



July/August 2015

## Serving Pilots Of California

### New Cuyama Airport reopens

**NEW CUYAMA, Calif.** – The New Cuyama Airport (L88), a privately owned, public use airport established by Richfield Oil Co. in 1950, has officially reopened after passing Cal Trans inspection. Located in rural Santa Barbara County in the high desert and bounded by the Sierra Madre and Caliente mountain ranges, the Cuyama Runway is a historic flying destination. The runway deteriorated into poor condition after years of neglect but the new owner has restored the flying field and

intends to keep the runway open indefinitely.

The new owner is funding the development of the **Blue Sky Sustainable Living Center**, a newly established 501c3 non-profit host facility intended to feature research, educational programs, and demonstration projects around sustainable living practices and technologies. Built in 1950 by the Richfield Oil Co. – later ARCO — after

the discovery of oil deposits in the region, the adjacent property features 22,000 square feet of concrete buildings.

"The intent is to repurpose these structures for the long term needs of the Blue Sky Center's tenants and for the benefit of the public," officials said in a prepared release. "The airstrip is a unique and valuable



*See New Cuyama( Continued on page 11)*

### Report Finds FAA Cyber-Security Lacking

The FAA's air traffic control system is at "increased and unnecessary risk" from cyber-attacks and other threats, according to a government report released this week. The analysis by the Government Accountability Office found weaknesses in controlling access to computer systems, encrypting sensitive data, and implementing security programs. For example, the auditors found the agency's information security systems and procedures don't meet the requirements of a 2002 law, and its information security

strategic plan hasn't been updated since 2010. The GAO recommended 168 specific actions that the FAA should take to improve the security of the National Airspace System, and the FAA concurred.

"A large, complex, interconnected system like the NAS inherently faces many security risks," says the GAO report. "Although FAA took many steps to address these risks, weaknesses remain. ... Until FAA establishes stronger agency-wide information security risk management processes, fully develops its NAS information security program, and

ensures that remedial actions are addressed in a timely manner, the weaknesses that we identified are likely to continue, placing the safe and uninterrupted operation of the nation's air traffic control system at increased and unnecessary risk." In a letter responding to the report, Keith Washington, of the Transportation Department, said the FAA is working to "increase cyber-security awareness and competence across the agency and to build an agile, highly skilled cyber-security workforce."

By Mary Grady AVwebBiz  
3/4/2015

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## CALPILOTS

- Supporting and Serving Aviation Statewide
- We are a non-profit public mutual California Corporation formed in 1949 and a Federal 501(c)(3).
- You can help to get the message out by joining us. After all, if not you, who will protect your airport?

[www.calpilots.org](http://www.calpilots.org)

## Presidents Corner by Corl Leach

In previous month's I've used this space to make impassioned pleas for people to become involved with CalPilots, serving the Association in various ways that will make it an even more effective advocate for California's General Aviation community. This month you'll have to look elsewhere in the publication to find those comments.

Today, I contribute this column to recognizing the efforts and dedication of those who came before me. Specifically, and by name, Ed Rosiak and Jay White.

Like many all-volunteer aviation organizations, the California Aviation Council (CalPilots' name prior to 1991) experienced a decline in membership and engagement during the '80s as general aviation was thrown into a tailspin. But Jay saw a key roll for the CAC, taking its reins and leading a transformation in which the organization assumed a new focus. Becoming known as "the airport defenders", Jay led many campaigns to protect general aviation airports from threats that sought to impact their existence.

At the helm of the organization for twenty years, Jay embodies the dedication and persistence of a lifetime of passion for aviation. You'd think that would be enough, but after his decision to hand off the gavel, he served as the Association's General Counsel for another decade!

Following Jay as president, Ed Rosiak had immense shoes to fill. Although the bar was set high, Ed did more than just maintain the status quo. Bringing a background as an owner in a private airpark, Ed knew the importance of keeping airports. He tapped his previous experience as the Association's editor to pen poignant writings to the State's lawmakers encouraging them to promote general aviation and its airports.

Ed worked to increase the visibility and efficiency of the California Pilots Association. He led a transition to a new online presence, enabling many labor-intensive tasks to be automated and reduce the administrative burden on volunteers. Appearances at major aviation events brought the CalPilots message to thousands of aviators.

As I reflected on the last 30 years of CalPilots history, the contributions of Jay White and Ed Rosiak are prominent. It was only appropriate, then, that the California Pilots Association's Board of Directors recognized these men at the June 13th Directors meeting in San Carlos. Ed was presented a well-deserved Certificate of Appreciation for his service to CalPilots. Jay was recognized for his three decades of dedication, becoming the Association's first President Emeritus.

To Jay and Ed: California's aviators and aviation enthusiasts thank you for your tireless efforts and steady leadership over the years. The foundation you have laid will continue to guide the Association forward, encouraging its volunteers to march confidently with purpose to preserve, protect, and promote California's General Aviation Community and Airports.



***"Jay saw a key roll for the CAC, taking its reins and leading a transformation in which the organization assumed a new focus. Becoming known as "the airport defenders", Jay led many campaigns to protect general aviation airports from threats that sought to impact their existence."***



Corl Leach & Jay White



Corl Leach & Ed Rosiak

***"CalPilots is a 100% volunteer entity, an organization that has achieved a remarkable number of accomplishments even while functioning in the "spare time" segment of its leadership."***



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## CalPilots Welcomes New Board Members

### Region 4 Receives Experienced Leaders

CalPilots is excited to name two highly experienced and knowledgeable aviators to its Region 4 leadership positions. Being named as Vice President is Phil Corman while Karen M. Kahn becomes the region's Director at Large.



A founder of the 325-member Paso Robles Airport Association, Phil Corman brings a penchant for leadership as well as an incredible passion for all things General Aviation. Getting involved in the process for protecting airports, he is a member of the San Luis Obispo County Airport Land Use Commission. Not limiting himself to solely ground-based administrative tasks, Phil's an avid Mooney fan and flies a M20S.



Combining the wisdom gathered during a 36 year career as a Continental Airlines pilot (26 as a Captain) with an plentiful resume of general aviation experiences, Karen M. Kahn contributes an exceptional skillset to the CalPilots Board. A six-time designated Master CFI, her engagement with the GA community is unquestioned. Outside the airplane, she's serving her fifth term on the Santa Barbara Airport Commission.

Learn more about these exceptional California Aviation Advocates on the website.

***CalPilots  
Welcomes the  
"Redlands  
Airport  
Association"  
as our newest  
Chapter***

## CalPilots Welcomes John Pfeifer to Advisory Council

The California Pilots Association relies on a cadre of knowledgeable and talented advisors to support its mission of protecting General Aviation and airports. It is with great pleasure that CalPilots welcomes John Pfeifer to its Advisory Council.



Though most California aviators recognize Pfeifer's name from his decade-plus service as AOPA's Western Pacific Region representative, his aviation expertise goes much deeper. During a 29-year career at the FAA, Pfeifer held various engineering and admin-

istrative posts, including 14 years as manager of the FAA's San Francisco Airports District Office, where he was responsible for all Airports Division programs in Northern California and Nevada. He has served on the California Transportation Commission-Technical Advisory Committee on Aeronautics; and the National Academy of Sciences, Airport Cooperative Research Program panel on the "Guidebook for the Preservation of Public-Use Airports." Additionally, he has served on the Board of Directors of the Association of California Airports.

The California Pilots Association relies on a cadre of knowledgeable and talented advisors to support its mission of protecting General Aviation and airports. It is with great pleasure that CalPilots welcomes John Pfeifer to its Advisory Council.

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# Senate Bill 747

## Local Airport Investment and Improvement Act (as proposed to be amended)

Senator McGuire

### SUMMARY

As proposed to be amended, this bill will transfer \$36.25 million in aviation fuel sales taxes from the State General Fund to the Aeronautics Account for aviation-related programs. This bill will guarantee tax collected from aviation fuel sales are used for aeronautical purposes as directed by the Federal Aviation Administration (FAA).

### BACKGROUND

On November 7, 2014, the FAA adopted amendments to policy and procedures concerning the use of airport revenues (Docket No. FAA-2013-0988) enforcing long-existing requirements that airport-related revenues must remain at the airport for aeronautical purposes.

State and local taxes on aviation fuel are subject to the FAA's rules on airport revenue use requirements, specifically for the sale, use, purchase or storage of aviation fuel.

The FAA is allowing a three-year transition period for airport sponsors, local governments, and states to achieve compliance from the effective date of the policy amendment, December 8, 2014. Unlawful revenue diversion may result in administrative action from the FAA in which they may withhold funding to California airports and impose civil penalties on jurisdictions out of compliance (49 U.S.C. 46301 or 47111 (f)).

### PROBLEM

The state of California has both excise and sales taxes on aviation fuels, however the state remits only excise taxes to the California Department of Transportation (Caltrans) Division of Aeronautics for the California Aid to Airports Program (CAAP).

The sales tax on jet fuel sold has been regularly diverted to the state general fund and local governments for non-aeronautical purposes.

In recent years, funding from the excise taxes on aviation fuels has been insufficient in supporting California's aviation system of over 240 public-use airports, resulting in the Caltrans Division of Aeronautics' inability to fully-fund grant programs for commercial and general aviation airports. Subsequently, aviation infrastructure and service is deteriorating at regional commercial and general aviation airports.

### SOLUTION

As proposed to be amended, SB 747 will amend the State Aeronautics Act to transfer \$36.25 million in aviation fuel sales taxes from the State General Fund to the State Aeronautics Account to expand on existing programs and create new funding programs as follows:

- Provide annual credits to commercial and general aviation airports for the purposes of planning, acquisition, construction, improvement, maintenance, and/or operations.
- Creation of an air service assistance program for regional commercial airports to attract, establish, and expand airline service via marketing, incentives, consultant services, and passenger studies.
- Development of an aviation education program to provide grants to students in aviation-related programs, including but not limited to, flight training and college degrees.

### SUPPORT

California Airports Council

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***"On November 7, 2014, the FAA adopted amendments to policy and procedures concerning the use of airport revenues (Docket No. FAA-2013-0988) enforcing long-existing requirements that airport-related revenues must remain at the airport for aeronautical purposes."***



Visit Caltrans Division of Aeronautics Website for a lot of good information.

<http://www.dot.ca.gov/hq/planning/aeronaut/>

Cal Trans Link to newsletters :

<http://www.dot.ca.gov/hq/planning/aeronaut/documents/newsletters/index.htm>

## AOPA Regional Fly In at Salinas [SNS] on May 16, 2015



Region 6 VP Kurt Knepper (right) discusses the CalPilots mission with an interested aviator during the AOPA Regional Fly In at Salinas [SNS] on May 16, 2015.



## CalPilots Board Meeting San Carlos June 13



Calpilots had Board Meeting at San Carlos June 13th. It was a combination phone in for Board members that couldn't attend and members who could make it there.. Several vacant Board positions were appointed and voted on. And other items discussed were amendments and updates for our Bylaws and other aviation problems. Those that were able to attend in person were Corl Leach, Jay White, Ed Rosiak, Andy Wilson, Carol Ford and Charlene Fulton.

## From the Board: It's "CalPilots", if you please!

Aviators seem to be drawn to acronyms. This is especially true when we speak about the organizations to which we belong. Some acronyms are unmistakable; mention AOPA or EAA and it's clear you're referring to the associations in Frederick, Maryland and Oshkosh, Wisconsin. But CPA? That's much more nebulous.

Several years ago, so it was related, the California Pilots Association was sponsoring an event at an airport in the Central Valley. At one point, two men exited their Cessna 182 and walked into the meeting. They looked around, puzzled, and inquired, "where's the Cessna Pilots Association meeting?" Publicity for this meeting was primarily billing it as a "CPA" activity! Confusing? You bet!

At its June 13th meeting, the Board of Directors passed a resolution directing the use of the word "CalPilots" as the preferred method of citing the Association. The letters "CPA" now belong to the Cessna Pilots Association. Or is that the Colorado Pilots Association? Or the Certified Public Accountant down the street.

# CalPilots

## Congress urged to protect small airports in FAA reauthorization

The Alliance for Aviation Across America, League of Rural Voters, National Farmers Union, Air Care Alliance, and National Agricultural Aviation Association recently sent a letter to Congress, highlighting the need to protect the interests of small airports and rural communities in the FAA reauthorization process, as well as urging Congress to retain oversight of the national aviation system.

The letter notes that there are more than 5,000 airports around our country, and "the vast majority of these airports are used by general aviation and not served by commercial airlines."

"These airports support the transport of patients to critical care, aide in protecting crops, firefighting, search-and-rescue, law enforcement, and many other critical services for communities around the country. They help to support the transport of our nation's blood supply, they provide sup-

plies in the aftermath of natural disasters, and they allow patients and veterans to be reunited with their families. "For businesses around the country, and particularly those based in rural areas, general aviation and access to a local airport also means the difference between success and failure," the letter continues. "Companies of all sizes use business aircraft to transport tools, supplies and to reach customers in far off markets. They are used to survey and repair power lines, and they help farms survey and monitor crops and cattle. In fact, roughly 71 million acres of cropland are annually treated utilizing aerial application in the United States."

"Put simply, general aviation and our network of community airports are a lifeline to farms, businesses and rural communities around the nation, supporting millions of American

jobs and billions in economic activity."

"It is for all these reasons that as Congress debates changes to our air transportation system, that it is crucial that we protect the needs and interests of rural and small communities," the letter continues. "Most importantly, we believe it is critical that Congressional oversight be retained over our air transportation system, so that we ensure that the interests and needs of these communities be protected and represented in the system. We are particularly concerned about proposals to turn over authority over our air transportation system to any type of private board or entity, which would have the authority over funding mechanisms and taxes."

June 13, 2015 by General Aviation News Staff



***"These airports support the transport of patients to critical care, aide in protecting crops, firefighting, search-and-rescue, law enforcement, and many other critical services for communities around the country. "***

**GENERAL  
AVIATION  
NEWS**

## Save the Date: CalPilots Annual Meeting in Sacramento, October 23-24

The California Pilots Association's 2015 Annual Members Meeting will be in the Capital City, hosted by the Sacramento Executive Jet Center at Sacramento Executive Airport [SAC]. More details will be released shortly, but this is certainly an event you will want to attend! Among the confirmed presentations are CalTrans Division of Aeronautics Chief Gary Cathy, and aviation historian Dann Shively, KFBK helicopter pilot who has witnessed the rapid vanishing of GA airports from an aerial

perch.

We're filling the roster of volunteers, too! If you're in the Sacramento area and would be able to assist with the meeting, please contact Corl Leach ([corl.leach@calpilots.org](mailto:corl.leach@calpilots.org)) and we'll find a fun place for you to participate! The Volunteer "Kick Off" will be in early July at SAC.

An incredibly large "thank you!" to our host, Scott Powell, president of the Sacramento Jet Center: [www.sacjet.com](http://www.sacjet.com).





# Any change to ATC system must protect GA, AOPA says



The chairman of the House Transportation and Infrastructure committee announced June 15 that he would seek to separate air traffic control functions from the FAA as part of the ongoing FAA reauthorization process. In his remarks before the Aero Club of Washington, Rep. Bill Shuster (R-Pa.) proposed creating a not-for-profit, federally chartered corporation to operate and modernize ATC. That corporation, he said, would be governed by a board of system users and would be funded through a user fee system separate from the congressional appropriations cycle.

"We appreciate Chairman Shuster's efforts to bring needed reforms to the current FAA structure and we look forward to continuing to work with him and the

committee. Although we have yet to see details of the proposed legislation, AOPA believes the current method of collecting revenues through a tax on aviation fuel is not broken," said AOPA Senior Vice President of Government Affairs Jim Coon, reiterating AOPA's longstanding opposition to user fees for general aviation.

"Moreover, we believe any air traffic system must preserve GA access to airports and airspace on a first-come, first-served basis, like we enjoy today."

Shuster suggested that legislation to create a separate ATC organization as part of a larger FAA reauthorization proposal could be considered on the House floor in July. Before any reauthorization legislation can become law, it must also be approved by the Senate, which has not yet indicated whether it would support creating a separate ATC organization or announced a timeline for considering reauthori-

zation legislation. Current FAA programs expire Sept. 30.

Many in the aviation community agree that the current system is less effective and efficient than it could be, but GA groups and some airlines are concerned about the potential impacts of creating a separate user-fee funded organization to manage air traffic.

"There is no doubt that the FAA has spent billions over the years on efforts to modernize our air traffic control system, and we recognize that change is needed to ensure continued U.S. leadership in aviation," said Coon. "But we must avoid any unintended consequences for general aviation. We've seen issues in other countries where general aviation has been put aside and we can't allow that to happen in this country."

By Elizabeth A Tennyson | Director of Government Affairs and Executive Communications, AOPA



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# Chumash push forward with casino expansion plans

The Santa Ynez Band of Chumash Indians is moving forward with expansion plans for the Chumash Casino Resort with construction scheduled to start in October, despite concerns the project has raised within the county.

"The tribe has jurisdiction on the reservation," said Vincent Armenta, the tribe's chairman. "We go through the same exact process that the county does."

Armenta said the tribe follows similar planning steps to Santa Barbara County, just on the reservation, and is accountable on both the federal and state levels for adhering to environmental laws and other rules and regulations. In August, the tribe released an environmental evaluation of the project and took comments from both the public and the county.

## DESIGNER PLANS

The Chumash Casino Resort is set to move forward with renovation plans, which include installation of a rooftop pool.

## RENDERING COURTESY OF THE SANTA YNEZ BAND OF CHUMASH INDIANS

The tribe will be building a 12-story hotel tower with up to 215 new hotel rooms, installing a

rooftop pool, renovating the existing hotel and casino, and adding a new parking structure. According to an email sent by 3rd District Supervisor Doreen Farr, the county submitted a 17-page letter of comments on the environmental evaluation. The tribe responded in writing to the county on Sept. 4, and announced on Sept. 23 that it had certified the environmental evaluation.

According to Farr's email, the tribe responded by "essentially discounting most of the county's concerns and stating what mitigations they would and would not incorporate and what amounts they would pay."

Some of the concerns voiced at county Board of Supervisors meetings include the visible impact of the tower, as well as water use.

Armenta said there were some minor changes made to the plans after the tribe received public comment, adding that when the tribe was considering casino expansion plans, it looked at all the options that were available.

"The fact is, the tribe really doesn't have a lot of land," Armenta said. "We looked at every option aside from going vertical."

He added that UC Santa Barbara's dorms in Goleta are 11 stories. And as far as water concerns, Armenta said



## DESIGNER PLANS

*The Chumash Casino Resort is set to move forward with renovation plans, which include installation of a rooftop pool.*



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Or send by email: [peter.albiez@calpilots.org](mailto:peter.albiez@calpilots.org)



## Museum of Flying and the Santa Monica Airport Association sponsored a field trip

***"Students toured the Museum of Flying where they discovered SMO's important place in the history of aviation and took a special bus tour of the airport itself"***

The first week of June Museum of Flying and the Santa Monica Airport Association sponsored a field trip for all the third-grade classes at Edison Language Academy. Students toured the Museum of Flying where they discovered SMO's important place in the history of aviation and took a special bus tour of the airport itself. The first stop was the Observation Deck, where they got to see a special fly-by and landing of a small general aviation airplane piloted by SMAA VP Christian Fry. Traveling around the inside road at the

airport, the students saw both the FAA operated control tower and the FBO's where the jets operate and then viewed a special demonstration of the Santa Monica Fire Department's big crash rescue truck operated out of Fire Station #5 at the airport. The tour even included a stop at the mysterious VOR radial antenna where the eager young students learned exactly what the antenna did and why it was there. At the end of the tour each student received a pair of SMAA gold wings as a memento of their visit to the airport. Kids interested in learning

more about aviation were encouraged to participate in some of the available aviation programs at SMO. The EAA's Young Eagles Day gives kids 8-17 a chance to go for a ride in a small airplane and a way to discover how STEM is a part of every flight. For younger kids, there is a "meet a pilot and plane" program held at the airport several weekends each month. The Santa Monica Airport Association is an all-volunteer organization that conducts activities and projects that promote and improve General Aviation and the Santa Monica Municipal Airport. For over 25 years, the

*See SMO (Continued on page 11)*



## Congressmen Want Controller Cheating Charges Investigated



***"AVweb reported last week, Fox Business News says it's in possession of a voicemail from a senior FAA official offering select controller candidates the answers to a 'biographical questionnaire'"***

A bipartisan group of U.S. representatives is asking FAA Administrator Michael Huerta for full disclosure relating to the alleged cheating by some candidates for air traffic controller positions. As AVweb reported last week, Fox Business News says it's in possession of a voicemail from a senior FAA official offering select controller candidates the answers to a "biographical questionnaire" (BQ) that now forms the initial screening test for new controllers. "We request that the FAA fully investigate these claims of wrongdoing by the FAA employee, including the extent to which others were aware of

the wrongdoing and provide the corrective actions the FAA plans to take in response," wrote Rep. Frank LoBiondo, who is chairman of the House Aviation Subcommittee. He gave a deadline of May 26. The FAA did not respond to an email request asking for comment on the letter.

LoBiondo also says the group wants to be kept up to date on what Huerta is doing to get the information. Last year the FAA changed the way it screens ATC candidates by eliminating the preference for graduates of collegiate training institute (CTI) programs. It made the CTI grads

take the BQ along with so-called "off-the-street" candidates and many of them did not advance to the next stage. The Fox story identified a senior FAA employee who is also an official of the National Black Coalition of Federal Aviation Employees (NBCFAE) as the person who supplied an unknown number of NBCFAE members who were applying for ATC jobs with answers to the BQ.

A By Russ Niles AVweb Flash 6-1-2015

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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### CALIFORNIA PILOTS ASSOCIATION REGIONS



CalPilots PAC  
Fund  
OPEN

# 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

(Continued from page 1) New Cuyama

ble asset that will help increase visibility and access to the innovative and creative programs and events planned onsite."

In the near term the organization's objective is to improve the site with landscape improvements, a new strawbale bathhouse, office building, and short-term accommodations. The group is also working to establish basic general aviation amenities, as well as lure aviation businesses to the airport, officials added. May 16, 2015 by General Aviation News Staff

(Continued from page 9) SMO

SMAA has supported youth programs and other charitable activities that benefit the communities surrounding the airport. For more information on the Young Eagles program, visit [www.facebook.com/eachapter11](http://www.facebook.com/eachapter11). To find out more about meet a pilot and plane days, contact Josh Ochs at <http://www.santamonicaairport.com>. To learn more about Santa Monica Airport, visit the Santa Monica Airport Association website at <http://www.santamonicaairport.info> or visit the Museum of Flying at [www.museumofflying.org](http://www.museumofflying.org). - See more at: <http://smdp.com/third-graders-plane-crazy-santa-monica-airport/148573#sthash.nzWRjk5t.dpuf> By Joe Bates on June 10, 2015 in

## FEDERAL AND STATE CONTACTS

### President Barack Obama

The White House  
1600 Pennsylvania Avenue  
Washington, DC 20590  
FAX (202) 456-2461  
[president@whitehouse.gov](mailto:president@whitehouse.gov)

### Secretary of Transportation

Ray LaHood  
U. S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
Phone (202) 366-4000  
[Dot.gov.comments@ost.dot.gov](mailto:Dot.gov.comments@ost.dot.gov)

### FAA Administrator Michael P. Huerta

Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591  
Phone (202) 366-4000  
1-866-835-532  
[Contact FAA](#)

### Governor Jerry Brown

State Capitol Building  
Sacramento, CA 95814  
Phone: 916-445-2841  
Fax: 916-445-4633  
<http://www.govmail.ca.gov>

### Senator Barbara Boxer

Hart Senate Office Building  
Washington, DC 20510  
Phone (202) 224-3553  
Web Form: [boxer.senate.gov/en/contact/](http://boxer.senate.gov/en/contact/)

### Senator Diane Feinstein

Hart Senate Office Building 112  
Washington, DC 20510  
Phone (202) 224-3841  
<http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>

### Congressman Rep. Eric Swalwell (D) 15th District

1713 Longworth HOB  
Washington, DC 20515  
Phone: (202) 225-2631  
Fax: (202) 225-2699  
<http://swalwell.house.gov/>

### Other California Congressmen

<http://www.house.gov/representatives/>

### Gary Cathey, Chief Division of Aeronautics

Department of Transportation,  
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### For Cal Senate and Assembly contacts

<http://www.leginfo.ca.gov/yourleg.html>



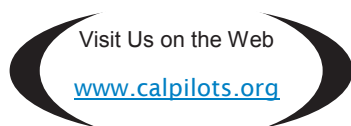


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1414 K St., 3rd Floor  
Sacramento, CA 95814

Phone: (800) 319-5286

E-mail: [inquiries@calpilots.org](mailto:inquiries@calpilots.org)

California Pilots Association is a  
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California Corporation



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## CALPILOTS BUSINESS PARTNERS

The aviation businesses listed below are business sponsors of CALPILOTS, and made generous contributions, which help to ensure that your flight freedoms continue. They deserve your patronage and support of all California Pilots and Aviation Enthusiasts.

*Tell them you are a CALPILOTS member and appreciate their support*

**Gemini Flight Support (MER)**  
3515 Hardstand Ave.  
Atwater, CA 95301-5148  
(209) 725-1455  
[gemini@elite.net](mailto:gemini@elite.net)  
[www.geminiflightsupport.com](http://www.geminiflightsupport.com)

**Chuckwalla Valley Motorcycle Association**  
P.O. Box 307  
Desert Center, CA 92239  
(760) 227-3110  
[www.cvmracing.com](http://www.cvmracing.com)

CalPilots has Many other Business Partners  
We urge our members to support them.  
Use the link below to see the full list on our Website:  
[http://www.calpilots.org/index.php?option=com\\_civircrm&task=civircrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135](http://www.calpilots.org/index.php?option=com_civircrm&task=civircrm/pro-file&reset=1&gid=36&force=1&search=0&Itemid=135)

**Aircraft Spruce & Specialty Co.**  
225 Airport Circle  
Corona, CA 92880  
Tel: 951-372-9555  
Fax: 951-372-0555  
Toll Free: 877-477-7823  
<http://www.aircraftspruce.com/>

**Clay Lacy Aviation (VNY)**  
7435 Valjean Ave.  
Van Nuys, CA 91406  
(818) 989-2900  
FAX (818) 904-3450  
[www.claylacy.com](http://www.claylacy.com)

**Precissi Flying Service (Q80)**  
11919 N. Lower Sacramento Rd.  
Lodi, CA 95242-9248  
(209) 369-4408

**Bud Field Aviation (HWD)**  
Hangar Address:  
22005 SkyWest Drive  
Hayward, CA 94541  
(510) 782-9063  
FAX 510-782-9081  
[www.budfieldaviation.com](http://www.budfieldaviation.com)

**Churchwell White LLP**  
1414 K Street, 3rd Floor  
Sacramento, CA 95814  
(916) 468-0950  
[www.churchwellwhite.com](http://www.churchwellwhite.com)

**Perris Valley Skydiving**  
2091 Goetz Rd.  
Perris, CA 92570-9315  
1 (800) 832-8818  
FAX +1 (951) 657-5904  
<http://skydiveperris.com>