



**CALIFORNIA PILOTS ASSOCIATION**

**July/August 2016**

## **Serving Pilots Of California**

### **CalPilots Strengthens Ties at Assoc. of California Airports Conference**



Collaboration is critical to ensuring General Aviation continues to not only survive but also thrive. CalPilots counts its close ties with the Association of California Airports (ACA) to be one of the components that enables it to be an effective advocate for the state's GA community.

Many important skills and personal connections that CalPilots leaders acquire come through participating in the ACA's Annual Conference. Attendees are provided opportunities to improve their working knowledge in a range of operational processes and issues facing airports today.

Several CalPilots representatives will be at the 2016 Conference being held September 14 – 16 in South Lake Tahoe. (Visit <[www.calairports.com](http://www.calairports.com)> for details on registration and accommodations.)

Twenty years ago, the ACA established a working group of small airport managers. Since that time, the meetings have evolved into one of the premier workshops for California aviation covering topics from airport compliance to land use planning. Information is presented in an interactive forum with lots of built-in flexibility to allow everyone the opportunity to participate and relate issues to problems they may be facing today. In partnership with the Los Angeles and San Francisco Airport District Offices, the conference for 2016 will focus on "Airports Capital Improvement Plan (ACIP) Planning and Execution."

The Association of California Airports represents both publicly- and privately-owned airports in the state of California and organizations and individuals working to foster, promote, and develop the air transportation system. ACA actively seeks the participation of airport-related industries in determining issues that need to be addressed for the betterment of all airports. Airport consultants, engineering firms, and airport-based businesses are regarded as an essential part of this association. This unique and diverse "partners in aviation" approach has made ACA's position stronger in our dealings with important industry issues.

#### **Inside this issue:**

|   |    |
|---|----|
| Presidents Corner   | 2  |
| Don't Save Your Airport...<br>Preserve & Grow Your Airport                                    | 3  |
| Gross Field Pilots Association<br>Respond to FAA Report                                       | 4  |
| Sutter Buttes Airport Association<br>managing their Airport.. A<br>model for the trend of GA? | 4  |
| Accidents—What We Can<br>Learn  | 5  |
| Airport Revenues—A Primer   | 6  |
| Airport Sleuths—Each of Us  | 7  |
| Kracon Aircraft, Inc.—Value<br>Added to Airports  | 9  |
| CalPilots Speaks Up Against<br>Lone Pine Airport Runway<br>Closure                            | 10 |
| CalPilots Board Members—<br>Nominate Yourself   | 10 |
| Spreading the Word on DARTs   | 12 |
| FAA Medical Reforms Enacted   | 13 |

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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

### Publicly Promoting GA's Benefits on National Aviation Day

Franklin D. Roosevelt started it! In 1939 he issued a proclamation designating Orville Wright's birthday, August 19th, as National Aviation Day. Most every year that followed the President has extended this national day of observance.



I am a bit disappointed that National Aviation Day isn't embraced with more enthusiasm. Considering the impact aviation has on so many aspects of everyone's lives it would seem that America's citizenry would want to celebrate value of air transportation! I believe more people would ... if they were invited to do so.

CalPilots' articles of incorporation charge the Association with the "... advancement of the public understanding and interest in beneficial use and utilization of aviation in California." We do this in many ways throughout the year including participating in the California Aviation Day ([www.caaviationday.com](http://www.caaviationday.com))

each April at the Capitol in Sacramento.

Ensuring General Aviation not only survives but thrives is dependent on our ability to clearly show the value of the GA industry -- be it commercial, business, or recreational flying -- to the public. The most effective way to accomplish this is through outreach by local pilots and organizations. It doesn't require anything elaborate. At smaller airfields, an easy start is with the local newspaper; placing a simple invitation for residents to come visit the local airport and celebrate National Aviation Day with pilots and aviation enthusiasts. This gesture may open the door to a longer-term conversation exposing the benefits of GA and gathering support from the community.

I am aware of a few CalPilots Chapters who are hosting events the weekend of National Aviation Day. These include the Friends of Oceano Airport ([friendsofoceanoairport.com](http://friendsofoceanoairport.com)) and the Redlands Airport Assoc. ([raacp.org](http://raacp.org)). If your group has plans, please let me know so I can add you to our calendar!

From August 18 – 20 I will be attending a gathering of the western-states aviation leaders being hosted by the Washington Pilots Association followed by the activities at the AOPA Regional Fly-In at Bremerton National Airport. At this event I will work to strengthen the collaborative reach of CalPilots with its neighboring organizations. Current attendees include representatives from California, Colorado, Idaho, Montana, Oregon, Washington, and British Columbia. If the weather holds, look for "CALPILOTS ONE" on the ramp at PWT!

ACKNOWLEDGEMENT: I could not locate an "official" logo for National Aviation Day. My thanks to Caryn Smith of [SignaturePins.com](http://SignaturePins.com) for giving permission to reproduce their design.

# Don't Save Your Airport... Preserve & Grow Your Airport



Phil Corman

*Saving Airports is not a spectator sport just as Freedom is not free. These plans not only preserve your airport, but lay the framework for growth for generations to come.*



Visit Caltrans Division of Aeronautics Web-site 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>

I received a fair amount of email on my article in the last issue of The Airport Advocate on preserving California Airports. People were asking for references and tools. I hope to provide a little of this information in this article. Your single best source for California Aviation, from a government standpoint is Cal Trans Division of Aeronautics.

Reference:

<http://www.dot.ca.gov/aeronaut/>  
<http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/ALUCbrochure2.pdf>

## What is an Airport Master Plan?

An **Airport Master Plan** is a study used to determine the long-term development **plans** for an **airport**. Because air transportation is a vital community industry, it is important that the requirements for new or improved **airports** be anticipated. It is also essential to reserve adequate resources to meet identified needs. An example of a recent and well-done Airport Master Plan can be found for Paso Robles Municipal Airport.

References:

Paso Robles Airport Master Plan  
<http://www.prcity.com/government/departments/publicworks/airport/master-plan.asp>

FAA Airport Master Plan Info  
[http://www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.current/documentNumber/150\\_5070-6](http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5070-6)

## What is an Airport Land Use Plan?

An Airport Land Use Plan is typically created by an Airport Land Use Commission and is a document that specifies appropriate development on the airport and within a vicinity defined by Cal Trans guidelines. It protects airports from development encroachment and provides for safe development vis a vis aviation operations.

References:

California Airport Land Use Handbook

<http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>

Compatible Airport Land Use

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

ALUC Contacts

[http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/ALUC\\_Contact\\_List.pdf](http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/ALUC_Contact_List.pdf)

Land Use Example—Powerplants and Airports don't mix

[http://calpilots.org/index.php?](http://calpilots.org/index.php?op=tion=com_content&view=article&id=1631:power-plants-and-airports-dont-mix&Itemid=86)

[op=tion=com\\_content&view=article&id=1631:power-plants-and-airports-dont-mix&Itemid=86](http://calpilots.org/index.php?op=tion=com_content&view=article&id=1631:power-plants-and-airports-dont-mix&Itemid=86)

These two documents are clearly the two most important documents to preserve, protect and grow your airport.

## What is an Airport Business Plan?

Most airports do NOT have an Airport Business Plan. Whereas the Airport Master Plan and Airport Land Use Plans are more policy documents, the Airport Business Plan is an "execution" plan. It provides the owner of the airport with goals and objectives for growth of the airport. It usually contains marketing plans, business development plans to attract hangars and business on the airport, lease policies, etc.

Airport Advisory Committees and Airport Commissions can take an active role in the creation of these documents, and an active participation will result in significantly superior plans. Most airport owners will contract these documents out to "experts", but without local airport advocates, these plans become modest adaptations from standard templates.

As the saying goes, "Freedom is not free". Well preserving Airports is not a spectator sport"





## Gnoss Field Community Association Pilots Engage to Respond to FAA Report

by Corl Leach



The FAA recently revised the criteria used to determine the length of a proposed runway project at Novato's Gnoss Field [DVO]. In a recent report, the FAA recommended that only 300 feet rather than the previously calculated required extension of 1,100 feet be constructed.

While "some" is better than "none", there were reasons that the longer runway was preferred by pilots and had gained strong approval by the Marin County Board of Supervisors in 2014. Led by Ken Mercer, president of the Gnoss Field Community Association and EAA 1232, the airport community took action to ensure the FAA heard their views.

Employing an idea by local pilot Peter Gruhl, the GFCA and EAA 1232, recruited the help of a publicist to develop three template letters from which their members could pick and choose ideas to create truly individual letters. The idea was to make it as simple as possible to create a unique letter.

In the two weeks during which comments to the FAA could be received, the GFCA sent out three emails with copies of the templates, and asked members to create a letter, email it immediately to the FAA contact, and send it by snail mail as well. The GFCA also asked them to send them a copy, which was then printed and mailed (individually) to the respective Marin supervisor, the Mayor of Novato, and the state and congressional representatives.

During one weekend in that 2-week period, Gruhl, Mercer, and Rick Beach held an open letter-writing session in the pilots lounge for three hours on both Saturday and Sunday.

Mercer reflected "we really didn't generate too many letters during those sessions, but we made a big deal of it with three computers and a printer, coffee and donuts both days. What we did generate was a lot of interest in what we were doing, and we got a chance to sit and talk at length with about 30 members (and several transient pilots and their passengers) over those two days, many of whom I'd never actually met personally."

Though only time will tell whether their actions will have an effect on those who make the final decisions, Mercer was pleased that the activity "was very invigorating for the organization." Then jokingly he added, "Maybe we need a crisis like this every now and then!"

In all, DVO-based GFCA and EAA members submitted 52 unique, custom-written letters to the FAA.

## The Sutter Buttes Regional Aviation Association

by Joe Borzelleri



SBRAA – is a local association of pilots, aviation advocates, Yuba-Sutter business supporters, friends and families that oversee the on-going operation, maintenance, improvement and growth of the Sutter County Airport. The Sutter County Airport is located on approximately 170 acres of land just east of Garden Highway and Franklin Road. This airport serves the Yuba-Sutter and general aviation communities by housing general aviation operations, aircraft hangars, aircraft maintenance and repair facilities and 2 crop dusting operations.

Founded in 2012, the SBRAA is a 501 c 3 non-profit organization (a chapter of the California Pilots Association) that manages the day-to-day operations and future of the facility.

According to the California Pilot's Association, private ownership and operation of aircraft - or General Aviation, as it is better known, benefits communities in a variety of ways, including business and personal transportation, recreation and education, agricultural production and management, health care and air ambulance services, fire suppression, law enforcement and disaster relief.

Since it's activation in 1947, the Sutter County Airport has served the Yuba-Sutter communities in many of these capacities, and SBRAA leaders and members look forward to a bright future for the airport under the care and guidance of the non-profit. Activities include fly-ins, Aircraft Display Days, community service and education to aviators and future aviators of all ages and much more!

Join us for our monthly Aircraft Display Days and BBQ from 10am until 2pm, every 1<sup>st</sup> Saturday of the month. On the 4<sup>th</sup> Saturday of the month, you can join us at the Marysville (Yuba County) Airport!

For more information on how you can help out, email [jborzelleri@yahoo.com](mailto:jborzelleri@yahoo.com) or call/text Joe Borzelleri at 530-329-4573.



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***"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."***

## Accidents, What Can We Learn!

By Jim Price (CFII, USAF, Northwest Captain)



***Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, complacency, incapacity or neglect.***



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For the past six years, our Pilot had admittedly become complacent after flying his M20J for six years. What does that mean? Was he not flying very much? Was he cutting corners when it came to safety? Was he satisfied with any landing, just as long as he could use the airplane again? Was he not interested in perfection? I don't know, but what I do know is that just having a small hint of complacency in your attitude is a dangerous way to be engaged in aviation.

On January 27, 2013, our complacent pilot prepared to enter the pattern at Warsaw, IN ([KASW](#)). He entered a left downwind and nonchalantly allowed a wind component from his right side to push him too close to his landing runway. Now he's too tight on downwind, and as he turns base, the wind exacerbates his pattern, and he overshoots the turn to final.

Now, he has problems with runway alignment, but nevertheless, he continues on. He could have gone around and flown a better pattern, but he didn't.

When he hit the ground, his airplane was not aligned with the runway. He hit so hard that he bounced, still not aligned with the runway. The airplane began to porpoise and bounced several more times as it departed the left side of the runway.

Okay, maybe now is a good time to go around. He tried, but he was never able to regain control of the airplane. The right wingtip impacted an airport fuel storage facility about 350 feet to the left of the runway and the airplane came to rest upright about 50 feet from the initial impact.

The pilot reported that his complacent attitude left him unprepared for the violent bouncing caused by the hard landing. He stated that he should have had better training to prepare him for the stress, confusion, and surprise that resulted. The pilot also reported no mechanical malfunction or failure that would have precluded normal operation.

The NTSB found that the probable cause of the accident was the pilot's improper recovery from a bounced landing and failure to maintain control of the airplane during a go-around maneuver. Contributing to the accident were the pilot's complacency flying the airplane and his lack of training on bounced landing recovery procedures.

Before we pass judgement on our mishap pilot, let's evaluate ourselves with a little test.

On a scale of 1 to 10, with 1 being terrible and 10 being outstanding, how do you judge or see yourself?

1. Are you a regular attendee at FAA and AOPA safety seminars? 1 – 10
  2. Do you fly enough to feel comfortable in the cockpit? If it's less than once a month, give yourself 1. Once a month, give yourself 3. Twice a month, give yourself 5. Five or more times a month, give yourself a high five and 10 points.
  3. Do you find yourself forgetting a few things when you fly? 1 – 10
  4. How are you when it comes to reading the POH and brushing up on emergency procedures? 1 – 10
  5. Do you plan for some FAA Wings flights with CFI; someone who will challenge you with scenario based events at least four times a year? 1 – 10
  6. When things "break" on your airplane, do you have them fixed right away? 1 – 10
  7. If you find yourself in an unstable position at 500 feet AGL, (still trying to line up with the runway), do you go-around early, so you can, in a controlled manner, place yourself in a better position for a better landing? 1 – 10
  8. When the judges at the end of the runway are giving you 4s and 5s for your landings, do you grab a CFI and work on the inconsistencies? 1–10
  9. Do you change your fuel cap o-rings annually? 1 – 10
  10. Before you fly, do you call Lockheed Martin for a telephone briefing? 1 – 10
  11. On final, at 500 feet AGL, are you precisely at the prescribed final approach airspeed? 1 – 10
- How did you do? Did you score at least a 70? If not, for your own sake, please do something about it.

# Airport Revenue Primer—What's Allowed and What's Not

## by Paul Osterman, Vice President, Region 1

We Know, It is Not Exciting - But It Is Important to Know and Understand So Please Take a Moment to Read The Below

**Airport Revenue May Only Be Used for The Capital and Operating Costs of:**

- An Airport.
- The Local Airport System.
- Other local facilities owned or operated by the airport sponsor and directly and substantially related to the air transportation of passengers or property.

**Airport Revenue May **NOT** Be Used for:**

- Direct payments and indirect payments, other than payments reflecting the actual value or direct cost of services and facilities provided to the airport.
- General economic development, marketing and promotional activities unrelated to airports or airport systems.
- Payments in lieu of taxes or other assessments that exceed the value or actual cost of services provided.
- Payments to compensate non-sponsoring governmental bodies for lost tax revenues exceeding stated tax rates.

**Airport Revenue Is Broadly Defined to Include:**

- Revenue from air carriers, tenants, lessees, purchasers of airport properties, airport permittees making use of airport property and services, and other parties.
- Revenue from sponsor activities on the airport.
- Mineral extraction.
- State or local taxes on aviation fuel.

**The FAA Can Sanction Airports for Non-Compliance to include:**

- Withholding Airport Capital Improvement Grants.
- Withholding Approval to Impose Passenger Facility Charges (Airline Ticket Fees).

- Litigation.
- Withhold Department of Transportation Funds for Other Projects.
- Assess Civil Penalties and Seek Enforcement in Federal Court.

Next time we will go into some detail on the above. **CLICK** on this link to read the FAA's most recent policies on the use of airport revenue. Go to \*pdf p.20 for the good stuff. Link: <https://www.gpo.gov/fdsys/pkg/FR-1999-02-16/pdf/99-3529.pdf>

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# Airport Sleuths: Each of Us

by Karen M. Kahn, Director at Large, Region 4

Over my long and checkered airport-using career, I've had many occasions to grumble about the poor state of repair at airports I've visited from pavement markings to taxiway signs to wandering loose objects (1 steer, 1 saw horse) on the tarmac. Rather than just complain, I've made it a habit to be proactive and DO something about it.

The famous comment by JFK at his inaugural speech in 1961 ("Ask not what your country can do for you but rather ask what you can do for your country") set me to thinking about how we, as vitally interested users of our airports could give something back to that real estate we call an airport which supports our passion for flight. If you think about it, keeping our airports in good conditions is vitally important to all of us.

My oldest memory goes to my night checkout in July of 1969 with my first instructor, Tom Treadwell, at the Gness Field (KDVO). Amazingly, my logbook shows no night flights until after I got my private license, but we did an hour's worth of practice that night, at the Santa Rosa Air Center (O01) an old Navy base airport with no lights, just moonlight. Chalk up one good memory of having an experienced instructor on board who knew the terrain, making sure my landing light worked and a bright moon-lit night to keep me oriented. I quickly began to appreciate the value of runway lights and those who maintained them.

Several months later, I returned to this airport and while talking to the FBO, we heard a local pilot report something like "teeth on the runway" which made no sense. Asking him to "say again," we got a better explanation: "Beef on the hoof!" he yelled, and then followed up with "Cattle on the runway!" Figuring that the mix of cows and airplanes was a recipe for disaster, we sprang into action, called the Airport Manager who I assume located the cow's owners for a quick round-up. Remembering the night landings I'd made there a few months before, I'd decided to cool my plans for landing there after dark...moon or no moon.

Later, while running my own weekend ground school, I happened to land at Salina, Kansas one night in my N35 Bonanza, trying to beat the approaching thunderstorm. My partner, a very experienced pilot, had often barked at me for not landing exactly on the centerline. Tonight I was dead on...and thus avoided disaster. As we rolled out on runway 35, something flashed by me out the pilot's window which was scary enough to make me taxi back (the runway was 12,300' long) to take a better look. To my horror I saw a wooden saw horse now just 20 feet or so left of centerline, used to block off an adjacent closed taxiway, which had been blown out onto the active runway. Had I done my usual "slightly left of centerline" landing...I'd have hit it with my left wing. I quickly reported it to the FSS (where I actually spent that night sleeping in a large armchair, awaiting the passage of that line of thunder bumpers) who issued a NOTAM on the spot. That memory has served me well for many years, keeping most all of my touchdowns on the cen-

terline, just in case.

As my airline career progressed, I found myself reporting more and more "hazards to aviating," many of them noticed while sitting in line waiting for take-off. SFO was particularly prone to quick growing weeds at the approach end of 1R. The signage for the split that n Taxiway Alpha makes into A1 and A2 was sometimes impossible to see due to the grasses fluttering in the breeze, covering the bank of taxi signs. LAX was another spot where we'd often be asked to hold short of Sierra while taxiing east on Bravo. One day I noticed there was no "S" marking on B, but only over on the adjacent Charlie taxiway. On both occasions I gave ground control a heads up when the frequency chatter calmed down enough to explain the problem.

I often fly to KMRY and occasionally land on 28R. The subsequent taxi often takes me down the centerfield taxiway and on one trip the tower told me to: "Hold short of taxiway Juliet on Bravo" before crossing 28L. I was westbound and unfortunately the sign for "Juliet" for not visible to an airplane taxiing West as I was, only for those who were eastbound, assumedly heading for the approach ends of 28L or 28R. Figuring it was important to know just where I was, I taxied just past the intersection, turned the airplane around in a half circle and looked to see if it was indeed Juliet. Figuring us little guys should have good signage (since we were probably the only ones who ever came Westbound on that piece of concrete), I called the tower and later the Airport Manager to tell them "Juliet" needed another sign on the Westbound side to assist us in seeing just where we were.

You've no doubt got many memories of situations you've encountered, and hopefully you've called and/or written up your share of NASA reports (now renamed ASRS reports at [www.asrs.arc.nasa.gov](http://www.asrs.arc.nasa.gov)) when you've encountered a dangerous situation. The good news is we now have even more resources to help us report problems at our local airports, including [www.airnav.com](http://www.airnav.com) where you can quickly find out who's responsible for the maintenance of your favorite landing sites.

Please help the rest of us and be proactive when it comes to reporting situations that need attention. If it's an issue that needs help from more than what may be available at your local level, contact Cal Pilots ([www.calpilots.org](http://www.calpilots.org)) with as much information as possible (who, what, where, and when as well as the contact info – yours and theirs) so we can help make sure that the issue gets proper attention. Sleuth on, ye California Aviators...we need your eyes, ears, fingers and voice to make sure our airports are there to enjoy for many years to come.





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# Businesses Value Add to Airports: Kracon Aircraft, Inc.

By Mendi McCormick and Erin Tarpein

Ed Krass and Bob Coon worked together at McClellan AFB in Sacramento in 1970. As a side job, they painted an airplane and decided they would like to do this again. In 1972 they founded KRACON, a combination of Krass (KRA) and Coon (CON).

The first building was a barn at Sunset Sky Ranch in Elk Grove that, with modifications, was used for painting. This hangar/barn became Kracon's official location. As young business owners with mouths to feed, Krass and Coon continued working full-time at McClellan AFB but change and growth were inevitable.

During the spring of 1973 the partners knew it was time for "THE" change. They left their jobs and found a new home for Kracon at the Lodi Airport. With two buildings available, one was sectioned off as a space for painting cars from the local auto dealers. Kracon was now servicing walk-in aircraft and auto customers. The business was well on its way!

In late 1978 Kracon relocated to Lincoln. Occupying a newly constructed building, it became the first business on the east side of the airport. Auto painting was mostly discontinued as they dedicated their skills to aviation. Kracon soon became Lincoln's first FAA licensed repair station.

Aircraft painting has been Kracon's primary business over the years, though other projects have included police cars, buses, cement trucks, dump trucks, auto trailers, UPS delivery vans, trucking company vehicles of all sizes, horse trailers, motor homes, and even pretzel carts. An interesting and a huge project entailed Krass traveling to Switzerland to paint an aircraft for display at an aviation-themed nightclub.

Spring of 2008 was a year of change for Kracon as both founders retired. Terry Wingfield, an employee since 1984 and the business manager for many years, acquired the company.

A year ago, Kracon's lead painter, David Szkotak, became a partner. Szkotak fell in love with Lincoln, Kracon, its history, and with the aviation community. The new team began writing the next phase of Kracon's story by incorporating the business.

From Kracon's origins 44 years ago, Wingfield and Szkotak are transforming Kracon with a vision of their own, currently upgrading the office and adding new spray booths to paint aircraft. Additionally, they are bringing back many capabilities to serve the variety of customers that Krass and Coon served.

The future for Kracon comes with plans to double production space by adding a state-of-the-art five-bay spray hang-

ar, solar, and utilizing modern innovations to make Kracon Northern California's leading custom refinisher. Szkotak says, "While we are moving in the right direction, I know we can count on all of our neighbors at Lincoln Airport, the community, and the surrounding areas, to allow us the chance to prove why they should think of Kracon as their personal custom paint, restoration, and repair facility for aircraft, motor homes, boats, big rigs, buses, and cars".



Kracon Aircraft Partners Terry Wingfield (L) and David Szkotak

(Photo file: Wingfield-n-Szkotak.jpg)



Kracon's Lodi location in the mid 1970s.

(photo file: Kracon at Lodi Airport.jpg)

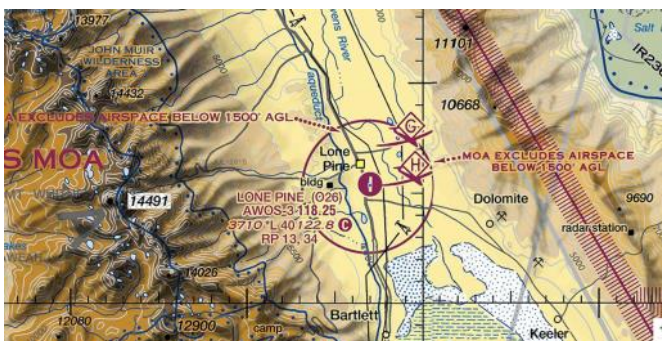
## CalPilots Speaks Up Against Lone Pine Airport Runway Closure

California's General Aviation community includes every type of aircraft. When a member of the glider community notified CalPilots that there were rumblings of a plan to close the dirt "gliders-only" runway at Lone Pine Airport [O26] we took action to determine the facts.

Director Karen Kahn took the reins, speaking directly to Ken Babione, manager of both the Bishop and Lone Pine airports in Inyo County. He revealed that yes, there were explorations about closing the dirt runway but that the idea is currently "probably a dead issue." Recognizing that there is a difference between being "probably dead" and "absolutely dead", CalPilots submitted a letter of support for retaining the existing runway configuration citing the safety aspects of maintaining separation of dissimilar aircraft operations.

Sited in the Owens Valley at the eastern base of Mt. Whitney, Lone Pine Airport is a popular place for glider enthusiasts. The airport features two runways, a 2400' long dirt strip and a 4,000' asphalt surface. These runways are separated by over 1/4 mile allowing glider operations to be conducted on the west portion of the airfield without conflicting with the powered-aircraft on the east side. Closing the dirt runway would force very dissimilar flight operations to share the same piece of pavement creating safety concerns that are not present in the current configuration.

CalPilots members who have an view regarding the Lone Pine Airport may submit comments to Ken Babione via email [kbabione@inyocounty.us](mailto:kbabione@inyocounty.us) or US mail: 703 Airport Rd, Bishop, CA 93514.



## If Not Yourself, Who Do You See as a CalPilots Leader?

By Corl Leach, CalPilots President

Every year the California Pilots Association faces the same challenge of identifying individuals who are willing to give their time and energy to support the state's General Aviation community and airports. This isn't unique to CalPilots as its something common to most every all-volunteer organization.

I certainly don't expect this article to result in a flood of messages all saying "Pick me! Pick me!" and honestly, that's not the purpose. Instead of volunteering yourself, I'm going to ask you to tell me who you believe would be a good candidate for a CalPilots leadership position. Just send me a name, their contact information, and a little bit about why they would be a good person for the role. I promise I won't tell them who suggested them unless you want me to!

There are many opportunities available for people who are willing to share their time in service to their fellow aviation enthusiasts. From the elected Officers to Directors-at-Large to serving on committees that might not even exist yet! If you're interested in volunteering personally but aren't sure what is involved, give a call to one of the Officers or Directors (they're listed both in this publication and on the website, [www.calpilots.org](http://www.calpilots.org)).

CalPilots is accepting nominations for the positions listed below. It is preferred that individuals reside in the Region they are serving but this is not a hard-and-fast rule. All positions are 2-year terms that commence following the Annual Members Meeting and Election to will be held in Southern California in October. (Exact details to be announced soon!)

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# Spreading the word on DARTs

By Paul Marshall (DART Chapter Coordinator for Cal Pilots)



CalPilots is spreading the word on DARTs (Disaster Airlift Response Teams) to affiliated chapters in the state. During the past month presentations have been made at:

- The annual Mike Brown Splash-in at the Homewood Lake Tahoe Seaplane Base,
- Chapter 52 EAA monthly meeting at KSAC
- Half Moon Bay Pilot Association monthly meeting at KHAF
- Mount Diablo Pilot Association monthly meeting at KCCR

We will be represented at Airventure in Oshkosh Wisconsin in an 8:00AM Monday forum entitled "GA Disaster Airlift at Your Airport", and a 4:00pm Tuesday panel entitled "Volunteer Pilots in Disaster Relief".

At all these places, pilots are learning that they can help make their communities safer, have yet another enjoyable way to practice their love of aviation, and help make their airports better loved by their surrounding cities, counties, and politicians by forming a DART at their airport. They are learning that a Disaster Airlift Response Plan has already been written that offers the basic instructions of how to operate a DART at a local airport without having to reinvent the wheel. A standardized plan provides DARTs, emergency managers across the state and mutual-aid providing pilots with a uniform

set of procedures covering how to work together to provide safe, effective emergency air transportation services. With 44 airport associations and airports listed in our membership, we can establish a powerful statewide network of DARTs at individual airports. DARTs offer so many benefits to our communities:

- They are known to the nearby local emergency managers and organizations and so can be quickly called upon in the event of a local disaster where supplemental air transportation can aid in the response.
- Disaster operations are organized more safely at local airports when pilots have already learned and practiced procedures without the pressure of a live emergency
- Mutual aid assistance is quickly available where a statewide network of DARTs at various airports and seaplane bases are known to each other and can be called upon to scale up the amount of resources responding to a particular problem.

Please contact me about starting a DART at your airport. All that is needed is a pilot organization that wants to create a DART to support its community, and one or more persons inside that group willing to start the ball rolling. I can help.

## AIRPORT ADVOCATE

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**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: **California Pilots Association**

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Or send by email: [Phil.Corman@calpilots.org](mailto:Phil.Corman@calpilots.org)

# Pilots Medical Reforms Enacted



In a significant victory for General Aviation, FAA Medical Reform has been enacted this past month by the US Congress. It was part of an FAA Authorization Extension which only covers the FAA until 2017, the medical reforms will be permanent. For many pilots, myself included, the FAA physical is a stressful event since the FAA Medical Examiner had the power to take your pilot certificate away. This puts the decision making back into the hands of the Pilot-in-Command. Many pilots use the IMSAFE checklist.

| Flight Fitness   The "I'm Safe" Checklist |                   |   |
|---|-------------------|---|
| I   | <u>Illness</u>    | Do I have an illness or any symptoms of an illness?   |
| M   | <u>Medication</u> | Have I been taking prescription or over-the-counter drugs?  |
| S   | <u>Stress</u>     | Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord? |
| A   | <u>Alcohol</u>    | Have I been drinking within eight hours? Within 24 hours?   |
| F   | <u>Fatigue</u>    | Am I tired and not adequately rested?   |
| E   | <u>Eating</u>     | Am I adequately nourished?  |

The FAA has 1 year to figure out the rulemaking for this. If they have not done so before 1 year, then the medical reform takes effect at that time. So the age of the expensive and bureaucratic process is coming to an end.

## Who's Eligible

Any pilot who has held a valid FAA medical in the past 10 years may not need to take another FAA physical. This includes regular or special issuance medicals. The pilot must also have a current US Drivers License. Pilots whose most recent medical certificate was revoked, suspended, withdrawn, or denied will need to

obtain a new medical certificate before they can operate under the reforms. Pilots who have never held an FAA medical certificate, including student pilots, will need to go through the process one time only.

## What are the Parameters

- 6 seats
- Up to 6000 pounds
- No limit on horsepower or type of landing gear
- Up to 5 passengers
- Must take online FAA course every 2 years
- Up to 18,000' MSL
- Up to 250 knots (IAS)
- Cannot operate for hire

Every four years, pilots will need to have an exam with your physician who will review an FAA specified checklist with you and your physician will need to certify that he or she has performed an examination and discussed all the items on the checklist, including medications, with you. Your physician will have to certify that he/she is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft. You will then need to make a note of the visit and include the completed checklist in your logbook. **You do not need to report the outcome of the visit to the FAA unless you are specifically requested to do so.**

The checklist will have two parts. The first part will be questions for the pilot to answer in advance of the exam. The second part will be items that the physician must go over with each pilot.

The rules regarding which medications are OK to use and which are prohibited will not be altered by this ruling. So it is incumbent upon pilots to be aware of this.

The following general categories will require special treatment under this ruling to determine eligibility; 1) Cardiovascular, 2) Neurological, and 3) Mental Health conditions.

Here at CalPilots we see this legislation as removing a barrier to pilots, and therefore as good for General Aviation. And the more pilots flying, the more airports will be utilized!

## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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

Email: \_\_\_\_\_ Aircraft: \_\_\_\_\_ N#: \_\_\_\_\_

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

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Card# \_\_\_\_\_ Expiration Date \_\_\_\_/\_\_\_\_/\_\_\_\_

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

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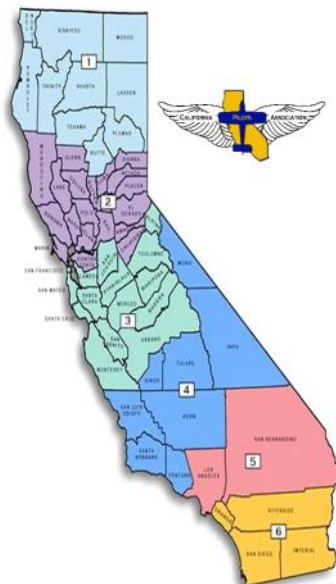
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### CALIFORNIA PILOTS ASSOCIATION REGIONS





## 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 Mutual 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.

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