DART, and has edited the Disaster Airlift Response Plan on behalf of CAAPSO. **Anne O'Brien (Vice President, External Relations)** has long supported DART at the Torrance Airport Association and, regionally, in Santa Monica. Anne has done a wonderful job educating local elected officials and city staff to the value of their airport during times of crisis. **Mark Wainwright (Vice President, Communications)** is a long-time DART Supporter on the California DART Network Contact List, a graduate of Yale and Dartmouth, and a long-time member of EAA Chapter 62 at Reid Hillview airport. Mark is the Chapter's current Treasurer and he was a past President and Vice President on the board.

CalDART Operators and Supporters in the News

Marjorie Bachman reports that the Watsonville Emergency Airlift Command Team DART is participating with the Yellow Command

Exercise put on by regional counties' emergency managers, helping Santa Cruz County with emergency airlift transport scenarios. Marian Harris reports that the Half Moon Bay Airport Pilot Association DART is providing communications support to her San Mateo county for the Yellow Command Exercise, and also reaching out to local emergency groups by supporting San Mateo Disaster Day, the newly formed Coastside Emergency Corps, and is participating in planning calls with the local National Guard and San Mateo County Health Department. Thanks to Marielle Coeytaux and Chip Dillon of Angwin Airport – Parrett Field, and Andy Werback and Josh Hochberg of Charles M Schulz Sonoma County Airport for joining the California DART Network Contact List as DART Supporters.

CalDART Needs YOU

CalPilots DART needs **YOU**. You can join CalDART, donate to CalDART, and help in innumerable ways. Please visit www.CalDART.org for more details. Although we have no paid staff, we still need funds to address key items, including broader insurance. If you want to support California's disaster resilience through DART, please be generous.

- CTAF FREQUENCY CHANGE -

NUT TREE AIRPORT (KVCB) Vacaville, California

On August 16, 2018 - KVCB UNICOM will change to 123.05.

The FAA approved a Publication Date for 123.05 on August 16, 2018 for the FAA NASR (National Airspace Systems Resources) and FAA Data and Publications.

The change to 123.05 as depicted on the San Francisco Sectional Chart will lag and will not show up on the chart until February 28, 2019.



(Continued from page 7)

portant to your future success. The best preparation for any checkride or BFR, is your ability to hold a heading. Without it, you're constantly having to divert your attention from the numerous other flying duties to correct what should come naturally, good old straight-and-level flying. You may be annoyed by your instructor's constant harping on your heading control, but it's the secret to the pro pilot's success.

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

Staying proficient is much easier than trying to remove the IFR rust once it's accumulated. Even if you only crank up your desktop PC sim once a month, that's excellent practice which can keep your instrument scan fluid and current. The instrument training you receive to start your career IS very important, as is your on-going proficiency maintenance.

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

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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, Master Instructor Emeritus and is rated in gliders, seaplanes and helicopters. You can contact her at www.captainkarenkahn.com or 805-687-9493.

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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(Continued from page 4)

Join us for two pancake breakfasts from the 99's and the Greater Los Angeles Rotary Club. Enjoy Free food from Pacific Aviation Development, as well as sponsored offerings from businesses around Van Nuys.

VNY Prop will be using this event as a fundraiser and membership drive to increase our member base. For your membership dues of \$25 you will receive a commemorative T shirt which will be your ticket to unlocking special privileges at the event and around the business community after the fly-in. Click Here for more details including the full program and logistics information for arriving pilots and walk-in attendees.

(Continued from page 8)

NBAA President and CEO Ed Bolen noted such legal precedents carry implications far beyond a single threatened airport and this unprecedented FAA settlement.



"Our association has long advocated for, and fought to preserve, access to our nation's airports and airspace," said Bolen. "Not only will NBAA continue fighting to preserve this vital Southern California airport, but we also feel we have a duty to stand up when we believe the FAA has exceeded its authority, and to ensure the court recognizes that the FAA and other government agencies cannot be shielded from judicial review." Other petitioners to the court in these filings include the Santa Monica Airport Association, Bill's Air Center, Kim Davidson on, Redgate Partners, and Wonderful



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Disaster Airlift Response Team



Dart Coordinator

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CALIFORNIA LEGISLATIVE TRACKING



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>>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

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Boonville Airport - Boonville, CA

Boonville is a small town, but does have a number of restaurants, an ice cream shop, some antique/curio shops, and an old hotel. The entire town is an easy walk from the field. It's a great place for a \$100 hamburger. You will find Boonville an extremely friendly town. Its a very trendy town with lots of wine country visitors. Everyone smiles or nods and people are happy to sit and talk for a while. 30 minutes from the SF Bay Area. - Submitted by Adam Sparks



Sweetwater Cafe - Agua Dulce, CA

Small Country Cafe about a 15 minute walk from Runway 4. Just walk south on the taxi way past silver metal hangars to the gate that leads to Darling Rd., turn right and walk a short distance to Agua Dulce Cyn Rd. Then make a left turn on Agua Dulce Cyn Rd to down town Agua Dulce very small area with a grocery, liquor, and hardware store within close proximity.

