



March/April 2014

## Serving Pilots Of California With Pride Nut Tree Airport

### Airport Master Plan Update

In early November, the Solano County Board of Supervisors unanimously approved an updated Airport Master Plan for the Nut Tree Airport and certified a Final Environmental Impact Report. The Nut Tree Airport is located within the City of Vacaville and is owned and operated by Solano County. The Nut Tree Airport Master Plan is a comprehensive planning document that identifies capital improvements

necessary to meet forecasted aviation demands and growth through 2031. The Master Plan was prepared through an extensive public participation process between 2010 – 2013 during which time various alternatives were assessed with public and stakeholder input.

ESA Airports prepared the EIR that evaluated a variety of potential environmental impacts associated with the Master Plan's proposed projects.

The Solano County Airport Land Use Commission found the Master Plan to be consistent with the Airport Land Use Compatibility Plan for the Nut Tree Airport. The Nut Tree Airport Advisory Committee also recommended approval of the Master Plan. Following reconciliation efforts on various issues surrounding the Master Plan with groups and business stakeholders there were no speakers or additional public comment at

*See Nut Tree (Continued on page 8)*

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## FAA Disagrees with Santa Monica on Airport

### FAA Tells Santa Monica It Must Operate Airport Through At Least 2023 - City Had Hoped To Repurpose 227 Acres Of Airport Property To Other Uses

The city of Santa Monica, CA has been told in no uncertain terms by the FAA that they cannot close the airport and open up its 227 acres for redevelopment until at least 2023, and likely not ever, according to a communication sent by the agency to city government.

The agency says that the city failed to bring the suit in a

timely fashion. "This lawsuit, which involves a recorded real estate instrument signed by the plaintiff over 65 years ago, should be dismissed. To begin, that recordation, and subsequent conduct over half a century, belies any notion that the case was timely brought under the Quiet Title Act," the FAA wrote in its letter to the city. "That statute allows suits against the United States to resolve disputes about title to real property in which the United States claims any interest (with exceptions not relevant here) only if the plaintiff sues within twelve years of learning of the federal government's

interest. In 1948, plaintiff City of Santa Monica (City) signed a recorded instrument that documented the United States' interest in the City's airport (SMO or the Airport Property). Plaintiff's knowledge in the 1940's, and in the decades since, of the transaction giving rise to its claim here squarely triggered the QTA's statute of limitations.

"Consequently, this case is jurisdictionally deficient because it was brought too late. In addition, the case is unripe because the property continues to be used as an airport and, thus, the

*See SMO (Continued on page 9)*

## CALPILOTS

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## Presidents Corner by Corl Leach

**The Involved Pilot's "List of Checks"** Aviators know that a checklist is critical to avoiding errors that cause irreversible consequences. Each spring I go over my personal checklist, literally a "list of checks" – the monetary kind – that demonstrate my support and appreciation for organizations whose purpose makes my flying activity possible. I know that without the tireless work of these associations many of my aviating opportunities would have been irreversibly eliminated long ago.

Think of all the issues in which aviation associations are engaged. Scores of proposed rules, regulations, and actions are stopped or modified when they stand up as a prominent voice for the general aviation community. Is airport usage threatened by real estate development? An Association is there! Are towers or invisible thermal plumes intruding into the airspace and impacting

flight safety? An Association is there! Have politicians written uninformed regulations that affect flying freedoms? An Association is there!

The tally of issues goes on and is overwhelming. How could I possibly stand up to every one of these by myself? The answer is clear: no single person can. The truth, too, is that no one organization can handle all these issues either. However, by employing the "three tiers of aviation defense" process, situations are identified and combatted at the most effective level of engagement – local, state, or national. By supporting organizations at each level I am everywhere!

You see evidence of the national and local organizations frequently. You also see them asking for your money nearly every day. CalPilots, on the other hand, is rarely in your line of sight. We don't have a full-time professional team

publishing slick promotions touting our benefits. We don't provide a casual arm-twisting reminder to pay your dues (my local organization's treasurer effectively corners non-payers at the airport on Saturdays). No, CalPilots is that "middle child" that quietly does amazing things with little visibility. Yet CalPilots is the important connecting link without which neither local nor national actions would be as effective. Surely it deserves at least equal attention!

My own aviation organization memberships are numerous. Though many others are not mentioned here, my list is a conscious selection that includes national (AOPA), local (LRAA), and equally important, the state level California Pilots Association. To me, it is imperative that I write at least three checks for General Aviation each year. Is your own "list of checks" complete?

Corl Leach President California Pilots Association



***"Think of all the issues in which aviation associations are engaged. Scores of proposed rules, regulations, and actions are stopped or modified when they stand up as a prominent voice for the general aviation community"***

## Southard Field Airport Safety and Capacity Improvements

Southard Field Airport is a public-use general aviation airport located two miles northeast of the City of Bieber in Lassen County, at an altitude of 4158 feet above mean sea level. The airport is operated year round and is used for fire suppression, emergency medical response, and frequently to access the many recreational opportunities in the area.

Single Runway 4/22 is 2,976 feet long and 35 feet wide. An Airport Pavement Management System inspection in 2002 showed the Pavement Condition Index value was rated 49, indicating a fair surface. The California Department of Transportation, Division of Aeronautics (Division), visual inspection conducted in July, 2013, showed the runway pave-

ment markings were faded and the pavement had numerous cracks. Runway Before Construction Runway After Construction

The Division funded a project to improve the pavement condition by placing a slurry seal on the entire runway, taxiway, and tie down areas. Construction was completed in October 2013 within 15 working days. Before the slurry seal operation, the existing asphalt pavement was treated with a crack seal, the vegetation was removed, and an herbicide treatment was used on the shoulders. After the slurry seal was placed, the runway numbers and centerline stripe airport pavement markings were applied. This project will

help to enhance safety and operations at the airport. The total cost of the project was \$142,257, with the State providing a matching grant of \$117,187.

By Danny Uppal Cal Aero Winter 2014



Southard Field Airport  
Lassen County, California



## New helicopter noise legislation draws complaints

### AVIATION eBRIEF™



***" Days after President Barack Obama signed long-awaited legislation attempting to reduce helicopter noise in Los Angeles County, groups on both sides of the issue expressed disappointment with the plan.***

In this undated staff photo, a Robinson R44 Helicopter flies over Torrance. Rep. Adam Schiff, D-Burbank, attached helicopter noise legislation to the federal budget bill signed by President Barack Obama on Friday, Jan. 17, 2014. The bill directs the Federal Aviation Administration to look at a variety of ways to reduce helicopter noise in Los Angeles, including mapping new routes to avoid homes, looking at flying at higher altitudes, re-evaluating news-gathering techniques, and developing a complaint system. If those measures fail, the FAA must create new helicopter noise and safety guidelines within a year, the legislation states. (Chuck Bennett/Torrance Daily Breeze)

Days after President Barack Obama signed long-awaited legislation attempting to reduce helicopter noise in Los Angeles County, groups on both sides of the issue expressed disappointment with the plan.

Both a neighborhood group and a helicopter pilot association said the Los Angeles Residential Helicopter Noise

Relief Act was redundant, though for different reasons.

"It's no relief for us," said John Bailey, whose Los Angeles Area Helicopter Noise Coalition represents residents.

Longtime chopper pilot Larry Welk, a member of a helicopter pilots' group, called the law "arbitrary legislation."

The criticism underscores the difficulties in appeasing all sides in the debate over helicopter noise, which rattles residents from Sherman Oaks to Torrance.

The legislation by Rep. Adam Schiff, D-Burbank, was attached to the federal budget bill approved by the House and Senate last week and signed by Obama on Friday. It directs the Federal Aviation Administration to look at a variety of ways to reduce helicopter noise in Los Angeles, including mapping new routes to avoid homes, looking at flying at higher altitudes, re-evaluating news-gathering techniques, and developing a complaint system.

If those measures fail, the FAA must create new helicopter noise and safety guidelines within a year, the legislation states.

Torrance resident Bailey believes voluntary measures have already proven ineffective. He wants new laws

passed immediately, such as restricting the height at which helicopters can fly over neighborhoods. He blamed the FAA for not backing such action.

"We would have liked to have seen the FAA walk the walk and talk the talk," said Bailey.

Welk noted the legislation exempts police and fire helicopters, which also draw many noise complaints. Welk also said the legislation is unnecessary because the helicopter industry and community groups are already seeking solutions.

Schiff said the legislation gives the FAA a clear timeline.

"The FAA will now have to regulate helicopter noise, so I think it's an equivocal win," Schiff said in a telephone interview from Washington, D.C. He added that he remains skeptical voluntary measures would work.

An FAA report released last year cited L.A. County's busy air-traffic, varying topography and dense population as barriers to regulation. The report recommended voluntary measures, rather than legislative ones.

I

*See Helicopters (Continued on page 7)*

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/AeroNewsletter2010.html>





# California Aviation Day



at the Capitol in Sacramento, April 23, 2014

The second annual "California Aviation Day at the Capitol" is presented to inform legislators, staff, and the public about the importance of aviation to the welfare of the California economy and to raise the level of awareness of the benefits of aviation to all Californians. Literally located at the Capitol in Sacramento, this highly visible venture is coordinated by the Association of California Airports and requires numerous aviation businesses and organizations – including the California Pilots Association – to collaborate for the event's production.

Activity begins the morning of Tuesday, April 22, 2014 as representatives of the aviation community will distribute aviation information packets to the

offices of every Assembly Member and Senator. In this process, elected officials will be given the opportunity to speak with constituents and industry experts regarding the important role aviation plays in our state. Specifically, the message will be focused to highlight:

- Aviation is vital to the California economy.
- Airports and aviation create jobs.
- State support of California's airports is completely funded by user fees.
- The historical level of state support is insufficient to sustain the infrastructure.

Between 11 am and 1 pm Wednesday, April 23, 2014, the public component of California Aviation Day will be found on the north steps of the Capitol. Here you'll find interactive displays

and informational presentations provided by businesses and organizations which utilize aviation to serve their customers and benefit the citizens of California. There is no charge to attend this part of the event and everyone is encouraged to come learn about the state's aviation industry while enjoying the activities that will be offered.

The California Aviation Day website provides opportunities for you to learn more about the event and aviation's impact on the state: <http://www.caaviationday.com>.

***"The second annual "California Aviation Day at the Capitol" is presented to inform legislators, staff, and the public about the importance of aviation to the welfare of the California economy."***

## Chicken Strip Protection Urged

There aren't many "clothing optional" \$100 hamburger destinations and the aviation community is being urged to help protect the unique, uh, nature of the so-called Chicken Strip in Death Valley National Park in eastern California. The National Parks Service (NPS) is pondering the future of the Saline Valley Warm Springs, an isolated but popular wilderness camping area focused on the warm natural mineral pools that anchor a small desert oasis there. The Chicken Strip is a gravel runway maintained under contract by the Recreational Aircraft Foundation near the oasis. Those who'd like to see it continue as

an alternative to the four-hour suspension-destroying drive to the springs are being asked to [comment](#) on the NPS's Summary of Preliminary Alternatives ([PDF](#)) for the oasis and the airstrip.

That document doesn't seem to be much of a threat to continued existence of the strip. Indeed, all but one of the scenarios envisioned by NPS planners (restoring it to its natural state) calls for it to be retained. However one of the proposals would turn over maintenance and regulation of the airstrip to the parks service and that would impose some restrictions on the airstrip's

use. As for the rest of the area, the alternatives seem to suggest that there will be some tidying up of hazardous materials storage, some restrictions on camping and a little attention paid to the on-site vehicle repair service (the roads really are that bad). The ability to enjoy all of those activities in the buff will be retained, however.

By [Russ Niles](#) | February 2, 2014 AVweb 2-2-14



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# ART SCHOLL AVIATION CLOSING ITS DOORS AFTER 36 YEARS AT RIALTO MUNICIPAL AIRPORT AND RELOCATING TO THE SAN BERNARDINO INTERNATIONAL AIRPORT

SAN BERNARDINO, Calif.-February 4, 2014 - As a cornerstone of the Rialto Municipal Airport for over 36 years, Judy Scholl is relocating her aircraft and aviation legacy to a brand new hangar facility currently under construction at the San Bernardino International Airport. Judy, a pilot herself, has continued the legacy of her late husband Art Scholl by operating the Art Scholl Aviation facility, a full service fixed base operator based at Rialto airport. Prior to downsizing much of her business 5 years ago, she rented airplane mock-ups to the film industry, rented aircraft, and operated a flight school. Later this year, Ms. Scholl will transition her 4 aircraft into a brand new state-of-the art 6,800 square foot hangar as part of a larger general aviation hangar development under construction at the San Bernardino International Airport.

Judy's late husband, Art Scholl, was a world famous aerobatics pilot and was involved in numerous movies and air shows that wowed the spectators. Aviation wasn't just a hobby, but a way of life for them.

Ms. Scholl is very optimistic about her move and the overall future of the San Bernardino International Airport. "I hope to have a number of tenants come to the San Bernardino International Airport. It is a bonus that the San Bernardino County Sheriff's General Aviation Facility will be built here. Many of the smaller airports only concentrate on one service, such as cargo or maintenance, but SBD is open to offering many different pieces and is well on its way to be a successful airport", said Judy.

In the mid 2000's, the City of Rialto decided to close the Rialto Airport so that the property could be redeveloped for other purposes. However, due to the sluggish economy, the closure was postponed until only recently as the economy has regained its footing, and the real estate market has heated up again. Meanwhile, the San Bernardino County Sheriff's aviation division will also be relocating from Rialto Airport into a brand new hangar facility at the San Bernardino International Airport, which has stimulated interest from other tenants at Rialto. The

Rialto Airport is due to close on June 30, 2014.

Onsite demolition at the San Bernardino International Airport has already been completed, and the hangar development is anticipated to begin within the next two months. This new hangar development will help ease the transition for Scholl Aviation by providing temporary space until her new hangar, and the larger general aviation hangar development is completed in the latter half of 2014.

About San Bernardino International Airport – Located approximately 60 miles east of Los Angeles, the former Norton Air Force Base was converted to civilian use in 1992 and later became certified as a commercial airport by the FAA. The Airport offers a full range of services and facilities to aviation in the Southern California region, including a new FBO serving corporate and general aviation aircraft; maintenance repair & overhaul services, and the Airport is positioning itself to provide domestic and international passenger service, as well as air cargo. [www.sbdairport.com](http://www.sbdairport.com)



*"Judy's late husband, Art Scholl, was a world famous aerobatics pilot and was involved in numerous movies and air shows that wowed the spectators. Aviation wasn't just a hobby, but a way of life for them."*

## Federal Budget Funds Contract Towers

A new \$1.1 trillion federal budget bill passed last week includes \$140 million to ensure all 252 contract towers will stay open -- at least through Sept. 30, the end of the fiscal year. The tower staffing became uncertain during last year's budget battles, but a planned shut-down of 149 of the towers

was averted when the FAA was allowed to shift funds from other programs. The funding for next year remains uncertain. "Some people may say it's case closed, but in the back of our minds, we're always thinking ahead," said Peter Moll, director of the Wittman Regional Airport, in Oshkosh, Wis. "We're excited



there's funding included, but this could be coming back up again next year."

AVWeb biz By Mary Grady  
January 21, 2014



## Part 2 -Understanding the Big Picture – Politics by Ed Rosiak – Past President

This is an extension of the article series 'Understanding the Big Picture – Supporting GA'. In this edition we will review politics and their influence on what happens to the state's airports and your rights as an aviator.

Local and statewide politics is one of most aviators' least desirable and understood subjects, myself included. I'll admit, just the mention of politics increases my blood pressure. Nonetheless, it is critical to understand the process, to become more successful in dealing with it.

To most of us it is clear that our politicians are elected to represent the views of their entire constituency, or at least they are supposed to do. It is also clear that it typically doesn't happen that way. Why not?

There are many reasons. Probably the easiest way to understand politics is to consider the game "Tug of War". You remember the game. Each side tries to obtain the biggest and strongest team to make things lopsided, and allow your side to win. Politics is no different.

Each side stacks the deck to insure an outcome beneficial to them. Look no farther than your local politicians or all the way up to the federal level - same strategy, same broken process. Santa Monica is an excellent example of bad politics and airports. Talk about a stacked deck.

While we are not in a position to correct this political flaw, we are in a position to try to stack our side for our benefit. Yet for the most part we don't. Why not?

If I had a dime for every time I have heard "there's nothing we

can do" I'd have enough to afford another flight hour that's for sure. Not so my friends.

The thing is, we can make a difference. What we need to do is to insure is that we all know the rules of the game. The rules here are "stack your side of the rope" so your pull is stronger than the other side, and maintaining accountability, and understanding what the issues are to become pro-active instead of reactive.

Okay, I'll admit it's not quite as easy as all that. There are complications. There are certain subjects which politicians, being who they are, do not want to be involved in. Bottom line is, politicians never want to look bad. That's one of the many rules.

An example of turning the tide on a ill-advised action taken by uninformed politicians was the bill to include flight schools, and flight instructors, into the California bureaucracy overseeing Trade Schools, after a shady flight school closed its doors overnight and flew off with numerous students full payments. This was unfortunate, but to assume that all flight schools and flight instructors lacked integrity was wrong, and simply overkill.

This is an example of politicians trying to look good to the community by taking care of a few their own and almost wiping out flight training in California. Not smart, and typical of one political approach of using a sledgehammer to swat a fly.

This ill-advised action, however, was turned around as a direct result of a lot of hard work by CalPilots, and its members,

as well AOPA and several other groups. We got involved and also asked you to call the legislators on the committee considering this and you did. In fact, the feedback we received was they asked the pilots to "please stop calling that they received the message".

Here we have proof that we can do something to right the wrongs. Plus, the Legislators were surprised since they are not used to getting such vocal feedback on aviation matters and they now have their guard up a little more.

Well done, all of you who participated in this accomplishment. For those who didn't – why didn't you join in? Do you still believe that someone else will handle it? Time to change that sort of thought process because that's what got us to this point.

General Aviation and its influence on politicians are in decline. Each and every one of us is now responsible for insuring that GA gets a fair shake. That is not happening today, and guess what? GA is taking hits in the form of airport closures and loss of other liberties. And each and every one of us owns that fact.

So to sum it all up each of us needs to get involved and to take ownership. What's that you say? "You belong to AOPA/EAA/NBAA/CalPilots etc. and therefore you're covered? Not any more. And that's our next topic. A three tired approach to protecting our GA airports and flight privileges.

I do understand that our members recognize the issues better than most. So I ask each of you get involved further, and that you give your copy of this newsletter to a non-member, and ask him/her to read it and consider joining the cause and us. Until the next edition - Blue Skies..... Ed



***"To most of us it is clear that our politicians are elected to represent the views of their entire constituency, or at least they are supposed to do."***



***"General Aviation and its influence on politicians are in decline. Each and every one of us is now responsible for insuring that GA gets a fair shake. That is not happening today"***



## New helicopter noise legislation

(Continued from page 3) Helicopters

**"The Sherman Oaks neighborhood galvanized after the 2011 'Carmageddon,' when news helicopters hovered for hours above the closed-off 405 Freeway, angering locals."**

In a statement Monday, the FAA said the agency's ongoing dialogue with community representatives and operators will "allow the FAA to refine, prioritize and target our efforts." The FAA said it is also looking at ways to identify which helicopters are operated by law enforcement to deal with those complaints.

Richard Close, president of the Sherman Oaks Homeowners Association, said the bill represents a first step. The Sherman Oaks neighborhood galvanized after the 2011 "Carmageddon," when

news helicopters hovered for hours above the closed-off 405 Freeway, angering locals.

"Is it perfect? No," Close said. "But it's a lot better than we have now and it will lead to permanent solutions."

Aviation e brief 1-22



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## Nut Tree Airport

(Continued from page 1) Nut Tree

the November 2013 County Board hearing.

### Obstruction Removal Project

More than 750 eucalyptus and cypress trees ranging from 60 to 100 feet in height were removed by the Nut Tree Airport during September 2013. The trees were located approximately 200 feet from the runway and on property owned by the City of Vacaville requiring a collaborative effort

between the City and the Airport. The trees were defined as obstructions to navigable airspace pursuant to Part 77 of the Federal Aviation Regulations and were identified by Caltrans Division of Aeronautics as a hazard to flight safety. Planning and environmental costs were fronted by Solano County/Nut Tree Airport and removal cost was funded 90% through a grant from Caltrans Division of Aeronautics. The Airport was required to mitigate for the loss of the grove of trees at an off-site location and planted

more than 1,250 trees as part of a creek restoration project.

Dave Daly  
Airport Manager  
Nut Tree Airport  
301 County Airport Road,  
Suite 205  
Vacaville CA 95688, 707- 469 - 4600

***The trees were defined as obstructions to navigable airspace pursuant to Part 77 of the Federal Aviation Regulations and were identified by Caltrans Division of Aeronautics as a hazard to flight safety. "***

## Sutter Buttes Regional Aviation Association

Sutter County's Board of Supervisors voted unanimously to "conceptually approve" a Sutter Buttes Regional Aviation Association (Chapter of California Pilots Association) proposal to assume management duties of the county-owned airport. With only a few details to be ironed out, the timetable established at the January 28, 2014 Supervisors meeting sets the goal for beginning the new public-private partnership as the end of the County's fiscal

year, July 1, 2014. Sutter County will retain ownership of the land and facilities. Tenants of the Sutter County Airport [O52] first gathered in March 2012 to a declining trend of services and managerial attention the facility had received. An assessment of the group's capabilities and capacity encouraged them to work to reverse the airport's fortunes. With great enthusiasm and support from the California Pilots Association the SBRAA was estab-

lished as a California nonprofit corporation with the intention of operating the local airport. Signaling a welcome outcome to the lengthy process of proposals and negotiations, SBRAA President Joe Borzelleri commented, "All of the Supervisors had very nice and positive things to say about SBRAA and our desire to run the airport well."



Nestled beneath the Beale AFB Class C Airspace, the 170 acre Sutter County Airport features a 3045' x 75' asphalt runway catering to more than 70 based aircraft.

See Sutter Buttes (Continued on page 9)

### AIRPORT ADVOCATE

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# FAA Disagrees with Santa Monica on Airport

(Continued from page 1)

***"The FAA also said the 'Surplus Property Act' does not apply in the case, as the property in question continues to be used as an airport."***

option that permits the United States to decide whether it takes title and right of possession of the Airport Property as well as other rights under the 1948 Instrument of Transfer has not occurred."

The FAA also said the "Surplus Property Act" does not apply in the case, as the property in question continues to be used as an airport. The agency added that the federal government has made substantial investments in the airport since it was established in the 1940s, and that the obli-

gation for the most recent grant would not expire until 2023.

Santa Monica Next reports that city officials said, based in the 'Instrument of Transfer' signed in 1948, the government should have no further stake in the airport. But the FAA said that same document requires the city to maintain the property as an airport into perpetuity. The agency also cites a 1962 opinion from the Santa Monica City Attorney that the city has always known that it may not ever close the airport.

Santa Monica had also attempted to use a "home rule" argument with the FAA, saying the federal government was dictating what it could do

with the property. The FAA said that even if that were the case, it would be an issue for the Court of Federal Claim, not U.S. District Court.

The FAA called for the dismissal of the suit, and asked for a hearing February 10 before Judge John F. Walter. He is being asked to look at decades-old documents filed by both sides that contain "barely legible pages" created pre-1950.

## In Memoriam

Don Miller, longtime California Pilots Association board and organization member, and general aviation advocate, has passed at age 95. Don was a mentor to many CalPilots Board Members, and we were privileged to call Don a friend and associate.

Don was also a long time member of the Southern California Air Space Users Working Group (SCAUWG) a committee of professionals from all segments of the Southern California aviation industry determined to effectively interact with each other to resolve airspace related problems and improve aviation

safety, utility, and efficiency in the region.

Don's wife Virginia Richardson-Miller informed CalPilots that he passed away on December 17th. She also mentioned that Don was increasingly displeased about \*not\* being able to Drive, Fly, or Sing as his health degraded. Many who knew Don didn't know that he was a Big Band Singer in the late 40's. He led a full life indeed.

Don had very strong opinions on the path and treatment that general aviation has taken and received over the past decade or so, and he wasn't afraid to voice them. Don used to often say in board meetings that "I'm old and I can say what I want". And he did, often, which we all appreciated.

Don Miller will be missed by all of his friends as well as aviation.

(Continued from page 8 Sutter Buttes

The operating agreement between the SBRAA and Sutter County is similar to an arrangement through which the Turlock Regional Aviation Association (Chapter of California Pilots Association) manages the Turlock Municipal Airport [O15] in Merced County. That successful partnership has been in effect for more than a dozen years.

CalPilots congratulates the Sutter Buttes Regional Aviation Association on its tenacity to preserve, promote, and protect its general aviation community and airport!



## CALPILOTS MEMBERSHIP APPLICATION

*All member information is confidential*

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## CALIFORNIA PILOT PAC

### WHAT IS A PILOT PAC?

The California 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

##### Chairman

Contributions can be made to payable to  
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###### Ray LaHood

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





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**Chuckwalla Valley Motorcycle Association**  
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CalPilots has Many other Business Partners  
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[cthronsdn@sennheiserusa.com](mailto:cthronsdn@sennheiserusa.com)

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